

UNION PACIFIC RAILROAD COMPANY

South - Central District



**UTAH DIVISION
TIME-TABLE
No. 33**

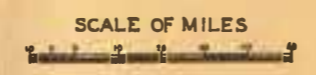
**Effective Sunday,
October 4, 1959
at 12:01 A.M. MOUNTAIN TIME**

*Safety Always
Makes a Suggestion*

FOR EMPLOYEES ONLY

SOUTH CENTRAL DISTRICT

UTAH DIVISION
CORRECTED TO APRIL 26, 1959



G. A. CUNNINGHAM General Manager
H. E. SHUMWAY General Superintendent Transportation
C. C. LARKIN, Superintendent,
Salt Lake City, Utah

W. J. FOX, Ass't Superintendent . . . Salt Lake City, Utah
A. E. STRAND, Terminal Superintendent
Salt Lake City, Utah
N. D. NELSON, Trainmaster Salt Lake City, Utah
R. G. JONES, Trainmaster Salt Lake City, Utah
W. R. DAVIS, Trainmaster Milford, Utah
F. D. ACORD, Master Mechanic Salt Lake City, Utah
M. DEVEREAUX, Terminal Road Foreman
of Engines Salt Lake City, Utah
J. B. ROBERTS, Road Foreman of Engines
Salt Lake City, Utah
C. F. BAILEY, Road Foreman of Engines
Salt Lake City, Utah
J. J. SCHNACKENBERG, Road Foreman of Engines
Milford, Utah
M. W. GUSTIN, Division Engineer . . Salt Lake City, Utah
M. E. BYRNE, General Roadmaster . . Salt Lake City, Utah
C. E. LUCAS, Superintendent of Safety and
Courtesy Salt Lake City, Utah
G. R. TROUTMAN, Ass't Superintendent of Safety
and Courtesy Los Angeles, California

First, Second and Third Subdivisions and Branches
McCammion to Caliente

R. D. BRINK, Chief Train Dispatcher
Salt Lake City, Utah
L. E. STORRS, Ass't Chief Train Dispatcher
Salt Lake City, Utah
C. W. CARTER, Ass't Chief Train Dispatcher
Salt Lake City, Utah
R. L. MAUGHAN, Ass't Chief Train Dispatcher
Salt Lake City, Utah
T. P. ROGERS, Ass't Chief Train Dispatcher
Salt Lake City, Utah
R. K. GROUSSMAN, Ass't Chief Train Dispatcher
Salt Lake City, Utah
B. F. HYDE, Ass't Chief Train Dispatcher
Salt Lake City, Utah

Third Subdivision and Branches
Caliente to Las Vegas

R. A. FORBES, Chief Train Dispatcher . . Las Vegas, Nev.
R. L. GUNDY, Ass't Chief Train Dispatcher
Las Vegas, Nev.
G. J. WILDE, Ass't Chief Train Dispatcher
Las Vegas, Nev.
J. T. HOLYOAK, Ass't Chief Train Dispatcher
Las Vegas, Nev.

UNION PACIFIC RAILROAD EMPLOYEES HOSPITAL ASSOCIATION
PHYSICIANS AND SURGEONS ARE LOCATED AS SHOWN BELOW:

NAME	TITLE	PLACE
L. J. Taufer	District Surgeon	Salt Lake City.
R. R. Merrell	District Surgeon	Pocatello.
D. L. Gamette	District Surgeon	Los Angeles.
K. E. Noyes	Surgeon	American Fork.
J. F. Trowbridge	Surgeon	Rountiful.
O. F. Smith	Surgeon	Brigham City.
G. C. Dills	Surgeon	Caliente.
L. V. Broadbent	Surgeon	Cedar City.
R. W. Farnsworth	Surgeon	Cedar City.
M. E. Bird	Surgeon	Delta.
M. A. Lyman	Surgeon	Delta.
L. G. Burkett	Surgeon	Downey.
G. H. Bjorkman	Surgeon	Downey.
H. S. Jensen	Surgeon	Farmington.
V. R. Kelly	Surgeon	Kaysville.
J. B. Denman	Surgeon	Las Vegas.
J. J. Hamill	Surgeon	Las Vegas.
G. J. Madsen	Oculist	Las Vegas.
N. Z. Tanner	Surgeon	Rayton.
Robt. Skabelund	Surgeon	Lewiston.
R. N. Barlow	Surgeon	Logan.
S. M. Budge	Surgeon	Logan.
O. W. Budge	Surgeon	Logan.
J. Clare Hayward	Surgeon	Logan.
R. O. Porter	Oculist & Aurist	Logan.
E. G. Whitaker	Physician	Magna.
O. H. Mabey	Surgeon	Mald.
J. S. Alley	Surgeon	Midvale.
E. N. Davie	Surgeon	Milford.
D. A. Symond	Surgeon	Milford.
John M. Ball	Surgeon	Murray.
F. H. Beckstead	Surgeon	Nephi.
J. G. Steele	Surgeon	Nephi.
K. A. Stratford	Division Surgeon	Ogden.
Harold V. DeMars	Ear, Nose & Throat	Ogden.
Leo W. Benson	Surgeon	Ogden.
E. D. Flanders	Physician	Ogden.
R. E. Nilsson	Surgeon	Ogden.
C. L. Jorgensen	Surgeon	Ogden.
C. S. Feeny	Physician	Ogden.
R. W. Pugmire	Oculist	Ogden.
Max Stewart	Surgeon	Payson.
R. R. Merrell	District Surgeon	Pocatello.
R. K. Gorton	Asst. to District Surgeon	Pocatello.
R. G. Crandall	Physician	Pocatello.
Clark T. Parker	Surgeon	Pocatello.
H. J. Hartvigsen	Physician	Pocatello.
W. W. Mumford	Surgeon	Pocatello.
J. E. Comstock	Physician	Pocatello.
R. J. Emerson	Surgeon	Pocatello.
E. V. Simison	Oculist & Aurist	Pocatello.
L. N. Diana	Eye Specialist	Pocatello.
Harry D. McGee	Ear, Nose & Throat	Pocatello.
Calvin Buhler	Surgeon	Pocatello.
L. R. Hawkes	Surgeon	Preston.
Elson D. Clark	Oculist & Aurist	Provo.
J. J. Weight	Surgeon	Provo.
J. B. Westwood	Surgeon	Provo.
W. G. Noble	Surgeon	Provo.
L. J. Taufer	District Surgeon	Richmond.
Harry Berman	Oculist & Aurist	Salt Lake City.
Alan S. Crandall	Oculist	Salt Lake City.
R. D. Matheson	Surgeon	Salt Lake City.
E. B. Fairbanks	Oculist & Aurist	Salt Lake City.
E. J. Fairbanks	Oculist & Aurist	Salt Lake City.
H. L. Pearse	Surgeon	Salt Lake City.
S. C. Sharp	Surgeon	Salt Lake City.
Rulon E. Smith	Surgeon	Salt Lake City.
F. J. Winget	Surgeon	Salt Lake City.
E. J. Lambert	Surgeon	Salt Lake City.
C. C. Hofhelms	Shops Surgeon	Salt Lake City.
E. C. Budge	Surgeon	Smithfield.
Robert S. Budge	Surgeon	Smithfield.
G. B. Orton	Surgeon	Smithfield.
T. M. Alous	Surgeon	Springville.
G. C. Ficklin	Surgeon	Tooele.
		Tremonton.

MILEAGE

Main Line	763.2
Branches	264.6
Grand Total	1027.8

WESTWARD CONDENSED TIME-TABLE EASTWARD

FIRST CLASS			Distance from Ogden	Time-Table No. 33 October 4, 1959			Mile Post	FIRST CLASS		
9 Passenger Daily	103 Streamliner Passenger Daily	5 Passenger Daily		STATIONS	10 Passenger	104 Streamliner Passenger		6 Passenger		
9.15	5.55	8.05	0.0	MT	OGDEN	MT	0.0	A 6.00	A 9.10	A 7.20
10.35	6.35	8.35	36.3		SALT LAKE CITY		38.3 784.0	5.05 4.40	8.25 8.15	6.30 6.00
12.30	8.44	12.16	154.4		LYNN DYL		685.9	2.27	6.15	3.13
2.05	9.53	2.20	243.5		MILFORD		576.8	1.10	5.03	1.45
2.40	10.20	3.05	278.9		LUND		541.4	12.25	4.30	1.00
4.35	11.50	5.20	360.8		CALIENTE		459.5	10.42	2.54	11.00
7.20 6.30	2.30 1.40	8.50 8.10	486.1	MT PT	LAS VEGAS	MT PT	334.2	8.00 6.45	12.20 11.10	8.10 6.50
9.35	4.35	12.15	657.1		YERMO		163.2	3.30	8.20	3.00
9.58	4.53	12.45	670.5		BARSTOW		150.1	3.10	8.01	2.30
12.05	6.55	2.55	751.3		SAN BERNARDINO		67.3	1.00	6.08	12.25
12.15	7.04	3.05	754.8		COLTON		64.5	12.47	5.55	12.05
12.30	7.18	3.25	761.8		RIVERSIDE		57.5	12.35	5.43	11.50
		4.05	781.5		ONTARIO		37.8			11.20
1.05	7.50	4.20	787.3		POMONA		32.0	12.05	5.15	11.07
1.40	8.25	5.00	813.8		EAST LOS ANGELES		5.7	11.35	4.50	10.35
A 2.00	A 8.45	A 5.30	821.0	PT	LOS ANGELES	PT	0.0	11.15	4.30	10.15
					(821.0)			Daily	Daily	Daily
(17.45) 46.3	(15.50) 51.9	(22.25) 36.6			Thru Time			(17.45) 46.3	(15.40) 52.4	(20.05) 40.9
					Average speed per hour					

WESTWARD CONDENSED TIME-TABLE EASTWARD

FIRST CLASS			Distance from Salt Lake City	Time-Table No. 33 October 4, 1959			Mile Post	FIRST CLASS		
35 Passenger Daily				STATIONS	36 Passenger					
7.30			0.0		SALT LAKE CITY		36.3	A 7.30		
8.30			36.3		OGDEN		0.0	6.30 6.00		
9.25			57.4		BRIGHAM CITY		21.1	5.30		
10.10			85.1		CACHE JCT.		48.8	4.45		
11.25			147.5		McCAMMON		111.2	3.30		
A 11.55			170.2		POCATELLO		213.9	3.00		
					(170.2)			Daily		
(4.25) 38.6					Thru Time			(4.30) 37.8		
					Average speed per hour					

Light figures indicate A.M.
Heavy figures indicate P.M.

WESTWARD				FIRST SUBDIVISION				Distance from Salt Lake City	Time-Table No. 33	
SECOND CLASS			FIRST CLASS				October 4, 1959			
277	279	311	35	6	104	10	STATIONS			
Time Freight	Time Freight	Mixed	Passenger	Passenger	Streamliner Passenger	Passenger				
Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily				
P			7.30PM	6.30PM	8.25AM	5.05AM	0.0	DN-R SALT LAKE CITY YLSA DS		
DOPT WYZ	9.00PM	7.05PM					1.0	1.0		
PX	9.10	7.15	7.38	6.38	8.33	5.13	5.2	DN-R NORTH YARD YL C		
PX			7.41	6.41	8.36	5.16	8.2	4.2		
WS 73 PX	9.25	7.27	7.47	6.47		5.22	15.0	NORTH SALT LAKE		
CS 131 P	9.32	7.33	7.51	6.51	8.45	5.26	19.6	3.0	D WOODS CROSS WC	
	9.36	7.36	7.53	6.53		5.28	21.8	4.2	FARMINGTON	
WS 54 ES 115 PX	9.43	7.43	7.57	6.57		5.32	26.5	4.6	KAYSVILLE	
ES 38 PX	9.50	7.48	8.01	7.01	8.54	5.36	30.2	2.2	D LAYTON NY	
P	9.59	7.55	8.06	7.06	8.58	5.41	35.3	4.7	DN CLEARFIELD CF	
CDFOPT WYZ	10.10	8.05	8.20	7.20PM	9.10AM	6.00AM	36.3	3.7	ROY	
	11.15	9.00 ³⁵	8.55 ²⁷⁹	A 7.20PM	A 9.10AM	A 6.00AM		5.1	BRIDGE JCT. YL	
								1.0	DN-R OGDEN YL YD RD	
								0.7	D. & R. G. W. CROSSING YL	
119 P	11.25	9.10	9.04				37.0	0.9	S. P. JCT. YL	
120 P	11.37	9.20	9.11				37.9	7.2	HOT SPRINGS	
121 P	11.45	9.27	9.16				45.1	5.2	WILLARD	
WS 115 ES 66 PY	11.55PM	9.38	9.25				50.3	7.1	DN BRIGHAM CITY YLBM	
121 P	12.10AM	9.50	9.36				57.4	9.3	HONEYVILLE	
123 P	12.20	9.56	9.41				66.7	5.5	DEWEY	
122 P	12.40	10.07	9.51				72.2	8.7	WHEELON	
WS 107 ES 65 WYZ	1.30	10.22	10.10				80.9	4.2	DN CACHE JCT. YL CJ	
124 P	1.57 ²⁸⁰	10.33	10.20				85.1	8.1	TRENTON	
P			10.23				93.2	3.7	CORNISH	
122 P	2.20	10.43	10.28				96.9	4.5	WESTON	
122 P	2.35	10.53	10.37				101.4	5.9	D DAYTON CN	
P			10.41				107.3	4.2	CLIFTON	
127 P	2.44	11.02	10.44				111.5	3.1	COULAM	
122 P	2.53	11.10	10.50				114.6	6.4	SWAN LAKE	
122 P	3.10	11.25	11.04				121.0	10.3	DN DOWNEY DO	
P			11.11				131.3	5.0	VIRGINIA	
123 P	3.38 ³⁶	11.36	11.16				136.3	4.7	D ARIMO A	
125 127 IPY	A 3.50AM	A 11.50PM	As 11.25PM				141.0	6.5	DN-R McCAMMON YLMC	
							147.5			
									(147.5)	

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 Rules 251 to 254 inclusive apply between Ogden and Salt Lake City.
 Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden.
 For conditional stops to discharge or pick up revenue passengers.—See Page 11.
 For stations not shown on schedule pages.—See Page 17.
 For setout tracks.—See Page 18.

FIRST SUBDIVISION				EASTWARD			Distance from Salt Lake City	Time-Table No. 33	
FIRST CLASS			SECOND CLASS			October 4, 1959			
36	5	103	9	280	312	278		STATIONS	
Passenger	Passenger	Streamliner Passenger	Passenger	Time Freight	Mixed	Stock Special			
Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily			
								DN-R SALT LAKE CITY YLSA DS	
							36.3	1.0	
				A 7.30AM	A 8.55AM	A 6.40PM	35.3	4.2	DN-R NORTH YARD YL C
							31.1	3.0	NORTH SALT LAKE
							28.1	6.8	D WOODS CROSS WC
							21.9	4.6	FARMINGTON
							18.7	2.2	KAYSVILLE
							14.5	4.7	D LAYTON NY
							9.8	3.7	DN CLEARFIELD CF
							6.1	5.1	ROY
							1.0	1.0	BRIDGE JCT. YL
							0.0	0.7	DN-R OGDEN YL YD RD
							0.7	0.9	D. & R. G. W. CROSSING YL
							1.6	7.2	S. P. JCT. YL
							8.8	5.2	HOT SPRINGS
							14.0	7.1	WILLARD
							21.1	9.3	DN BRIGHAM CITY YLBM
							30.4	5.5	HONEYVILLE
							35.9	8.7	DEWEY
							44.8	4.2	WHEELON
							48.8	8.1	DN CACHE JCT. YL CJ
							56.9	3.7	TRENTON
							60.6	4.5	CORNISH
							65.1	5.9	WESTON
							71.0	4.2	D DAYTON CN
							75.2	3.1	CLIFTON
							78.3	6.4	COULAM
							84.7	10.3	SWAN LAKE
							85.0	5.0	DN DOWNEY DO
							100.0	4.7	VIRGINIA
							104.7	6.5	D ARIMO A
							111.2		DN-R McCAMMON YLMC
									(147.5)

Thru Time (4.00) (0.50) (0.45) (0.50)
 Average speed per hour 36.9 43.6 48.4 43.6

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 Rules 251 to 254 inclusive apply between Ogden and Salt Lake City.
 Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden.
 For conditional stops to discharge or pick up revenue passengers.—See Page 11.
 For stations not shown on schedule pages.—See Page 17.
 For setout tracks.—See Page 18.

WESTWARD				PROVO SUBDIVISION				EASTWARD			
SECOND CLASS				Distance from Salt Lake City	Time-Table No. 33 October 4, 1959	Mile Post	SECOND CLASS				
Car capacity of sidings, etc. See Rule 6(A) Page 18.	307 Mixed		305 Mixed				308 Mixed	306 Mixed			
		Daily Except Sunday	Daily Except Sunday		STATIONS						
DOPT WYZ			2.00AM	0.0	DN-R SALT LAKE CITY YL SA	36.8		A 12.15AM			
				1.3	1.3 EIGHTH SOUTH ST. YL	37.6		12.05AM			
IP				2.1	0.8 D. & R. G. W. CROSSING YL	38.4					
				3.4	1.3 D. & R. G. W. CROSSING YL	39.7					
75 P			2.20	4.7	1.3 HUSLERS YL	41.0		11.50PM			
44 P		f	2.30	7.3	2.0 MURRAY YL FN	43.6		f 11.40			
36 P			2.35	7.9	0.6 PALLAS YL	44.2		11.35			
AT				11.4	3.5 D. & R. G. W. GAUNTLET	47.7					
102 P		f	2.50	12.6	1.2 SANDY	48.9		f 11.20			
46 P		s	3.05	17.1	4.5 DRAPER A	782.9		s 11.10			
WS 71 ES P		f	3.25	24.5	7.4 MOUNT	775.5		f 10.50			
71 PY		f	3.45	20.0	4.5 CUTLER	771.0		f 10.30			
29 P		f	4.05	30.5	1.5 LEHI HI	769.5		f 10.20			
43 P		f	4.15	33.5	3.0 D AMERICAN FORK AF	766.5		f 10.00			
71 P		f	4.35	36.6	2.2 D PLEASANT GROVE GO	763.5		f 9.40			
P				38.7	3.3 PIPEMILL YL	761.3					
102 P		f	4.45	42.0	D GENEVA YL G	758.0		f 9.20			
AT				42.7	0.7 D. & R. G. W. CROSSING	757.3					
CDPT WYZ		11.00AM	A 5.15AM	47.3	4.6 DN-R PROVO YL UR VO	752.7	A 6.20PM	9.00PM			
P		f	11.10	52.0	4.7 SPRINGVILLE	748.0	f 6.09				
27 P		s	11.25	55.6	3.6 D SPANISH FORK SF	744.4	f 6.03				
109 P		s	11.45AM	63.2	7.6 D PAYSON CN	736.8	f 5.52				
125 P		f	12.25PM	78.0	14.8 STARR	722.0	f 5.27				
124 PY		s	1.05	89.2	11.2 D NEPHI NI	710.8	s 5.10				
125 P		f	1.35	103.7	14.5 JUAB	690.3	f 4.45				
123 P		f	2.15	118.9	15.2 PARLEY	081.1	f 4.15				
PWY		A	3.00PM	134.1	15.2 LYNN DYL YL	605.9	3.45PM				
					(134.1)		Daily Except Sunday	Daily Except Saturday			
		(4.00) 21.7	(3.15) 14.6				(2.35) 33.6	(3.15) 14.6			

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 307 is superior to No. 308.—See Rule 72.

For stations not shown on schedule pages.—See Page 17.

For setout tracks.—See Page 18.

WESTWARD				CEDAR CITY BRANCH				EASTWARD				Westward IRON MOUNTAIN BRANCH Eastward			
SECOND CLASS				Mile Post	Time-Table No. 33 October 4, 1959	Mile Post	SECOND CLASS								
Car capacity of sidings, etc. See Rule 6(A) Page 18.	417 Local Freight		418 Local Freight				308 Mixed	306 Mixed							
		Daily Except Sunday	Daily Except Sunday		STATIONS										
122 PY			7.00AM	0.0	DN-R LUND YL UN	0.0	A 11.45AM			YZ	D-R IRON SPRINGS YL GS	0.0			
132			7.20	9.4	9.4 AVON	9.4	11.27				DESERT MOUND	4.5			
YZ		s	7.45	20.3	10.0 D-R IRON SPRINGS YL GS	20.3	s 11.05			Y	COMSTOCK	10.9			
Loop 44		A	8.20AM	32.5	12.2 D-R CEDAR CITY YL CD	32.5	10.30AM			Y	D IRON MOUNTAIN YL MN	14.9			
					(32.5)		Daily Except Sunday				(14.9)				
		(1.20) 21.4					(1.15) 26.0								

WESTWARD				MEAD LAKE BRANCH				EASTWARD			
SECOND CLASS				Mile Post	Time-Table No. 33 October 4, 1959	Mile Post	SECOND CLASS				
Car capacity of sidings, etc. See Rule 6(A) Page 18.	123 PY		11				9	11	Y		
		D	MA								
			0.0								
			5.1								
			10.2								
			14.8								
			16.7								
			(16.7)								

WESTWARD				PIOCHE BRANCH				EASTWARD				Westward FILLMORE BRANCH Eastward			
SECOND CLASS				Mile Post	Time-Table No. 33 October 4, 1959	Mile Post	SECOND CLASS								
Car capacity of sidings, etc. See Rule 6(A) Page 18.	403 Local Freight		404 Local Freight				123 PW	400							
		Monday Wednesday Friday	Monday Wednesday Friday		STATIONS										
ES 118 WS 116 DPWY			7.30AM	0.0	DN-R CALIENTE YL CS	0.0	A 2.45PM			123 PW 183 Y	DN	DELTA YL AK	0.0		
27		f	8.20	14.5	14.5 PANACA	14.5	f 1.30			10		GREENWOOD (Spur)	21.7		
Y		A	9.45AM	32.7	18.2 D PIOCHE YL RM	32.7	12.01PM			28 Y	D	FILLMORE YL FI	32.2		
					(32.7)		Monday Wednesday Friday					(32.2)			
		(2.15) 14.5					(2.44) 12.0								

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 403 is superior to No. 404, and No. 417 is superior to No. 418.—See Rule 72.

For stations not shown on schedule pages.—See Page 17.

For setout tracks.—See Page 18.

Westward		CACHE VALLEY BRANCH		Eastward	
Car Capacity of sidings, etc. See Rule 6(A) Page 18	SECOND CLASS	Distance from Cache Jct.	Time-Table No. 33 October 4, 1959	Mile Post	SECOND CLASS
	303 Mixed				304 Mixed
	Daily Except Sunday		STATIONS		
DPWYZ	f 5.30AM	0.0	DN-R CACHE JCT. YL CJ	0.0	A 3.00PM
8		4.8	4.8 PETERSBORO (Spur)	4.8	
37	f 5.55	8.6	5.2 MENDON	8.6	f 2.15
15	P f 6.15	13.8	D 0.7 WELLSVILLE	13.8	f 1.55
24		14.5	3.1 HILLS	14.5	
23	f 6.30	17.6	2.6 HYRUM	17.6	f 1.30
11		20.2	3.0 HOLT	20.2	
50	PWYZ s 6.55	24.1	D 2.3 LOGAN YL Q	24.1	s 1.10
17		26.4	5.1 GREENVILLE	26.4	
18	P f 7.22	31.5	D 5.0 SMITHFIELD YL	31.5	f 12.30
33	P f 7.45	37.4	D 4.1 RICHMOND YL	37.4	f 12.01PM
		41.5	2.3 LEWISTON (Spur)	41.5	
33	P f 8.25	43.8	4.2 FRANKLIN	43.8	f 11.20AM
25	f 8.35	48.0	2.8 WHITNEY YL	48.0	f 11.08
24	Y A 9.30AM	50.8	D-R PRESTON YL PN	50.8	11.00AM
			(50.8)		Daily Except Sunday
(4.00)	12.7	Thru Time	(4.00)	12.7	Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 For stations not shown on schedule pages.—See Page 17.
 For setout tracks.—See Page 18.

WESTWARD		MALAD BRANCH		EASTWARD	
Car Capacity of sidings, etc. See Rule 6(A) Page 18.	SECOND CLASS	Distance from Brigham City	Time-Table No. 33 October 4, 1959	Mile Post	SECOND CLASS
	311 Mixed				312 Mixed
	Daily Except Sunday		STATIONS		
WS 115 GG PY	f 8.30AM	0.0	DN-R BRIGHAM CITY YL EM	0.0	A 1.15PM
53	f 8.45	5.0	5.8 CORINNE	5.0	f 12.57
30	f 8.57	11.5	5.9 FORD	11.5	f 12.45
28	f 9.02	13.7	2.2 CROPLEY	13.7	f 12.40
48	P s 9.20	17.8	D 4.1 TREMONTON YL	17.8	s 12.30
20	PY s 9.30	19.8	D 2.0 GARLAND YL	19.8	s 12.20
20	f 9.42	25.0	5.2 FIELDING	25.0	f 12.05PM
31	PY A 10.45AM	51.5	D-R 26.5 MALAD YL MV	51.5	11.01AM
			(51.5)		Daily Except Sunday
(2.15)	22.9	Thru Time	(2.14)	23.1	Average speed per hour

One Yard Limit between M.P. 16.89 east of Tremonton and M.P. 20.79 west of Garland.

Westward SYRACUSE BRANCH Eastward		Westward BEAR RIVER BRANCH Eastward		Westward THATCHER BRANCH Eastward	
Car Capacity of sidings, etc. See Rule 6(A) Page 18.	Time-Table No. 33 October 4, 1959	Mile Post	Time-Table No. 33 October 4, 1959	Mile Post	Time-Table No. 33 October 4, 1959
	STATIONS				
WS 54 CS 116	PX DN 0.3 CLEARFIELD YL CF	0.0	20 Y D 3.4 GARLAND YL	0.0	48 D 5.1 TREMONTON YL
I	1.8 D. & R. G. W. CROSSING YL	0.3	5.8 HAWS YL	3.4	19 YL 5.1 SUNSET YL
11	2.1 BARNES YL (Spur)	2.1	17 YL 9.2 BRADFORD YL	9.2	
	(2.1)		(9.2)		(5.1)

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 For stations not shown on schedule pages.—See Page 17.
 For setout tracks.—See Page 18.

Conditional Stops to Discharge or Pick Up Revenue Passengers			
Train	At	Discharge passengers from	Pick up passengers destined to
35	Any Station.	Any Station.	Any Station.
36	Any Station.	Any Station.	Any Station.
* 5	Any Station.	Any Station.	Any Station.
* 6	Any Station.	Any Station.	Any Station.

*Will stop for non-revenue passengers, except does not apply to train 6 between Uvada and Salt Lake City.

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:

Designation "Str."—Train with Diesel locomotive and all light-weight roller-bearing passenger train equipment.

Designation "Psgr."—Train with steam locomotive and all passenger train equipment; train with Diesel locomotive and all passenger train equipment, any car of which is not light-weight roller bearing.

Designation "Frt."—Train with freight cars; train with caboose only; locomotive without cars.

When a Diesel passenger locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified for "Psgr." trains will govern.

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35 20
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling company roadway machines on their own wheels, except wrecking derricks: Straight track. On curves. On branch lines.			30 25 15
Within yard limits— Protected by continuous block signal system. Not protected by continuous block signal system. At North Yard. At Milford between M.P. 577.5 and 579.5. On branch lines. Diesel passenger locomotive operated without train. All lesser speed restrictions specified for passenger trains will govern.	60 50 50 70 30	50 40 40 60 30	25 25 25 50 15	Trains handling scale test cars: On main track. On branch lines. Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines. Trains handling air-dump cars. Jordan spreaders and other machines of spreader type, when in operation.			30 20 20 35 15
Diesel locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Trains handling ore from Cedar City Branch: Between Lund and Milford. Between Milford and Black Rock. Between Black Rock and Lynndyl. Between Lynndyl and Salt Lake via Tintic. Between Lund and Modena. Between Modena and Las Vegas.			40 30 40 40 30 40
Diesel locomotives in road or helper service— Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling train. Backing up light.	40	40	40	Trains handling UP ore cars Nos. 8000 to 8499 or 26000 to 26499 under load or empty. When using cross-overs or turn-outs. When using No. 14 turn-outs.			45 15 25
Gas Turbine, Diesel freight and road switch locomotives:	65	65		Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch except at S.P. Jct. Wye tracks.	20	20	20 6
1870 class Locomotives: On Main Track. On Provo Subdivision. On Branch Lines.			50 25 20	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main track. On branch lines. (Slower speed must be observed where conditions require.)			25 15
Diesel yard switch locomotives in road service.			35				
Steam locomotives running backward.		20	20				
3800 class locomotives.		60	50				
3700 and 3900 class locomotives.		65	50				
Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15 25				

**FIRST SUBDIVISION
Between Ogden and McCammon**

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Maximum speed.	79	50	Cornish Between M.P. 64.1 and 64.5.	60	50
Hot Springs Between M.P. 10.3 and 10.6.	60	50	Weston Between M.P. 66.1 and 67.1.	45	35
Between M.P. 12.3 and 12.7.	60	50	Between M.P. 68.6 and 68.8.	75	50
Between M.P. 13.7 and 14.0* (See Note).	60	50	Coulam Between M.P. 82.7 and 83.0.	45	35
Willard Between M.P. 19.2 and 19.4.	60	50	Swan Lake Between M.P. 85.6 and 85.8.	60	50
Between M.P. 20.9 and 21.1.	35	25	Between M.P. 86.5 and 87.5.	60	50
Brigham City Between M.P. 23.1 and 23.4.	60	50	Between M.P. 90.2 and 90.4.	50	40
Dewey Between M.P. 37.8 and 38.0.	45	35	Between M.P. 92.3 and 93.9* (See Note).	60	50
Between M.P. 41.0 and 41.4.	60	50	Downey Between M.P. 99.4 and 99.6.	50	40
Between M.P. 42.0 and 42.2.	45	35	Virginia Between M.P. 102.4 and 102.6.	60	50
Between M.P. 43.5 and 44.6.	40	30	Marsh Valley Gravel Pit Trackage.		8
Wheelon Between M.P. 44.6* and 46.4. (See Note).	12	12	Arimo Between M.P. 107.4 and 107.7.	60	50
Between M.P. 46.4 and 47.2.	30	30	Between M.P. 110.8 and 111.2.	40	25
Cache Junction Between M.P. 49.0 and 49.3.	25	25	McCammon		
Between M.P. 51.1 and 51.4.	45	35			
Between M.P. 53.5 and 53.9.	60	50			

**FIRST SUBDIVISION
Between Ogden and Salt Lake City**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	79	50	Between M.P. 26.6 and 26.8.	70	60	50
Trains consisting of 50% or more ore.			30	North Yard Between M.P. 34.8 and passenger station.	25	25	15
Roy Between M.P. 8.7 and 9.1.	79	70	50	Salt Lake City			
Kaysville Between M.P. 20.9 and 21.2.	70	60	50				
Farmington Between M.P. 22.3 and 22.5.	70	60	50				

WITHIN OGDEN TERMINAL LIMITS, O.U.R.&D. SPEED RESTRICTIONS APPLY

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Maximum speed.	30	15	Slip switches, Cecil Jct.	10	10
Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch.	20	15	Wye and Balloon Track, Patterson Ave.	10	10
When using cross-overs or turn-outs.	15	15	U.P. and S.P. roundhouses and shop limits.	8	8
Over railroad crossings.	10	10	Over switches at 23rd and 26th Sts. and in Union Station passenger yard.	8	8

NOTE: Referring to Rule 10(J) * Reduce Speed Signs have been placed on Left side of track at following points:
Westward M.P. 44.6
Eastward M.P. 14.0 M.P. 93.9

SECOND SUBDIVISION
Between Milford and Salt Lake City

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.
Maximum speed.	79	79	50	Erda			
Milford Between M.P. 576.5* and 577.2 (See Note).	20	20	20	Between M.P. 757.1* and 758.9 (See Note).	55	45	35
Between M.P. 577.5 and 579.1.	70	60	50	Between M.P. 760.9 and 761.9.	70	60	50
Delta Between M.P. 651.4 and 651.6.	70	60	50	Between M.P. 762.8 and 763.3.	65	55	45
Between M.P. 652.9 and 653.2.	70	60	50	Lake Point Kennecott Copper Co. Highline Trackage.			15
Between M.P. 655.8 and 656.4.	70	60	50	D&RGW Crossing at M.P. 767.1.	65	55	45
Lynndyl Between M.P. 665.7* and 665.9* (See Note).	70	60	50	Between M.P. 767.2 and 767.5.	65	55	45
Champlin Between M.P. 678.9 and 679.2.	65	55	45	Garfield Between M.P. 770.1 and 770.5.	70	60	50
Between M.P. 680.5 and 681.0.	60	50	40	Buena Vista Between M.P. 779.2** and 779.6 (See Note).	70	60	50
Between M.P. 682.5 and 684.5.	60	50	40	Passenger Line—Between Redwood Road and D&RGW railroad crossings.	25	25	25
Jericho Between M.P. 685.6 and 689.0.	60	50	40	Passenger Line—D&RGW railroad crossings on Ninth South Street.	20	20	20
McIntyre Between M.P. 692.8 and 693.4.	70	60	50	Salt Lake City—Between Passenger Station and Ninth South Streets; and between Third West and Fourth West Streets.	12	12	12
Tintic Between M.P. 699.6 and 699.9.	70	60	50	Freight Line Between Buena Vista and North Yard.	20	20	20
Between M.P. 702.1 and 703.8.	70	60	50	Salt Lake City—within Grant Tower Interlocking Limits.	12	12	12
Boulter Between M.P. 705.8 and 715.9.	55	45	35	Salt Lake City—When pushing cars between Fifth North and Twenty-First South Streets.			5
Pehrson Between M.P. 719.6 and 721.0.	60	50	40	Salt Lake City—All trains and engines using main tracks along Third West Street must consume no less than six minutes between First South Street and Ninth South Street.			
St. John Between M.P. 742.1 and 744.1.	55	45	35	Salt Lake City			
Warner Between M.P. 754.2 and 755.6.	60	50	40				

THIRD SUBDIVISION
Between Las Vegas and Caliente

Maximum speed.	79	79	50	Farrier			
Las Vegas Between M.P. 333.2 and 335.0.	20	20	20	Maximum Speed at any point between Farrier and M.P. 500, near Uvada.	70	60	50
Dike Between M.P. 348.4 and 351.1.	40	40	30	Between M.P. 394.0 and 394.2.	60	50	40
Apex Between M.P. 356.1 and 356.8.	50	40	30	Between M.P. 394.6 and 395.9.	35	35	30
Garnet Between M.P. 357.3 and 357.8* (See Note).	70	60	50	Between M.P. 397.5 and 398.6.	45	35	30
Between M.P. 358.2* and 358.5 (See Note).	45	40	30	Hoya Between M.P. 403.7 and 419.7.	35	35	30
Between M.P. 358.8 and 359.4.	60	50	40	Carp Between M.P. 425.4 and 426.2.	55	45	40
Between M.P. 362.2 and 362.5* (See Note).	60	50	40	Between M.P. 427.9 and 428.2.	55	45	40
Dry Lake Between M.P. 363.9 and 364.3.	70	60	50	Between M.P. 429.1 and 429.2.	60	50	40
Between M.P. 369.1 and 369.4.	70	60	50	Leith Between M.P. 430.0 and 455.2.	35	35	30
Ute Between M.P. 379.2 and 379.6.	60	50	40	Etna Between M.P. 458.4 and 458.8.	45	35	30
Between M.P. 380.4 and 380.9.	65	55	45	Caliente Between Signal 4592 and Switch to Oil Spur at M.P. 460.0.	20	20	20

NOTE: Referring to Rule 10(J) * Reduce Speed Signs or ** Resume Speed Signs have been placed on Left side of track at following points:

Westward
M.P. 665.9 M.P. 779.2 M.P. 357.8 M.P. 362.5

Eastward
M.P. 576.5 M.P. 665.7 M.P. 757.1 M.P. 358.2

THIRD SUBDIVISION (Continued)
Between Caliente and Milford

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.
Caliente Between M.P. 460.0 and 460.3* (See Note).	45	35	25	Brown Between M.P. 489.1 and 492.1.	50	40	30
Between M.P. 461.2 and 461.7.	30	25	20	Crestline Between M.P. 494.1 and 494.4.	40	30	25
Between M.P. 461.7 and 463.9.	45	35	25	Between M.P. 495.0 and 497.3.	30	25	20
Eccles Between M.P. 466.0 and 466.9.	40	35	25	Maximum Speed at any point between M.P. 500.0, near Uvada, and Farrier.	70	60	50
Minto Between M.P. 468.1 and 468.3* (See Note).	55	45	35	Uvada Between M.P. 502.0* and 502.5 (See Note).	70	60	50
Between M.P. 469.1 and 477.3.	30	25	20	Milford Between M.P. 576.5* and 577.2 (See Note).	20	20	20
Between M.P. 479.1 and 479.5.	40	30	25				
Between M.P. 479.8 and 480.0.	50	40	25				
Between M.P. 480.4 and 481.6.	30	25	20				
Acoma Between M.P. 484.4* and 486.6 (See Note).	60	50	40				
Between M.P. 486.8 and 488.7.	30	30	25				

PROVO SUBDIVISION
Between Lynndyl and Salt Lake City

Maximum speed.	50	40	40	Lehi Sugar Factory Trackage west of stockyards.			5
Lynndyl Between M.P. 665.7 and 666.0.	15	15	15	Cutler Between M.P. 773.4 and 778.1.	35	30	25
Between M.P. 666.0 and 667.3.	40	30	20	Draper Between M.P. 780.8 and 782.7.	40	30	25
Between M.P. 674.8 and 676.4.	40	40	40	Sandy Between M.P. 49.0* and 46.2 (See Note).	40	40	30
Between M.P. 676.4 and 677.7.	20	20	20	D&RGW Gauntlet Track, M.P. 47.7.	20	20	20
Between M.P. 677.7 and 686.2.	30	30	25	Atwood Midvale Smelter Trackage.			12
Mills Between M.P. 691.8 and 694.4.	40	30	25	Between M.P. 46.2 and 40.3.	30	30	20
Nephi (See Note) City Limits, between M.P. 710.0 and 711.8**.	20	20	20	Between M.P. 40.3* and Salt Lake City.	15	15	15
Santaquin Between M.P. 732.6 and 733.5.	40	30	25	Salt Lake City—When pushing cars between Fifth North and Twenty-First South Streets.			5
Provo Between M.P. 751.8 and 758.5.	20	20	20	Salt Lake City—Between Second South and Ninth South Streets.	12	12	12
Geneva Over Road Crossings in Steel Plant.			15	Salt Lake City—All trains and engines using main tracks along Third West Street must consume no less than six minutes between First South Street and Ninth South Street.			
Pleasant Grove City Limits, between M.P. 762.9 and 764.0.	20	20	20	Salt Lake City			
Wasatch Oil Spur.			10				
American Fork City Limits, between M.P. 765.6 and 767.5.	20	20	20				

NOTE: Referring to Rule 10(J) * Reduce Speed Signs or ** Resume Speed Signs have been placed on Left side of track at following points:

Westward
M.P. 460.3 M.P. 468.3

Eastward
M.P. 484.4 M.P. 502.0 M.P. 576.5
M.P. 711.8 M.P. 49.0 M.P. 40.3

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Pgr.	Frt.		Pgr.	Frt.
Bushnell Hospital spur.	10	10	Cedar City Branch Between Lund and Iron Springs.	45	35
Malad Branch.		30	Between Iron Springs and Cedar City.	30	30
Syracuse Branch.		15	Between Iron Springs and Cedar City with trains having GP-7 or GP-9 Diesel units.	25	20
Clearfield Naval Supply Depot area.		12	Cedar City Loop Track.	10	10
Naval Supply Depot wye.		8	Cedar City, oil track No. 12, Commissary spur and freight house lead.	5	5
Roche Beet Spur.		10	Iron Mountain Branch Between Iron Springs and M.P. 5.50.		20
Thatcher Branch.		10	Between M.P. 5.50 and Iron Mountain.		15
Bear River Branch.		10	Pioche Branch Between M.P. 0.0 and 17.0.		25
Cache Valley Branch Maximum Speed.		35	Between M.P. 17.0 and 22.5.		10
Between M.P. 13.6 and 13.9.		15	Between M.P. 22.5 and 25.5.		20
Between M.P. 17.7 and 18.0.		15	Between M.P. 25.5 and 32.7.		25
Logan Anderson Coach Spur.		4	Prince Branch.		15
Between M.P. 42.7 and 43.3.		25	Caselton Spur.		10
Ironton Spur.		15	Mead Lake Branch Maximum Speed.		25
Eureka and Silver City Branches. Eureka, within city limits.		12	Between M.P. 1.6 and 2.3.		20
Fillmore Branch. All trains and engines must move prepared to stop at M.P. 18.5 if track is obstructed with drifting sand at that point.		30	Between M.P. 5.0 and 6.7.		10
			Between M.P. 7.0 and 9.0.		20

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

Salt Lake City	Yardmaster's Office, 13th North
Salt Lake City	Switchmen's Register & Locker Room, First North Street
Salt Lake City	Telegraph Office, Passenger Station
Salt Lake City	Train Dispatcher's Office
Salt Lake City	North Yard Telegraph Office
Salt Lake City	Engineer's Register Room, North Yard
Salt Lake City	Switchmen's Register Room, North Yard
Ogden	Telegraph Office, Union Depot
Ogden	Engine Crew Dispatcher's Office, Roundhouse
Ogden	Enginemen's Wash Room
Ogden	Riverdale Telegraph Office
Cache Jct.	Telegraph Office
Pocatello	Tower Locker Room
Pocatello	Train Dispatcher's Office
Pocatello	Passenger Conductor's Register Room, Passenger Station
Pocatello	Yard Telegraph Office
Pocatello	Switchmen's Locker Room
Pocatello	Engine Crew Dispatcher's Office
Pocatello	Train Crew Dispatcher's Office
Pocatello	West End Yardmaster's Office
Provo	Joint Yard Telegraph Office
Provo	Yard Office
Delta	Telegraph Office
Milford	Enginemen's Locker Room
Milford	Telegraph Office
Las Vegas	Freight Enginemen's Locker Room
Las Vegas	Passenger Enginemen's Locker Room
Las Vegas	Conductor's Register Room
Las Vegas	Telegraph Office
Las Vegas	Yard Office
Las Vegas	Dispatcher's Office

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
30"	120.	52"	69.2	1'15"	48.
31"	116.1	53"	67.9	1'20"	45.
32"	112.5	54"	66.6	1'25"	42.3
33"	109.1	55"	65.4	1'30"	40.
34"	105.9	56"	64.2	1'35"	37.9
35"	102.9	57"	63.1	1'40"	36.
36"	100.	58"	62.	1'45"	34.8
37"	97.3	59"	61.	1'50"	32.7
38"	94.7	1'	60.	1'55"	31.8
39"	92.3	1' 1"	59.	2'	30.
40"	90.	1' 2"	58.	2'15"	26.6
41"	87.8	1' 3"	57.1	2'30"	24.
42"	85.7	1' 4"	56.2	2'45"	21.8
43"	83.7	1' 5"	55.3	3'	20.
44"	81.8	1' 6"	54.5	3'30"	17.1
45"	80.	1' 7"	53.7	4'	15.
46"	78.3	1' 8"	52.9	5'	12.
47"	76.6	1' 9"	52.1	6'	10.
48"	75.	1'10"	51.4	7'	8.6
49"	73.5	1'11"	50.7	8'	7.5
50"	72.	1'12"	50.	10'	6.
51"	70.6				

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity Etc. See Rule 6(A) Page 18	Switch Connections	Grade Descending	Location	Mile Post	Car Capacity Etc. See Rule 6(A) Page 18	Switch Connections	Grade Descending
First Subdivision					Cache Valley Branch				
Marsh Valley	103.0	2 Mi. P	West	West	Logan Sugar Factory Spur	21.7	1.0 Mile	East	Level
Oxford	81.3	Elevator Spur 15	East	Level	Mill Spur	44.4	13	West	East
Beers	72.3	9	East	East					
Thorensen	68.5	22	West	East	Malad Branch				
Anderson	63.7	15	Both	East	Chase	3.9	27	West	Level
Utida	62.4	2	East	East	Roche Beet Spur	5.6	3 Miles	East	Level
Morton	58.2	15	Both	Level	Roche		30	East	Level
Cottle	55.7	24	Both	East	Washakie	34.4	7	East	Level
Collinston	40.1	9 P	West	East	Portage	36.7	3	West	Level
Madsen	32.5	21	Both	East	Woodruff	40.5	7	East	West
Bushnell	19.3	Spur 1.4 Mi.	East	East					
Perry	17.2	Old Siding 54 P	Both	Level	Eureka Branch				
		Team Track 24	Both	Level	Eureka	3.6	Yard	East	East
Harrisville	4.7	28 P	Both	Level					
Browning	2.7	27	Both	West	Silver City Branch				
Lodjic	2.3	Spur 0.5 Mi. X	East	West	Silver City	1.5	9	East	East
Layton Sugar Factory Spur	13.8	39 X	East	East					
Pioneer	29.7	57	Both	East	Cedar City Branch				
Becks	32.9	Old Siding 81 P	Both	East	Kaiser	22.5	85	Both	East
		Advance Track 68	Both	East	Stock Yards	29.9	Stock Track 26 Stock Spur 0.5 Mi.	West	East
Second Subdivision					Pioche Branch				
Industrial Center Spur	779.9	43 P	West	East	Caliente Gravel Spur	1.4	107	West	West
Bauer	744.8	31 P	Both	East					
Clover	732.8	Govt. Yard P	East	East	Prince Branch				
Oasis (2)	644.4	31 P	Both	West	Mendha	4.2	3	East	East
Borden	620.9	3 P	West	East	Caselton	6.5	Yard	East	West
Pumice	604.8	14 P	Both	East	Prince	8.6	3	Both	West
Third Subdivision					Mead Lake Branch				
Barclay (2)	478.7	17 P	East	West	Standard Oil Co.	3.1	6	East	East
Arrolime	353.8	32 P	Both	East	Arrowhead	3.3	20	West	West
Lovell	344.6	Spur 11 P	West	West	Seven Arrow Gypsum	9.3	7	East	West
		Gov't Ordnance Spur 4.0 Mi.			Amber	9.5	5	East	West
Valley	342.4	Old Siding 35 P	Both	West	Virgin	12.8	6	Both	West
		Industry 14	Both	West	Glassand	13.7	25	West	West
		Nellis Air Base Spur 2.7 Mi.	West	East					
Provo Subdivision									
Officer	38.9	81 P	Both	East					
Burton	39.5	19	Both	East					
Walton	41.1	18	West	East					
Bentz	42.2	8	West	West					
Atwood	45.9	Team Track 14 P	Both	West					
		Spur 10	West	West					
Cushing	47.5	21	Both	East					
Mellen Sand Spur	781.3	10	East	East					
Rideout	778.0	7 P	East	East					
Lehi Sugar Spur	769.1	99	East	West					
Hardy Beet Spur	761.8	31	West	East					
Bunker Spur	759.9	17	East	East					
Gatex	756.1	Industrial Spur	East	West					
Ironton	754.1	110	East	West					
Benjamin	741.6	25	Both	West					
Santaquin	730.7	7	West	East					
Mills	689.3	18 PW	East	West					
Soma	679.0	12	Both	East					
Uisco	676.3	11 P	East	West					
Leamington	671.3	4 P	East	West					
Mack	669.9	6	West	West					

(1) Flag stop for Nos. 311-312.

(2) Flag stop for Nos. 5-6.

