



# UNION PACIFIC RAILROAD COMPANY

South-Central District



## UTAH DIVISION

# TIME-TABLE No. 34

Effective Wednesday,  
June 1, 1960

at 12:01 A.M. MOUNTAIN TIME

*Safety Always*

*Makes a Suggestion*

### FOR EMPLOYEES ONLY

Timetable 33 eff 4 Oct 59  
35 eff 9 Oct 60



**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  
 H. A. WILLIAMS, 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  
 W. A. EARDENSOHN, 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  
McCammon to Caliente

R. D. BRINK, Chief Train Dispatcher  
 Salt Lake City, Utah  
 C. E. WEICHERS, 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. E. Trowbridge	Surgeon	Bountiful.
O. F. Smith	Surgeon	Brigham City.
G. C. Dils	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. Demman	Surgeon	Las Vegas.
J. J. Hamill	Surgeon	Las Vegas.
N. Z. Tanner	Surgeon	Layton.
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	Malad.
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.
K. F. Farr	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.
R. D. Benedict	Surgeon	Pocatello.
C. H. Sprague	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.
Eldon D. Clark	Oculist & Aurist	Provo.
J. J. Weight	Surgeon	Provo.
J. B. Westwood	Surgeon	Provo.
W. G. Noble	Surgeon	Richmond.
L. J. Taufer	District Surgeon	Salt Lake City.
Harry Bertram	Oculist & Aurist	Salt Lake City.
Alan S. Crandall	Oculist	Salt Lake City.
R. D. Matheson	Surgeon	Salt Lake City.
B. 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. Hofheins	Shops Surgeon	Salt Lake City.
E. C. Budge	Surgeon	Smithfield.
Robert S. Budge	Surgeon	Smithfield.
G. B. Orton	Surgeon	Springville.
T. M. Aldous	Surgeon	Tooele.
G. C. Ficklin	Surgeon	Tremonton.

MILEAGE

Main Line	762.6
Branches	266.8
Grand Total	1029.4

WESTWARD CONDENSED TIME-TABLE EASTWARD

FIRST CLASS					Distance from Ogden	Time-Table No. 34 June 1, 1960					Mile Post	FIRST CLASS							
309 Passenger	9 Passenger	107 Streamliner Passenger	103 Streamliner Passenger	5 Passenger		STATIONS						10 Passenger	104 Streamliner Passenger	108 Streamliner Passenger	6 Passenger	310 Passenger			
Daily	Daily	Daily	Daily	Daily		MT	OGDEN	MT											
	9.15	6.10	5.55	8.05	0.0					0.0		A 6.00	A 9.10	A 9.35	A 7.20				
10.35	10.35	9.55	8.50	8.55	36.3		SALT LAKE CITY			36.3		5.05	8.25	8.45	6.30			A 4.30	
12.50	12.30	8.55	8.40	12.16	154.4		LYNN DYL			665.9		2.27	6.15	6.30	3.13			2.05	
3.00	2.05	10.08	9.53	2.20	243.5		MILFORD			576.8		1.10	5.03	5.18	1.45			12.30	
A 3.45				3.05	278.9		LUND			541.4					1.00			11.30	
	4.35	12.07	11.52	5.20	360.8		CALIENTE			459.5		10.42	2.54	3.09	11.00				
	7.20	2.45	2.30	8.50	486.1	MT	LAS VEGAS	MT		834.2		8.00	12.20	12.35	8.10				
	6.30	1.55	1.40	8.10		PT		PT				6.45	11.10	11.25	6.50				
	9.35	4.50	4.35	12.15	657.1		YERMO			163.2		3.30	8.20	8.35	3.00				
	9.58	5.08	4.53	12.45	670.5		BARSTOW			150.1		3.10	8.01	8.16	2.30				
	12.05	7.10	6.55	2.55	751.3		SAN BERNARDINO			67.3		1.00	6.08	6.23	12.25				
	12.15	7.19	7.04	3.05	754.8		COLTON			64.5		12.47	5.55	6.10	12.05				
	12.30	7.33	7.18	3.25	761.8		RIVERSIDE			57.5		12.35	5.43	5.58	11.50				
				4.05	781.5		ONTARIO			37.8					11.20				
	1.05	8.05	7.50	4.20	787.3		POMONA			32.0		12.05	5.15	5.30	11.07				
	1.40	8.40	8.25	5.00	818.6		EAST LOS ANGELES			5.7		11.35	4.50	5.05	10.35				
	A 2.00	A 9.00	A 8.45	A 5.30	821.0	PT	LOS ANGELES	PT		0.0		11.15	4.30	4.45	10.15				
							(821.0)					Daily	Daily	Daily	Daily				
(5.10)	(17.45)	(15.50)	(15.50)	(22.25)					Thru Time		(17.45)	(15.40)	(15.50)	(20.05)	(5.00)				
47.0	46.3	51.9	51.9	36.6					Average speed per hour		46.3	52.4	51.9	40.9	48.5				

WESTWARD CONDENSED TIME-TABLE EASTWARD

FIRST CLASS				Distance from Salt Lake City	Time-Table No. 34 June 1, 1960				Mile Post	FIRST CLASS									
		35 Passenger			STATIONS					36 Passenger									
		Daily																	
		7.30		0.0		SALT LAKE CITY		36.3		A 7.30									
		8.20		36.3		OGDEN		0.0		6.30									
		8.55		57.4		BRIGHAM CITY		21.1		5.30									
		9.25		85.1		CACHE JCT.		48.8		4.45									
		10.10		147.5		McCAMMON		111.2		3.30									
		11.25		170.2		POCATELLO		213.9		3.00									
		A 11.55				(170.2)				Daily									
									Thru Time		(4.30)								
									Average speed per hour		37.8								

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



**WESTWARD**

**FIRST SUBDIVISION**

Car Capacity of sidings, etc. See Rule 6(A) Page 18	SECOND CLASS			FIRST CLASS					Distance from Salt Lake City	Time-Table No. 34	
	277	279	311	35	6	108	104	10		June 1, 1960	
	Time Freight	Time Freight	Mixed	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger		STATIONS	
	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily		DN-R SALT LAKE CITY YL SA DS	
	9.00PM	7.05PM		7.30PM	6.30PM	8.45AM	8.25AM	5.05AM	0.0	SALT LAKE CITY YL SA	
	9.10	7.15		7.38	6.38	8.53	8.33	5.13	1.0	DN-R NORTH YARD YL C	
	9.25	7.27		7.41	6.41	8.56	8.36	5.16	5.2	NORTH SALT LAKE	
	9.32	7.33		7.47	6.47			5.22	8.2	D WOODS CROSS WC	
	9.36	7.36		7.51	6.51	9.05	8.45	5.26	19.6	FARMINGTON	
	9.43	7.43		7.57	6.57			5.32	26.5	KAYSVILLE	
	9.50	7.48		8.01	7.01	9.14	8.54	5.36	30.2	D LAYTON NY	
	9.59	7.55		8.06	7.06	9.18	8.58	5.41	35.3	DN CLEARFIELD CF	
	10.10	8.05	7.30AM	8.20	A 7.20PM	A 9.35AM	A 9.10AM	A 6.00AM	36.3	ROY	
	11.15	9.00 <sup>35</sup>		8.55 <sup>279</sup>						BRIDGE JCT. YL	
										DN-R OGDEN YL OG YD RD	
										D. & R. G. W. CROSSING YL	
119	P	11.25	9.10	7.40	9.04				37.0	S. P. JCT. YL	
120	P	11.37	9.20	f 7.50	9.11				37.9	HOT SPRINGS	
121	P	11.45	9.27	f 7.58	9.16				45.1	WILLARD	
WS 115 ES 66	PY	11.55PM	9.38	A 8.10AM	s 9.25				50.3	DN BRIGHAM CITY YL BM	
121	P	12.10AM	9.50		9.36				57.4	HONEYVILLE	
123	P	12.20	9.56		9.41				66.7	DEWEY	
122	P	12.40	10.07		9.51				72.2	WHEELON	
WS 107 ES 65	DP WYZ	1.30	10.22		s 10.10				80.9	DN CACHE JCT. YL CJ	
124	P	1.57 <sup>280</sup>	10.33		10.20				85.1	TRENTON	
	P				10.23				93.2	CORNISH	
122	P	2.20	10.43		10.28				96.9	WESTON	
122	P	2.35	10.53		f 10.37				101.4	D DAYTON CN	
	P				10.41				107.3	CLIFTON	
127	P	2.44	11.02		10.44				111.5	COULAM	
122	P	2.53	11.10		10.50				114.6	SWAN LAKE	
122	P	3.10	11.25		s 11.04				121.0	DN DOWNEY DO	
	P				11.11				131.3	VIRGINIA	
123	P	3.38 <sup>86</sup>	11.36		11.16				136.3	D ARIMO A	
125 127	IFY	A 3.50AM	A 11.50PM		As 11.25PM				141.0	DN-R McCAMMON YL MC	
									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**

Time-Table No. 34	Mile Post	FIRST CLASS					SECOND CLASS			Car Capacity of sidings, etc. See Rule 6(A) Page 18
		36	5	103	107	9	280	312	278	
		Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Time Freight	Mixed	Stock Special	
STATIONS										
DN-R SALT LAKE CITY YL SA DS	36.8	A 7.30AM	A 8.55AM	A 6.40PM	A 6.55PM	A 10.05PM				P
DN-R NORTH YARD YL C	35.8						A 5.30AM		A 6.20PM	DOPT WYZ
NORTH SALT LAKE	31.1	7.07	8.42	6.29	6.44	9.52	5.15		6.05	PX
D WOODS CROSS WC	28.1	7.04	8.39	6.26	6.41	9.49	5.08		6.00	PX
FARMINGTON	21.3	6.58	8.33			9.43	4.59		5.51	WS 73 PX
KAYSVILLE	18.7	6.54	8.29			9.39	4.52		5.45	CS 131 P
D LAYTON NY	14.5	6.52	8.27	6.14	6.29	9.37	4.48		5.42	WS 54 ES 115 PX
DN CLEARFIELD CF	9.8	6.47	8.22			9.32	4.42		5.35	ES 38 PX
ROY	6.1	6.42	8.17	6.07	6.22	9.27	4.35		5.28	P
BRIDGE JCT. YL	1.0	6.37	8.12	6.02	6.17	9.22	4.25		5.20	
DN-R OGDEN YL OG YD RD	0.0	6.30	8.05AM	5.55PM	6.10PM	9.15PM	4.20	A 2.15PM	5.15	CDFOPT WYZ
D. & R. G. W. CROSSING YL	0.7	6.00					3.50		5.01	
S. P. JCT. YL	1.6	5.50					3.40	2.01	4.50	119 P
HOT SPRINGS	8.8	5.43					3.27	1.50	4.40	120 P
WILLARD	14.0	5.38					3.20	1.42	4.33	121 P
DN BRIGHAM CITY YL BM	21.1	s 5.30					3.10	1.30PM	4.23	WS 115 ES 66 PY
HONEYVILLE	30.4	5.14					2.55		4.08	121 P
DEWEY	35.9	5.09					2.47		4.01	123 P
WHEELON	44.8	4.59					2.35		3.50	122 P
DN CACHE JCT. YL CJ	48.8	s 4.45					2.15		3.35	WS 107 ES 65 WYZ
TRENTON	56.9	4.27					1.57 <sup>277</sup>		3.22	124 P
CORNISH	60.8	4.24								P
WESTON	65.1	4.20					1.47		3.11	122 P
D DAYTON CN	71.0	f 4.14					1.38		3.01	122 P
CLIFTON	75.2	4.10								P
COULAM	78.3	4.07					1.28		2.50	127 P
SWAN LAKE	84.7	4.01					1.18		2.40	122 P
DN DOWNEY DO	95.0	s 3.50					1.05		2.25	122 P
VIRGINIA	100.0	3.43								P
D ARIMO A	104.7	3.38 <sup>277</sup>					12.52		2.12	123 P
DN-R McCAMMON YL MC	111.2	s 3.30AM					12.40AM		2.00PM	125 127 IFY

Thru Time	(4.00)	(0.50)	(0.45)	(0.45)	(0.50)	(4.50)	(0.45)	(4.20)
Average speed per hour	36.9	43.6	48.4	48.4	43.6	30.5	28.1	34.0

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.  
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 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. 34 June 1, 1960	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								
			2.00AM	0.0	DN-R SALT LAKE CITY YL SA C	36.3		A 12.15AM			
			2.06	1.3	1.3 EIGHTH SOUTH ST. YL	37.6		12.05AM			
				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	2.6 HUSLERS YL	41.0		11.50PM			
44	P		f 2.30	7.3	0.6 MURRAY YL FN	43.6		f 11.40			
36	P		2.35	7.9	3.5 PALLAS YL	44.2		11.35			
	AI			11.4	1.2 D. & R. G. W. GAUNTLET	47.7					
102	P		f 2.50	12.6	4.5 SANDY	48.9		f 11.20			
46	P		s 3.05	17.1	7.4 DRAPER A	782.9		s 11.10			
WS 71 ES 68	P		f 3.25	24.5	4.5 MOUNT	775.5		f 10.50			
71	PY		f 3.45	29.0	1.5 CUTLER	771.0		f 10.30			
29	P		f 4.05	30.5	3.0 D 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	36.5	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	0.7 D GENEVA YL G	758.0		f 9.20			
	AI			42.7	4.8 D. & R. G. W. CROSSING	757.3					
	CDPT WZ		11.00AM	47.3	4.7 DN-R PROVO YL UR VO	752.7		A 6.20PM	9.00PM		
	P		f 11.10	52.0	3.6 SPRINGVILLE	748.0		f 6.09			
27	P		s 11.25	55.6	7.6 D SPANISH FORK SF	744.4		f 6.03			
109	P		s 11.45AM	63.2	14.8 D PAYSON CN	736.8		f 5.52			
125	P		f 12.25PM	78.0	11.2 STARR	722.0		f 5.27			
124	PY		s 1.05	89.2	14.5 D NEPHI NI	710.8		s 5.10			
125	P		f 1.35	103.7	15.2 JUAB	696.3		f 4.45			
123	P		f 2.15	118.9	15.2 PARLEY	681.1		f 4.15			
	PWY		A 3.00PM	134.1	LYNDYL YL	665.9		3.45PM			
					(134.1)			Daily Except Sunday	Daily Except Saturday		

(4.00) (3.15) Thru Time (2.35) (3.15)  
21.7 14.6 Average speed per hour 33.6 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. 34 June 1, 1960	Mile Post	FIRST CLASS		SECOND CLASS		Mile Post	Time-Table No. 34 June 1, 1960	Mile Post		
Car Capacity of sidings, etc. See Rule 6(A) Page 18	417 Local Freight		309 Passenger				310 Passenger	418 Local Freight							
		Daily Except Sunday	Daily	Daily	Daily	Daily									
122 188	PY		7.00AM	0.0	D-R LUND YL UN	0.0	A 11.20PM	A 11.45AM	YZ	D-R IRON SPRINGS YL GS	0.0				
132			7.20	9.4	9.4 AVON	9.4	10.50	11.27		4.5 DESERT MOUND	4.5				
	yz	s	7.45	s	10.9 D-R IRON SPRINGS YL GS	20.3	s 10.30	s 11.05	y	6.4 COMSTOCK	10.9				
Loop 44		A	8.20AM	A	12.2 D-R CEDAR CITY YL CD	32.5	10.00PM	10.30AM	y	4.0 D IRON MOUNTAIN YL MN	14.9				
					(32.5)		Daily	Daily Except Sunday		(14.9)					
			(1.20) 24.4	(2.30) 13.0	Thru Time	(1.20) 24.4	(1.15) 26.0	Average speed per hour							

WESTWARD MEAD LAKE BRANCH EASTWARD

Time-Table No. 34 June 1, 1960			
STATIONS			
Car Capacity of sidings, etc. See Rule 6(A) Page 18			Mile Post
123	PY	D MOAPA MA	0.0
	11	5.1 NARROWS	5.1
	9	5.1 LOGANDALE	10.2
	11	4.6 OVERTON	14.8
	y	1.9 MEAD LAKE (Spur)	16.7
		(16.7)	

WESTWARD PIOCHE BRANCH EASTWARD Westward FILLMORE BRANCH Eastward

Time-Table No. 34 June 1, 1960				Time-Table No. 34 June 1, 1960				
SECOND CLASS				Mile Post	SECOND CLASS		SECOND CLASS	
Car Capacity of sidings, etc. See Rule 6(A) Page 18	403 Local Freight		404 Local Freight		404 Local Freight			
		Monday Wednesday Friday	Monday Wednesday Friday	Monday Wednesday Friday				
ES 118 WS 116 DPY		7.30AM	DN-R CALIENTE YL CS	0.0	A 2.45PM	123 PW 188 Y	DN DELTA YL AK	0.0
			14.5 PANACA	14.5	f 1.30	10	21.7 GREENWOOD (Spur)	21.7
27		f 8.20	18.2 D PIOCHE YL RM	32.7	12.01PM	28 y	D FILLMORE YL FI	32.2
	y	A 9.45AM	(32.7)		Monday Wednesday Friday		(32.2)	
		(2.15) 14.5	Thru Time	(2.44) 12.0	Average speed per hour			

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 309 is superior to No. 310, 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. 34 June 1, 1960	Mile Post	SECOND CLASS
	303 Mixed				304 Mixed
	Daily Except Sunday		<b>STATIONS</b>		
DPWYZ	5.30AM	0.0	DN-R <b>CACHE JCT. YL</b> CJ	0.0	A 3.00PM
8		4.8	4.8 PETERSBORO (Spur)	4.8	
37	f 5.55	8.6	3.8 MENDON	8.6	f 2.15
15	P f 6.15	13.8	5.2 D WELLSVILLE	13.8	f 1.55
24		14.5	0.7 HILLS	14.5	
23	f 6.30	17.6	3.1 HYRUM	17.6	f 1.30
11		20.2	2.8 HOLT	20.2	
50	PYZ s 6.55	24.1	3.9 D LOGAN YL Q	24.1	s 1.10
17		26.4	2.3 GREENVILLE	26.4	
18	P f 7.22	31.5	5.1 D SMITHFIELD YL	31.5	f 12.30
33	P f 7.45	37.4	5.9 D RICHMOND YL	37.4	f 12.01PM
		41.5	4.1 LEWISTON (Spur)	41.5	
33	P f 8.25	43.8	2.3 FRANKLIN	43.8	f 11.20AM
25	f 8.35	48.0	4.2 WHITNEY YL	48.0	f 11.08
24	Y A 9.30AM	50.8	2.8 D-R PRESTON YL PN	50.8	11.00AM
			(50.8)		Daily Except Sunday
(4.00)	..... Thru Time .....	(4.00)			
12.7	..... Average speed per hour .....	12.7			

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. 34 June 1, 1960	Mile Post	SECOND CLASS
	311 Mixed				312 Mixed
	Daily Except Sunday		<b>STATIONS</b>		
WS 115 06 PY	8.30AM	0.0	DN-R <b>BRIGHAM CITY YL</b> BM	0.0	A 1.15PM
53	f 8.45	5.6	5.6 CORINNE	5.6	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	4.1 D TREMONTON YL	17.8	s 12.30
20	PY s 9.30	19.8	2.0 D 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	26.5 D-R MALAD YL MV	51.5	11.01AM
			(51.5)		Daily Except Sunday
(2.15)	..... Thru Time .....	(2.14)			
22.9	..... Average speed per hour .....	23.1			

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. 34 June 1, 1960	Mile Post	Time-Table No. 34 June 1, 1960	Mile Post	Time-Table No. 34 June 1, 1960
	<b>STATIONS</b>				
WS 54 115 CS PY	DN CLEARFIELD YL CF	0.0	20 Y D GARLAND YL	0.0	48 D TREMONTON YL
	0.3		3.4		5.1
I	D. & R. G. W. CROSSING YL	0.3	HAWS YL	3.4	SUNSET YL
	1.8		5.8		
11	BARNES YL (Spur)	2.1	17 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. On branch lines. Diesel passenger locomotive operated without train. All lesser speed restrictions specified for passenger trains will govern.	60 50 50 30	50 40 40 30	25 25 25 15	Trains handling scale test cars: On main track. On branch lines.			30 20
Diesel locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines.			20
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	Jordan spreaders and other machines of spreader type, when in operation.			15
Gas Turbine, Diesel freight and road switch locomotives:	65	65		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 30 40
1870 class Locomotives: On Main Track. On Provo Subdivision. On Branch Lines.			50 25 20	Trains handling UP ore cars Nos. 8000 to 8499 or 26000 to 26499 under load or empty.			45
Diesel yard switch locomotives in road service.			35	When using No. 14 turn-outs.	25	20	20
Steam locomotives running backward.		20	20	When using other cross-overs or turn-outs.	15	15	15
3800 class locomotives.		60	50	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.	20	20	20
3700 and 3900 class locomotives.		65	50	Wye tracks.	6	6	6
Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15 25	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

**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 Between M.P. 757.1* and 758.9 (See Note).	55	45	35
Milford Between M.P. 576.5* and 577.2 (See Note).	20	20	20	Between M.P. 760.9 and 761.9.	70	60	50
Between M.P. 577.5 and 579.1.	70	60	50	Between M.P. 762.8 and 763.3.	65	55	45
Delta Between M.P. 651.4 and 651.6.	70	60	50	Lake Point Kennecott Copper Co. Highline Trackage.			15
Between M.P. 652.9 and 653.2.	70	60	50	D&RGW Crossing at M.P. 767.1.	65	55	45
Between M.P. 655.8 and 656.4.	70	60	50	Between M.P. 767.2 and 767.5.	65	55	45
Lynndyl Between M.P. 665.7* and 665.9* (See Note).	70	60	50	Garfield Between M.P. 770.1 and 770.5.	70	60	50
Champlin Between M.P. 678.9 and 679.2.	65	55	45	Buena Vista Between M.P. 779.2** and 779.6 (See Note).	70	60	50
Between M.P. 680.5 and 681.0.	60	50	40	Passenger Line—Between Redwood Road and D&RGW railroad crossings.	25	25	25
Between M.P. 682.5 and 684.5.	60	50	40	Passenger Line—D&RGW railroad crossings on Ninth South Street.	20	20	20
Jericho Between M.P. 685.6 and 689.0.	60	50	40	Salt Lake City—Between Passenger Station and Ninth South Streets; and between Third West and Fourth West Streets.	12	12	12
McIntyre Between M.P. 692.8 and 693.4.	70	60	50	Freight Line Between Buena Vista and North Yard.	20	20	20
Tintic Between M.P. 699.6 and 699.9.	70	60	50	Salt Lake City—within Grant Tower Interlocking Limits.	12	12	12
Between M.P. 702.1 and 703.8.	70	60	50	Salt Lake City—When pushing cars between Fifth North and Twenty-First South Streets.			5
Boulter Between M.P. 705.8 and 715.9.	55	45	35	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.			
Pehrson Between M.P. 719.6 and 721.0.	60	50	40	Salt Lake City			
St. John Between M.P. 742.1 and 744.1.	55	45	35				
Warner Between M.P. 754.2 and 755.6.	60	50	40				

**THIRD SUBDIVISION**  
Between Las Vegas and Caliente

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

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

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.
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 773.1.	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 City Limits, between M.P. 710.0 and 711.8**.	20	20	20	(See Note). 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			
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	
	Pagr.	Frt.		Pagr.	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
Thatcher Branch.		10	Iron Mountain Branch Between Iron Springs and M.P. 5.50.		20
Bear River Branch.		10	Between M.P. 5.50 and Iron Mountain.		15
Cache Valley Branch Maximum Speed.		35	Pioche Branch Between M.P. 0.0 and 17.0.		25
Between M.P. 13.6 and 13.9.		15	Between M.P. 17.0 and 22.5.		10
Between M.P. 17.7 and 18.0.		15	Between M.P. 22.5 and 25.5.		20
Logan Anderson Coach Spur.		4	Between M.P. 25.5 and 32.7.		25
Between M.P. 42.9 and 44.0.		25	Prince Branch.		15
Ironton Branch.		15	Caselton Spur.		10
Eureka and Silver City Branches. Eureka, within city limits.		12 6	Mead Lake Branch Maximum Speed.		25
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. 1.6 and 2.3.		20
			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"	34.3
37"	97.3	59"	61.	1'50"	32.7
38"	94.7	1'	60.	1'55"	31.3
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
<b>First Subdivision</b>					<b>Cache Valley Branch</b>				
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	<b>Malad Branch</b>				
Thorensen	68.5	22	West	East	Chase	3.9	27	West	Level
Anderson	63.7	15	Both	East	Washakie	34.4	7	East	Level
Utida	62.4	2	East	East	Portage	36.7	3	West	Level
Morton	58.2	15	Both	Level	Woodruff	40.5	7	East	West
Cottle	55.7	24	Both	East	<b>Eureka Branch</b>				
Collinston	40.1	9 P	West	East	Eureka	3.5	Yard	Both	East
Madsen	32.5	21	Both	East	<b>Silver City Branch</b>				
Bushnell	19.3	Spur 1.4 Mi.	East	East	Silver City	2.4	9	Both	East
Perry (1)	17.2	Old Siding 54 P	Both	Level	<b>Cedar City Branch</b>				
Harrisville	4.7	Team Track 24	Both	Level	Kaiser	22.5	85	Both	East
Browning	2.7	28 P	Both	Level	Stock Yards	29.9	Stock Track 26 Stock Spur 0.5 Mi.	West	East
Lodjic	2.3	27	Both	West	<b>Pioche Branch</b>				
Layton Sugar Factory Spur	13.8	Spur 0.5 Mi. X	East	West	Caliente Gravel Spur	1.4	107	West	West
Pioneer	29.7	57	Both	East	<b>Prince Branch</b>				
Becks	32.9	Old Siding 81 P	Both	East	Mendha	4.2	3	East	East
		Advance Track 68	Both	East	Caselton	6.5	Yard	East	West
					Prince	8.6	3	Both	West
<b>Second Subdivision</b>					<b>Mead Lake Branch</b>				
Industrial Center Spur	779.9	43 P	West	East	Standard Oil Co.	3.1	6	East	East
Bauer	744.8	31 P	Both	East	Arrowhead	3.3	20	West	East
Clover	732.8	Gov't. Yard P	East	East	Seven Arrow Gypsum	9.3	7	East	West
Oasis (2)	644.4	31 P	Both	West	Amber	9.5	5	East	West
Borden	620.9	3 P	West	East	Virgin	12.3	6	Both	West
Pumice	604.8	14 P	Both	East	Glassand	13.7	25	West	West
<b>Third Subdivision</b>									
Barclay (2)	478.7	17 P	East	West					
Arrolime	353.8	32 P	Both	East					
Lovell	344.6	Spur 11 P	West	West					
Valley	342.4	Gov't Ordnance Spur 4.0 Mi. P	Both	West					
		Old Siding 35 P	Both	West					
		Industry 14	West	East					
		Nellis Air Base Spur 2.7 Mi.							
<b>Provo Subdivision</b>									
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	Both	West					
Ironton	754.1	110	Both	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.

**SET OUT TRACKS**

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
<b>First Subdivision</b>					<b>Third Subdivision</b>				
Arimo .....	104.7	35	Both	West	Upton .....	571.7	14	Both	East
Virginia .....	100.0	Old Siding 54	Both	West	Thermo .....	561.6	14	Both	West
		Team Track 12	Both	West	Nada .....	554.8	14	Both	East
Downey .....	95.0	Stock 14	Both	Level	Latimer .....	550.7	14	Both	East
		House 56	Both	Level	Zane .....	531.5	14	Both	West
Swan Lake .....	84.7	21	Both	Level	Beryl .....	526.7	37	Both	Level
Coulam .....	78.3	29	Both	East	Heist .....	515.8	21	Both	East
Clifton .....	75.2	27	Both	Level	Uvada .....	501.2	21	Both	East
Dayton .....	71.0	35	Both	East	Crestline .....	493.7	20	Both	West
Weston .....	65.1	19	Both	East	Brown .....	489.3	13	Both	West
Cornish .....	60.6	34	Both	Level	Acoma .....	484.6	23	Both	West
Trenton .....	56.9	24	Both	East	Islen .....	475.3	22	Both	West
Wheelon .....	44.6	17	Both	West	Minto .....	468.4	13	Both	West
Dewey .....	35.9	33	Both	East	Eccles .....	464.3	14	Both	West
Honeyville .....	30.4	12	Both	East	Etna .....	454.5	11	East	West
Willard .....	14.0	4	Both	West	Stime .....	449.4	21	Both	West
Hot Springs .....	8.8	15	Both	West	Boyd .....	444.9	11	Both	West
Roy .....	6.1	East Spur 8	East	West	Elgin .....	438.4	21	Both	West
		West Spur 12	East	West	Kyle .....	434.1	20	Both	West
Clearfield .....	9.8	House 15	West	East	Leith .....	429.1	17	Both	West
		No. 1 42	Both	East	Carp .....	419.1	9	Both	West
		No. 2 37	Both	East	Vigo .....	413.5	21	Both	West
Layton .....	14.5	Stock 47	Both	East	Galt .....	408.5	19	Both	West
Kaysville .....	16.7	Stock 12	West	East	Hoya .....	402.9	18	East	West
Farmington .....	21.3	13	Both	Level	Rox .....	397.9	19	West	West
Woods Cross .....	28.1	Old Siding 54	Both	West	Farrier .....	393.4	16	East	West
		Team Track 5	Both	West	Ute .....	373.5	11	West	East
		New Team Track 6	East	Level	Dry Lake .....	363.0	20	Both	East
		Storage 43	West	West	Garnet .....	357.5	6	West	East
					Apex .....	352.0	22	Both	East
					Dike .....	347.0	9	East	West
					Wann .....	338.7	15	Both	West
<b>Second Subdivision</b>					<b>Provo Subdivision</b>				
Buena Vista .....	779.2	22	Both	Level	Sandy .....	48.9	16	Both	East
Erda .....	756.4	21	Both	East	Draper .....	782.9	45	Both	East
St. John .....	736.1	43	Both	Level	Mount .....	775.5	49	Both	West
Faust .....	723.3	33	Both	East	Geneva .....	758.0	105	Both	West
Pehrson .....	717.2	14	Both	East	Springville .....	748.0	29	Both	East
Lofgreen .....	709.9	22	Both	East	Spanish Fork .....	744.4	18	Both	East
Boulter .....	704.2	21	Both	East	Starr .....	722.0	15	West	West
McIntyre .....	691.9	21	Both	West	Juab .....	696.3	32	Both	West
Jericho .....	685.3	30	Both	West					
Champlin .....	675.0	22	Both	West					
Strong .....	658.2	22	Both	West	<b>Cache Valley Branch</b>				
Van .....	639.9	22	Both	West					
Clear Lake .....	631.0	22	Both	East	Hyrum .....	17.6	House 20	Both	East
Neels .....	625.9	22	Both	East	Richmond .....	37.4	House 35	Both	West
Bloom .....	617.5	22	Both	Level	Lewiston .....	41.5	Sugar Spur 1.46 Mi.	West	East
Cruz .....	609.6	23	Both	Level					
Black Rock .....	599.4	22	Both	East	<b>Malad Branch</b>				
Read .....	589.7	23	Both	East	Corinne .....	5.6	Stock 22	Both	Level
Murdock .....	585.1	23	Both	East			House 13	West	Level

**SYMBOLS AND ABBREVIATIONS**

**Rule 6**

The following letters placed before figures of a schedule indicate:

s—regular stop;

f—flag stop to receive or discharge traffic;

A—arrive.

**Rule 6(A)**

The following letters placed in column with station name in time-table indicate:

D —day operator;

N —night operator;

DN—day and night operator;

R—train register;

YL—yard limits.

The following letters placed in columns provided in time-table indicate:

C—coaling station;

D—diesel oil station;

F—turbine fuel station;

I—interlocking;

O—fuel oil station;

P—telephone;

T—turntable;

W—water station;

X—cross-over;

Y—wye;

Z—track scales;

AI—automatic interlocking;

CS—center siding;

ES—eastward siding;

WS—westward siding.