



**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**

**McCammom 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. Tauffer	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.
G. J. Madsen	Oculist	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.
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	Pocatello.
Eldon D. Clark	Oculist & Aurist	Provo.
J. J. Weight	Surgeon	Provo.
J. B. Westwood	Surgeon	Provo.
W. G. Noble	Surgeon	Provo.
L. J. Tauffer	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.
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	763.2
Branches	264.6
<b>Grand Total</b>	<b>1027.8</b>

**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 Daily	104 Streamliner Passenger Daily	6 Passenger Daily				
9.15	5.55	8.05	MT OGDEN MT	0.0	0.0	A 6.00	A 9.10	A 7.20			
10.05 10.30	6.40 6.50	8.55 9.35	SALT LAKE CITY	36.3 784.0	36.3 784.0	5.05 4.40	8.25 8.15	6.30 6.00			
12.30	8.44	12.16	LYNNNDYL	154.4	665.9	2.27	6.15	3.13			
2.05	9.53	2.20	MILFORD	243.5	576.8	1.10	5.03	1.45			
2.40	10.20	3.05	LUND	278.9	541.4	12.25	4.30	1.00			
4.35	11.50	5.20	CALIENTE	360.8	459.5	10.42	2.54	11.00			
7.20 6.30	2.30 1.40	8.50 8.10	MT LAS VEGAS MT PT	486.1	334.2	8.00 6.45	12.20 11.10	8.10 6.50			
9.35	4.35	12.15	YERMO	657.1	163.2	3.30	8.20	3.00			
9.58	4.53	12.45	BARSTOW	670.5	150.1	3.10	8.01	2.30			
12.05	6.55	2.55	SAN BERNARDINO	751.3	67.3	1.00	6.08	12.25			
12.15	7.04	3.05	COLTON	754.8	64.5	12.47	5.55	12.05			
12.30	7.18	3.25	RIVERSIDE	761.8	57.5	12.35	5.43	11.50			
		4.05	ONTARIO	781.5	37.8			11.20			
1.05	7.50	4.20	POMONA	787.3	32.0	12.05	5.15	11.07			
1.40	8.25	5.00	EAST LOS ANGELES	813.6	5.7	11.35	4.50	10.35			
A 2.00	A 8.45	A 5.30	PT LOS ANGELES PT	821.0	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 Daily									
7.30	SALT LAKE CITY	A 7.30									
8.20 8.55	OGDEN	6.30 6.00									
9.25	BRIGHAM CITY	5.30									
10.10	CACHE JCT.	4.45									
11.25	McCAMMON	3.30									
A 11.55	POCATELLO	3.00									
	(170.2)	Daily									
(4.25) 38.5	Thru Time	(4.30) 37.8									
	Average speed per hour										

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. 33 October 4, 1959	STATIONS	Car capacity of sidings, etc. See Rule 6(A) Page 18.
	277	279	311	35	6	104	10				
	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 YL SA		
DOPT WYZ	9.00PM	7.05PM						1.0	DN-R NORTH YARD YL C		DOPT WYZ
PX	9.10	7.15		7.38	6.38	8.33	5.13	5.2	NORTH SALT LAKE		PX
PX				7.41	6.41	8.36	5.16	8.2	D WOODS CROSS WC		PX
WS 73 PX	9.25	7.27		7.47	6.47		5.22	15.0	FARMINGTON		WS 73 PX
CS 131 P	9.32	7.33		7.51	6.51	8.45	5.26	19.6	KAYSVILLE		CS 131 P
	9.36	7.36		7.53	6.53		5.28	21.8	D LAYTON NY		
WS 54 ES 115 PX	9.43	7.43		7.57	6.57		5.32	26.5	DN CLEARFIELD CF		WS 54 ES 115 PX
ES 38 PX	9.50	7.48		8.01	7.01	8.54	5.36	30.2	ROY		ES 38 PX
P	9.59	7.55		8.06	7.06	8.58	5.41	35.3	BRIDGE JCT. YL		P
CDFOPT WYZ	10.10	8.05	7.30AM	8.20	A 7.20PM	A 9.10AM	A 6.00AM	36.3	DN-R OGDEN YL		CDFOPT WYZ
	11.15	9.00		8.55				37.0	D. & R. G. W. CROSSING YL		
119 P	11.25	9.10	7.40	9.04				37.9	S. P. JCT. YL		119 P
120 P	11.37	9.20	f 7.50	9.11				45.1	HOT SPRINGS		120 P
121 P	11.45	9.27	f 7.58	9.16				50.3	WILLARD		121 P
WS 115 ES 66 PY	11.55PM	9.38	A 8.10AM	s 9.25				57.4	DN BRIGHAM CITY YL BM		WS 115 ES 66 PY
121 P	12.10AM	9.50		9.36				66.7	HONEYVILLE		121 P
123 P	12.20	9.56		9.41				72.2	DEWEY		123 P
122 P	12.40	10.07		9.51				80.9	WHEELON		122 P
WS 107 ES 65 DP WYZ	1.30	10.22		s 10.10				85.1	DN CACHE JCT. YL CJ		WS 107 ES 65 DP WYZ
124 P	1.57 <sup>280</sup>	10.33		10.20				93.2	TRENTON		124 P
P				10.23				96.9	CORNISH		P
122 P	2.20	10.43		10.28				101.4	WESTON		122 P
122 P	2.35	10.53		s 10.37				107.3	D DAYTON CN		122 P
P				10.41				111.5	CLIFTON		P
127 P	2.44	11.02		10.44				114.6	COULAM		127 P
122 P	2.53	11.10		10.50				121.0	SWAN LAKE		122 P
122 P	3.10	11.25		s 11.04				131.3	DN DOWNEY DO		122 P
P				11.11				136.3	VIRGINIA		P
123 P	3.38 <sup>36</sup>	11.36		11.16				141.0	D ARIMO A		123 P
125 127 IPY	A 3.50AM	A 11.50PM		As 11.25PM				147.5	DN-R McCAMMON YL MC		125 127 IPY

Thru Time ..... (6.50) 21.6  
Average speed per hour ..... (4.45) 31.1  
..... (0.40) 31.7  
..... (3.55) 37.7  
..... (0.50) 43.6  
..... (0.45) 48.4  
..... (0.55) 39.6

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.

**FIRST SUBDIVISION**

**EASTWARD**

Time-Table No. 33 October 4, 1959	Mile Post	FIRST CLASS				SECOND CLASS			Car capacity of sidings, etc. See Rule 6(A) Page 18.
		36	5	103	9	280	312	278	
		Passenger	Passenger	Streamliner Passenger	Passenger	Time Freight	Mixed	Stock Special	
DN-R SALT LAKE CITY YL SA	36.3	A 7.30AM	A 8.55AM	A 6.40PM	A 10.05PM				P
DN-R NORTH YARD YL C	35.3					A 5.30AM		A 6.20PM	DOPT WYZ
NORTH SALT LAKE	31.1	7.07	8.42	6.29	9.52	5.15		6.05	PX
D WOODS CROSS WC	28.1	7.04	8.39	6.26	9.49	5.08		6.00	PX
FARMINGTON	21.8	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	9.37	4.48		5.42	
DN CLEARFIELD CF	9.8	6.47	8.22		9.32	4.42		5.35	WS 54 ES 115 PX
ROY	6.1	6.42	8.17	6.07	9.27	4.35		5.28	ES 38 PX
BRIDGE JCT. YL	1.0	6.37	8.12	6.02	9.22	4.25		5.20	P
DN-R OGDEN YL	0.0	6.30	8.05AM	5.55PM	9.15PM	4.20	A 2.15PM	5.15	CDFOPT WYZ
D. & R. G. W. CROSSING YL	0.7	6.00				3.40	2.01	4.50	119 P
S. P. JCT. YL	1.6	5.50				3.27	1.50	4.40	120 P
HOT SPRINGS	8.8	5.43				3.20	1.42	4.33	121 P
WILLARD	14.0	5.38				3.10	1.30PM	4.23	WS 115 ES 66 PY
DN BRIGHAM CITY YL BM	21.1	s 5.30				2.55		4.08	121 P
HONEYVILLE	30.4	5.14				2.47		4.01	123 P
DEWEY	35.9	5.09				2.35		3.50	122 P
WHEELON	44.6	4.59				2.15		3.35	WS 107 ES 65 DP WYZ
DN CACHE JCT. YL CJ	48.8	s 4.45				1.57 <sup>277</sup>		3.22	124 P
TRENTON	56.9	4.27				1.47		3.11	P
CORNISH	60.6	4.24				1.38		3.01	122 P
WESTON	65.1	4.20				1.28		2.50	127 P
D DAYTON CN	71.0	s 4.14				1.18		2.40	122 P
CLIFTON	75.2	4.10				1.05		2.25	122 P
COULAM	78.3	4.07				12.52		2.12	P
SWAN LAKE	84.7	4.01				12.40AM		2.00PM	125 127 IPY
DN DOWNEY DO	95.0	s 3.50							
VIRGINIA	100.0	3.43							
D ARIMO A	104.7	3.38 <sup>277</sup>							
DN-R McCAMMON YL MC	111.2	s 3.30AM							

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

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			SECOND SUBDIVISION			EASTWARD		
FIRST CLASS			Time-Table No. 33 October 4, 1959			FIRST CLASS		
9 Passenger	103 Streamliner Passenger	5 Passenger	Distance from Salt Lake City	Mile Post	10 Passenger	104 Streamliner Passenger	6 Passenger	Car capacity of sidings, etc. See Rule 6(A) Page 18.
Daily	Daily	Daily						
			0.0	DN-R NORTH YARD YL C				DOFT WYZ
			0.7	0.7 GRANT TOWER YL				I
			2.3	1.6 WEST. PAC. CROSSING YL				AIP
			4.4	2.1 BUENA VISTA				122 P
10.30PM	6.50PM	9.35AM	0.0	DN-R SALT LAKE CITY YL SA	A 4.40AM	A 8.15AM	A 6.00PM	P
			1.3	1.3 EIGHTH SO. ST. YL				P
			1.5	0.2 D. & R. G. W. CROSSING YL				AIP
			1.7	0.2 D. & R. G. W. CROSSING YL				AIP
			4.8	3.1 BUENA VISTA	4.20	7.57	5.20	122 P
		s 10.02	15.7	10.9 D GARFIELD GF	7.68.3		f 5.10	125 P
			16.9	1.2 D. & R. G. W. CROSSING	7.67.1			AIP
			19.6	2.7 LAKE POINT	7.64.4			122 P
			27.6	8.0 ERDA	7.56.4			122 PW
		s 10.30	35.8	8.2 D WARNER DU	7.48.2		s 4.45	124 PY
		f 10.38	41.4	5.6 STOCKTON	7.42.6		f 4.38	131 P
		f 10.47	47.9	6.5 D ST. JOHN SJ	7.36.1		f 4.31	122 P
			60.7	12.8 FAUST	7.23.3			143 P
			66.8	6.1 PEHRSON	7.17.2			123 P
			74.1	7.3 LOFGREEN	7.09.9			137 P
			79.8	5.7 BOULTER	7.04.2			122 P
		f 11.36AM	85.4	5.6 D TINTIC U	6.98.6		f 3.52	122 PWYZ
			92.1	6.7 McINTYRE	6.91.9			123 P
			98.7	6.6 JERICO	6.85.3			125 PW
			109.0	10.3 CHAMPLIN	6.75.0			141 P
12.30AM	8.44	f 12.16PM	118.1	9.1 LYNN DYL	6.65.9	2.27	6.15	f 3.13
			125.8	7.7 STRONG	6.58.2			122 P
		s 12.50	134.6	8.8 DN DELTA AK	6.49.4	s 2.10		s 2.55
			144.1	9.5 VAN	6.39.9			122 P
			153.0	8.9 CLEAR LAKE	6.31.0			122 P
			158.1	5.1 NEELS	6.25.9			123 P
			166.5	8.4 BLOOM	6.17.5			122 P
			174.4	7.9 CRUZ	6.09.6			123 P
		s 1.37	184.6	10.2 BLACK ROCK	5.99.4			s 2.07
			194.3	9.7 READ	5.89.7			122 P
			198.9	4.6 MURDOCK	5.85.1			122 P
A 1.55AM	A 9.50PM	A 2.10PM	207.2	8.3 DN-R MILFORD YL FD	5.76.8	1.10AM	5.03AM	1.45PM
						Daily	Daily	Daily

(3.25) (3.00) (4.35) ..... Thru Time ..... (3.30) (3.12) (4.15)  
60.7 69.1 45.2 ..... Average speed per hour ..... 59.2 64.8 48.8

For conditional stops to discharge or pick up revenue passengers.—See Page 11.  
No. 5 will not stop at Black Rock on Sundays for mail and express.  
No. 6 will not stop at Black Rock on Saturdays, Sundays, or holidays for mail and express.  
For stations not shown on schedule pages.—See Page 17.  
For setout tracks.—See Page 18.

WESTWARD			THIRD SUBDIVISION			EASTWARD		
FIRST CLASS			Time-Table No. 33 October 4, 1959			FIRST CLASS		
Car capacity of sidings, etc. See Rule 6(A) Page 18.	103 Streamliner Passenger	5 Passenger	9 Passenger	Distance from Salt Lake City	Mile Post	104 Streamliner Passenger	6 Passenger	10 Passenger
	Daily	Daily	Daily					
DPTWYZ	9.53PM	2.20PM	2.05AM	207.2	DN-R MILFORD YL FD	A 5.00AM	A 1.35PM	A 1.00AM
123 P				212.3	5.1 UPTON			
122 P				222.4	10.1 THERMO			
122 P				229.2	6.8 NADA			
122 P				233.5	4.3 LATIMER			
122 PY	10.20	s 3.05	s 2.40	242.6	9.1 DN LUND UN	4.30	s 1.00	s 12.25AM
122 P				252.5	9.9 ZANE			
122 PW		f 3.25		257.3	4.8 BERYL		s 12.43	
122 P				268.2	10.9 HEIST			
122 PY		s 3.47		274.2	6.0 D MODENA NA		s 12.28PM	
122 P				282.8	8.6 UVADA			
126 PY				290.3	7.5 CRESTLINE			
122 P				294.7	4.4 BROWN			
123 P				299.4	4.7 ACOMA			
133 P				308.7	9.3 ISLEN			
44 P				311.7	3.0 LITTLE SPRINGS			
84 P				315.6	3.9 MINTO			
122 P				319.7	4.1 ECCLES			
ES 118 DPWY	11.50PM	s 5.20	s 4.35	324.5	4.8 DN CALIENTE YL CS	2.54	s 11.00AM	s 10.42PM
124 P				329.5	5.0 ETNA			
122 P				334.1	4.8 STINE			
122 P				339.1	5.0 BOYD			
122 P				345.6	6.5 ELGIN		s 10.15	
146 P				349.5	3.9 KYLE			
121 P				354.9	5.4 LEITH			
101 P				364.9	10.0 CARP			
124 P				370.5	5.6 VIGO			
68 P				375.5	5.0 GALT			
121 P				381.1	5.6 HOYA			
136 P				386.1	5.0 ROX			
124 P				390.6	4.5 FARRIER			
123 PY		f 7.20		400.9	10.3 D MOAPA MA		s 9.07	
124 P				410.5	9.6 UTE			
124 P				421.0	10.5 DRY LAKE			
74 P				426.5	5.5 GARNET			
123 P				432.0	5.5 APEX			
124 P				437.0	5.0 DIKE			
124 P				445.3	8.3 WANN			
DPTWYZ	A 2.30AM	A 8.50PM	A 7.20AM	449.8	4.5 DN-R LAS VEGAS YL VG	334.2	12.20AM	8.10AM
							Daily	Daily

(4.37) (6.30) (5.15) ..... Thru Time ..... (4.40) (5.25) (5.00)  
52.5 37.3 46.2 ..... Average speed per hour ..... 52.0 44.8 48.5

For conditional stops to discharge or pick up revenue passengers.—See Page 11.  
No. 5 will not stop at Modena on Sundays for mail and express.  
No. 6 will not stop at Moapa, Modena and Beryl on Sundays, nor at Elgin on holidays for mail and express.  
For stations not shown on schedule pages.—See Page 17.  
For setout tracks.—See Page 18.

WESTWARD				PROVO SUBDIVISION				EASTWARD			
Car capacity of sidings, etc. See Rule 6(A) Page 18.	SECOND CLASS		Distance from Salt Lake City	Time-Table No. 33 October 4, 1959	Mile Post	SECOND CLASS					
	307	305				308	306				
	Mixed	Mixed				Mixed	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					
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	2.6 MURRAY YL FN	43.6	f 11.40					
36 P		2.35	7.9	0.6 PALLAS YL	44.2	11.35					
AI			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 68 P		f 3.25	24.5	7.4 MOUNT	775.5	f 10.50					
71 PY		f 3.45	29.0	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 AMERICAN FORK AF	766.5	f 10.00					
71 P		f 4.35	36.5	3.0 PLEASANT GROVE GO	763.5	f 9.40					
			38.7	2.2 PIPEMILL YL	761.3						
102 P		f 4.45	42.0	3.3 GENEVA YL G	758.0	f 9.20					
AI			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 SPANISH FORK SF	744.4	f 6.03					
109 P	s 11.45AM		63.2	7.6 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 NEPHI NI	710.8	s 5.10					
125 P	f 1.35		103.7	14.5 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	15.2 LYNNDYL 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			
Car capacity of sidings, etc. See Rule 6(A) Page 18.	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.	Time-Table No. 33 October 4, 1959		Mile Post			
	417	418				417	418								
	Local Freight	Local Freight				Local Freight	Local Freight								
	Daily Except Sunday	Daily Except Sunday													
122 188 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			4.5 DESERT MOUND	4.5					
YZ		s 7.45	20.3	10.9 D-R IRON SPRINGS YL GS	20.3	s 11.05		Y	6.4 COMSTOCK	10.9					
Loop 44		A 8.20AM	32.5	12.2 D-R CEDAR CITY YL CD	32.5	10.30AM		Y	4.0 D IRON MOUNTAIN YL MN	14.9					
				(32.5)		Daily Except Sunday			(14.9)						
				(1.20) Thru Time ..... (1.15)											
				24.4 ..... Average speed per hour ..... 26.0											

WESTWARD				MEAD LAKE BRANCH				EASTWARD			
Car capacity of sidings, etc. See Rule 6(A) Page 18.	SECOND CLASS		Mile Post	Time-Table No. 33 October 4, 1959	Mile Post	SECOND CLASS					
	123	11				9	11				
	PY	D				MA	Y				
	Daily Except Sunday	Daily Except Sunday									
			0.0	D MOAPA MA	0.0						
			5.1	5.1 NARROWS	5.1						
			10.2	5.1 LOGANDALE	10.2						
			14.8	4.6 OVERTON	14.8						
			16.7	1.9 MEAD LAKE (Spur)	16.7						
				(16.7)							

WESTWARD				PIOCHE BRANCH				EASTWARD				Westward FILLMORE BRANCH Eastward			
Car capacity of sidings, etc. See Rule 6(A) Page 18.	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.	Time-Table No. 33 October 4, 1959		Mile Post			
	403	404				403	404								
	Local Freight	Local Freight				Local Freight	Local Freight								
	Daily Except Sunday	Daily Except Sunday													
ES 118 WS 116 DPWY		7.30AM	0.0	DN-R CALIENTE YL CS	0.0	A 2.45PM		123 PW 188 Y	DN	DELTA YL AK	0.0				
27		f 8.20	14.5	14.5 PANACA	14.5	f 1.30		10		21.7 GREENWOOD (Spur)	21.7				
Y		A 9.45AM	32.7	18.2 D PIOCHE YL RM	32.7	12.01PM		28 Y	D	10.5 FILLMORE YL FI	32.2				
				(32.7)		Monday Wednesday Friday				(32.2)					
				(2.15) Thru Time ..... (2.44)											
				14.5 ..... Average speed per hour ..... 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		Mile Post	SECOND CLASS		
	303		October 4, 1959			304		
	Mixed					Mixed		
	Daily Except Sunday		STATIONS					
	DPWYZ	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		3.8 MENDON	8.6	f	2.15
	15	P f 6.15	13.8	D	5.2 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		2.6 HOLT	20.2		
	50	PWYZ s 6.55	24.1	D	3.9 LOGAN YL Q	24.1	s	1.10
	17		26.4		2.3 GREENVILLE	26.4		
	18	P f 7.22	31.5	D	5.1 SMITTFIELD YL	31.5	f	12.30
	33	P f 7.45	37.4	D	5.9 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	D-R	2.8 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. 33		Mile Post	SECOND CLASS	
	311		October 4, 1959			312	
	Mixed					Mixed	
	Daily Except Sunday		STATIONS				
WS 115 ES 66 PY	8.30AM	0.0	DN-R	BRIGHAM CITY YL 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	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)	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. 33		Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 18.	Time-Table No. 33		Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 18.	Time-Table No. 33		Mile Post	
	October 4, 1959				October 4, 1959				October 4, 1959			
	STATIONS				STATIONS				STATIONS			
WS 54 CS 115 PX	DN	CLEARFIELD YL CF	0.0	20	Y	D	GARLAND YL	0.0	48	D	TREMONTON YL	0.0
	I	0.3 D. & R. G. W. CROSSING YL	0.3				3.4 HAWES YL	3.4	19		5.1 SUNSET YL	5.1
11		1.8 BARNES YL (Spur)	2.1	17			5.8 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.			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	Trains handling air-dump cars.			35
Gas Turbine, Diesel freight and road switch locomotives:	65	65		Jordan spreaders and other machines of spreader type, when in operation.			15
1870 class Locomotives: On Main Track. On Provo Subdivision. On Branch Lines.			50 25 20	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 yard switch locomotives in road service.			35	Trains handling UP ore cars Nos. 8000 to 8499 or 26000 to 26499 under load or empty.			45
Steam locomotives running backward.		20	20	When using cross-overs or turn-outs.	15	15	15
3800 class locomotives.		60	50	When using No. 14 turn-outs.	25	20	20
3700 and 3900 class locomotives.		65	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
Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15 25	Wye tracks.	6	6	6
				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.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Maximum speed.	79	79	50	<b>Erda</b>			
<b>Milford</b> 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
<b>Delta</b> 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	<b>Lake Point</b> 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
<b>Lynndyl</b> Between M.P. 665.7* and 665.9* (See Note).	70	60	50	Between M.P. 767.2 and 767.5.	65	55	45
<b>Champlin</b> Between M.P. 678.9 and 679.2.	65	55	45	<b>Garfield</b> Between M.P. 770.1 and 770.5.	70	60	50
Between M.P. 680.5 and 681.0.	60	50	40	<b>Buena Vista</b> 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
<b>Jericho</b> Between M.P. 685.6 and 689.0.	60	50	40	Passenger Line—D&RGW railroad crossings on Ninth South Street.	20	20	20
<b>McIntyre</b> 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
<b>Tintic</b> 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
<b>Boulter</b> 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
<b>Pehrson</b> 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.			
<b>St. John</b> Between M.P. 742.1 and 744.1.	55	45	35	<b>Salt Lake City</b>			
<b>Warner</b> 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.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Maximum speed.	79	79	50	<b>Farrier</b>			
<b>Las Vegas</b> 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
<b>Dike</b> Between M.P. 348.4 and 351.1.	40	40	30	Between M.P. 394.0 and 394.2.	60	50	40
<b>Apex</b> Between M.P. 356.1 and 356.8.	50	40	30	Between M.P. 394.6 and 395.9.	35	35	30
<b>Garnet</b> 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	<b>Hoya</b> Between M.P. 403.7 and 419.7.	35	35	30
Between M.P. 358.8 and 359.4.	60	50	40	<b>Carp</b> 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
<b>Dry Lake</b> 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	<b>Leith</b> Between M.P. 430.0 and 455.2.	35	35	30
<b>Ute</b> Between M.P. 379.2 and 379.6.	60	50	40	<b>Etna</b> Between M.P. 458.4 and 458.8.	45	35	30
Between M.P. 380.4 and 380.9.	65	55	45	<b>Caliente</b> 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.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
<b>Caliente</b> Between M.P. 460.0 and 460.3* (See Note).	45	35	25	<b>Brown</b> Between M.P. 489.1 and 492.1.	50	40	30
Between M.P. 461.2 and 461.7.	30	25	20	<b>Crestline</b> 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
<b>Eccles</b> 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
<b>Minto</b> Between M.P. 468.1 and 468.3* (See Note).	55	45	35	<b>Uvada</b> Between M.P. 502.0* and 502.5 (See Note).	70	60	50
Between M.P. 469.1 and 477.3.	30	25	20	<b>Milford</b> 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				
<b>Acoma</b> 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.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Maximum speed.	50	40	40	<b>Lehi</b> Sugar Factory Trackage west of stockyards.			5
<b>Lynndyl</b> Between M.P. 665.7 and 666.0.	15	15	15	<b>Cutler</b> Between M.P. 773.4 and 778.1.	35	30	25
Between M.P. 666.0 and 667.3.	40	30	20	<b>Draper</b> Between M.P. 780.8 and 782.7.	40	30	25
Between M.P. 674.8 and 676.4.	40	40	40	<b>Sandy</b> 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	<b>Atwood</b> Midvale Smelter Trackage.			12
<b>Mills</b> Between M.P. 691.8 and 694.4.	40	30	25	Between M.P. 46.2 and 40.3.	30	30	20
<b>Nephi</b> 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
<b>Santaquin</b> 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
<b>Provo</b> Between M.P. 751.8 and 758.5.	20	20	20	Salt Lake City—Between Second South and Ninth South Streets.	12	12	12
<b>Geneva</b> 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.			
<b>Pleasant Grove</b> City Limits, between M.P. 762.9 and 764.0.	20	20	20	<b>Salt Lake City</b>			
Wasatch Oil Spur.			10				
<b>American Fork</b> 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	
	Psg.	Frt.		Psg.	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.		12	Between M.P. 1.6 and 2.3.		20
Eureka, within city limits.		6	Between M.P. 5.0 and 6.7.		10
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. 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.

**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	Roche Beet Spur	5.6	3 Miles	East	Level
Utida	62.4	2	East	East	Roche		30	East	Level
Morton	58.2	15	Both	Level	Washakie	34.4	7	East	Level
Cottle	55.7	24	Both	East	Portage	36.7	3	West	Level
Collinston	40.1	9 P	West	East	Woodruff	40.5	7	East	West
Madsen	32.5	21	Both	East	<b>Eureka Branch</b>				
Bushnell	19.3	Spur 1.4 Mi.	East	East	Eureka	3.6	Yard	East	East
Perry (1)	17.2	Old Siding 54 P	Both	Level	<b>Silver City Branch</b>				
		Team Track 24	Both	Level	Silver City	1.5	9	East	East
Harrisville	4.7	28 P	Both	Level	<b>Cedar City Branch</b>				
Browning	2.7	27	Both	West	Kaiser	22.5	85	Both	East
Lodjic	2.3	Spur 0.5 Mi. X	East	West	Stock Yards	29.9	Stock Track 26 Stock Spur 0.5 Mi.	West	East
Layton Sugar Factory Spur	13.8	39 X	East	East	<b>Pioche Branch</b>				
Pioneer	29.7	57	Both	East	Caliente Gravel Spur	1.4	107	West	West
Becks	32.9	Old Siding 81 P	Both	East	<b>Prince Branch</b>				
		Advance Track 68	Both	East	Mendha	4.2	3	East	East
<b>Second Subdivision</b>					Caselton	6.5	Yard	East	West
Industrial Center					Prince	8.6	3	Both	West
Spur	779.9	43 P	West	East	<b>Mead Lake Branch</b>				
Bauer	744.8	31 P	Both	East	Standard Oil Co.	3.1	6	East	East
Clover	732.8	Govt. Yard P	East	East	Arrowhead	3.3	20	West	East
Oasis (2)	644.4	31 P	Both	West	Seven Arrow				
Borden	620.9	3 P	West	East	Gypsum	9.3	7	East	West
Pumice	604.8	14 P	Both	East	Amber	9.5	5	East	West
					Virgin	12.8	6	Both	West
<b>Third Subdivision</b>					Glassand	13.7	25	West	West
Barclay (2)	478.7	17 P	East	West					
Arrolime	353.8	32 P	Both	East					
Lovell	344.6	Spur 11 P	West	West					
		Gov't Ordnance Spur 4.0 Mi.							
Valley	342.4	Old Siding 35 P	Both	West					
		Industry 14	Both	West					
		Nellis Air Base							
		Spur 2.7 Mi.	West	East					
<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	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.

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	Stine	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	8	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	West	West	Ute	373.5	11	West	East
		Storage 43	West	West	Dry Lake	363.0	20	Both	East
					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					
Van	639.9	22	Both	West					
Clear Lake	631.0	22	Both	East					
Neels	625.9	22	Both	East					
Bloom	617.5	22	Both	Level					
Cruz	609.6	28	Both	Level					
Black Rock	599.4	22	Both	East					
Read	589.7	23	Both	East					
Murdock	585.1	23	Both	East					
					<b>Cache Valley Branch</b>				
					Hyrum	17.6	House 20	Both	East
					Richmond	37.4	House 35	Both	West
					Lewiston	41.5	Sugar Spur 1.46 Mi.	West	East
					<b>Malad Branch</b>				
					Corinne	5.6	Stock 22 House 13	Both West	Level 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.