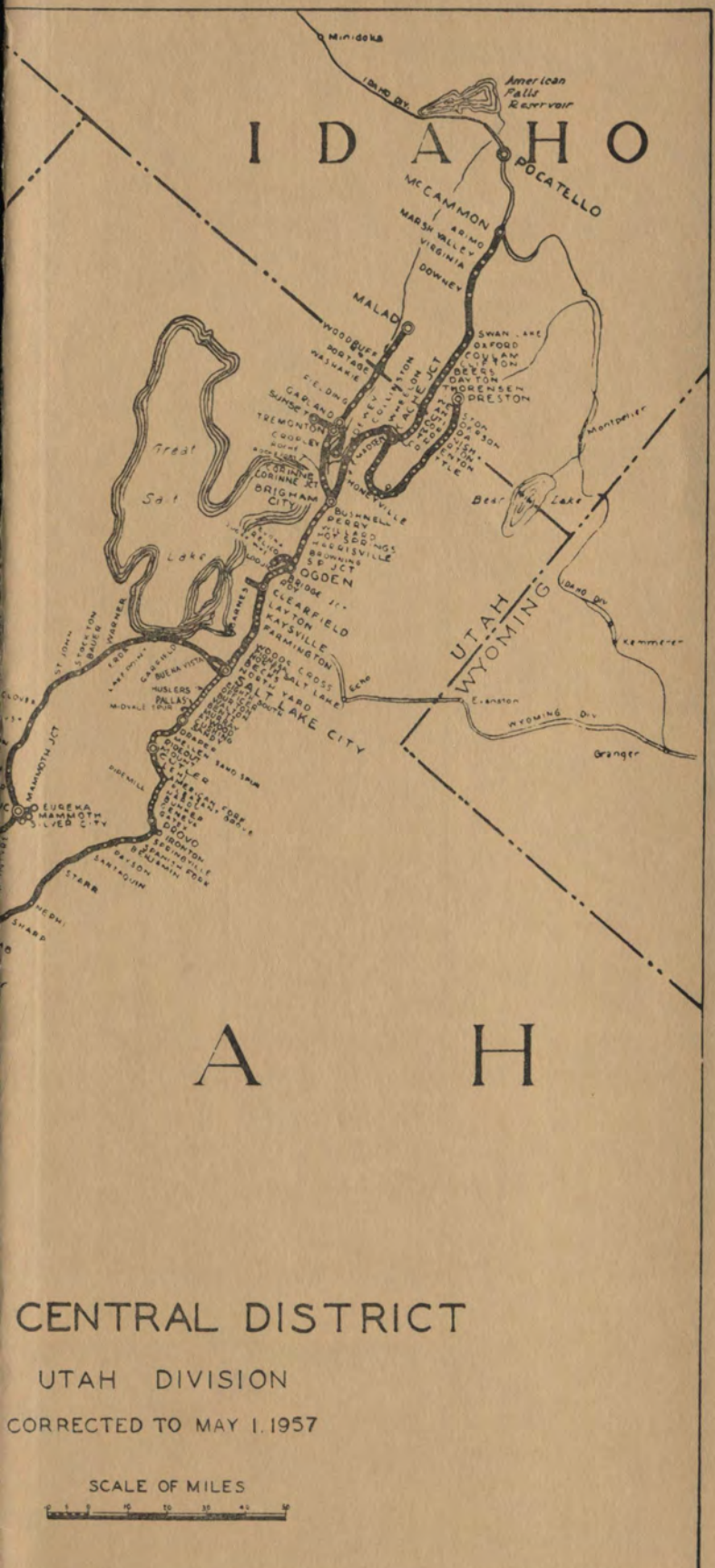


CENTRAL DISTRICT

UTAH DIVISION

CORRECTED TO MAY 1, 1957

SCALE OF MILES

UNION PACIFIC RAILROAD COMPANY

South-Central District

SAFETY FIRST — UNION PACIFIC RAILROAD

UTAH DIVISION

TIME-TABLE No. 29

Effective Sunday,

June 1, 1958

at 12:01 A.M. MOUNTAIN TIME

Safety Always

Makes a Suggestion

FOR EMPLOYES ONLY

Timetable 28 eff 15 Sept 1957
30 21 Sept 1958

G. A. CUNNINGHAM
General Manager

H. E. SHUMWAY
General Superintendent Transportation

C. C. LARKIN, Superintendent,
Salt Lake City, Utah

W. B. GROOME, 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. E. DRUMMOND, 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

C. W. CARTER, Safety and Courtesy Representative ..... Salt Lake City, Utah

First, Second and Third Subdivisions and Branches

McCammon to Caliente

R. D. BRINK, Chief Train Dispatcher
Salt Lake City, Utah

L. E. STORRS, Ass't Chief Train Dispatcher
Salt Lake City, Utah

R. K. GROUSSMAN, Ass't Chief Train Dispatcher
Salt Lake City, Utah

R. L. MAUGHAN, Ass't Chief Train Dispatcher
Salt Lake City, Utah

B. F. HYDE, Ass't Chief Train Dispatcher
Salt Lake City, Utah

T. P. ROGERS, 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.

J. T. WHISLER, Ass't Chief Train Dispatcher
Las Vegas, Nev.

G. J. WILDE, 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. Jenson	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.
C. G. Scruggs	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.
L. S. Sycamore	Surgeon	Ogden.
E. D. Flanders	Physician	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.
J. P. Merkley	Surgeon	Pocatello.
J. E. Cooper	Surgeon	Pocatello.
J. E. Comstock	Physician	Pocatello.
W. W. Mumford	Surgeon	Pocatello.
E. V. Simison	Oculist & Aurist	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 Berman	Oculist & Aurist	Salt Lake City.
L. W. Condie	Surgeon	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.
O. E. Merrell, Jr.	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	734.6
Branches	275.0
Grand Total	1009.6

CONDENSED TIME-TABLE

WESTWARD — FIRST CLASS

309 Passenger	9 Passenger	103 Streamliner Passenger	107 Streamliner Passenger	5 Passenger	Distance from Ogden	Time-Table No. 29 June 1, 1958 STATIONS	Mile Post	10 Passenger	108 Streamliner Passenger	104 Streamliner Passenger	6 Passenger	310 Passenger
Daily	Daily	Daily	Daily	Daily								
	9.15	**6.55**	8.25	7.30	0.0	MT OGDEN MT	0.0	A 6.15	A 6.30	A 9.00	A **7.40**	
11.00	**10.05** **10.25**	**7.40** **7.50**	9.10 9.20	8.20 9.30	36.3	SALT LAKE CITY	36.3 784.0	5.25 5.05	5.45 5.35	8.15 8.05	**6.45** **6.00**	A 4.30
1.30	12.25	**9.39**	11.08	**12.11**	154.4	LYNNDYL	665.9	2.52	3.38	6.08	**3.23**	1.30
4.15	2.05	**10.54**	**12.23**	**2.15**	243.5	MILFORD	576.8	1.30	2.28	4.58	**1.55**	**11.50**
A 5.00	2.40	**11.21**	**12.49**	**3.00**	278.9	LUND	541.4	12.45	1.55	4.25	**1.10**	**10.25**
	4.35	12.55	**2.24**	**5.15**	360.8	CALIENTE	459.5	**11.00**	12.19	2.49	11.10	
	7.20 6.35	3.30 2.40	**4.55** **4.05**	**8.35** **8.05**	486.1	MT LAS VEGAS MT PT PT	334.2	**8.15** **7.00**	**9.50** **8.40**	12.20 **11.10**	8.20 6.55	
	9.40	5.35	**6.50**	12.10	657.1	YERMO	163.2	**3.45**	**5.38**	**8.20**	3.05	
	10.03	5.53	**7.08**	12.40	670.5	BARSTOW	150.1	**3.25**	**5.20**	**8.01**	2.35	
	12.05	7.50	**9.05**	2.55	751.3	SAN BERNARDINO	67.3	**1.15**	**3.30**	**6.08**	12.35	
	12.15	7.59	**9.14**	3.05	754.8	COLTON	64.5	**1.02**	**3.20**	**5.55**	12.15	
	12.30	8.10	**9.25**	3.25	761.8	RIVERSIDE	57.5	**12.50**	**3.07**	**5.43**	**11.59**	
				4.05	781.5	ONTARIO	37.8				**11.30**	
	1.05	8.38	**9.53**	4.20	787.3	POMONA	32.0	**12.20**	**2.43**	**5.15**	**11.20**	
	1.40	9.10	**10.25**	5.00	813.6	EAST LOS ANGELES	5.7	11.50	**2.20**	**4.50**	**10.50**	
	A **2.00**	A 9.30	A **10.45**	A 5.30	821.0	PT LOS ANGELES PT	0.0	11.30	**2.00**	**4.30**	**10.30**	
						(821.0)		Daily	Daily	Daily	Daily	Daily
(6.00)	(17.45)	(15.35)	(15.20)	(23.00)		Thru Time		(17.45)	(15.30)	(15.30)	(29.10)	(6.05)
40.4	46.2	52.7	53.5	35.6		Average speed per hour		46.3	53.0	53.0	40.7	39.8

CONDENSED TIME-TABLE

WESTWARD — FIRST CLASS

35 Passenger	33 Passenger	Distance from Salt Lake City	Time-Table No. 29 June 1, 1958 STATIONS	Mile Post	36 Passenger	34 Passenger
Daily	Daily					
7.30		0.0	SALT LAKE CITY	36.3	A 7.30	
8.20 **8.50**	6.40	36.3	OGDEN	0.0	6.40 6.20	A **8.45**
9.20	7.12	57.4	BRIGHAM CITY	21.1	5.50	**8.15**
10.05	7.52	85.1	CACHE JCT.	48.8	5.03	**7.35**
11.20	9.25	147.5	McCAMMON	111.2	3.50	**6.15**
A **11.50**	A 9.55	170.2	POCATELLO	213.9	3.15	**5.45**
			(170.2)		Daily	Daily
(4.20)	(3.15)		Thru Time		(4.15)	(3.00)
39.3	41.2		Average speed per hour		40.0	44.6

Light figures indicate A.M.

Heavy figures indicate P.M.

WESTWARD — FIRST SUBDIVISION

SECOND CLASS

Time-Table No. 29
June 1, 1958

Car Capacity of sidings, etc. See Rule 6(A) Page 22.	254 Time Freight Daily	277 Time Freight Daily	279 Time Freight Daily	251 Time Freight Daily	311 Mixed Daily Except Sunday	STATIONS
P						DN-R DS **SALT LAKE CITY YL** SA
DOPT WYZ	10.30PM	9.00PM	7.05PM	6.00AM		2.6
PX	10.40	9.10	7.15	6.10		DN-R NORTH YARD YL C
IX						2.6
PX						NORTH SALT LAKE
WS 72 PX	10.56	9.25	7.27	6.27		0.1
CS 133 P	11.04	9.32	7.33	6.35		BAMBERGER R. R. CROSS.
	11.08	9.36	7.36	6.40		2.9
WS 56 ES 115 PX	11.18	9.43	7.43	6.50		D WOODS CROSS WC
ES 41 PX	11.25	9.50	7.48	6.55		6.8
P	11.36PM	9.59	7.55	7.04		FARMINGTON
CDFOPT WYZ	A 12.05AM	10.10 11.15	8.05 **8.45** [34]	7.25 8.15	5.50AM	4.6
						KAYSVILLE
122 P		11.25	**8.59** [35]	8.25	**6.10** [36]	2.2
120 P		11.37	9.09	8.37	f 6.21	D LAYTON NY
120 P		11.45	9.16	8.45	f 6.29	4.7
WS 114 ES 67 PY		11.55PM	9.27	8.55	A 6.45AM	D **CLEARFIELD** CF
120 P		12.10AM	9.39	9.10		3.7
122 P		12.20	9.45	9.20		ROY
121 P		12.40	9.56	9.40		5.1
WS 106 ES 70 DP WYZ		1.30	10.11	10.01		BRIDGE JCT. YL
123 P		**1.57** [280]	10.22	10.20		1.0
P						DN-R **OGDEN YL** OG YD RD
121 P		2.20	10.32	10.40		0.7
121 P		2.40	10.42	11.00		D. & R. G. W. CROSSING YL
P						0.9
121 P		2.49	10.51	11.10		**S. P. JCT. YL**
121 P		2.58	10.59	11.20		7.2
121 PW		3.15	11.13	11.40		HOT SPRINGS
P						5.2
122 P		3.30	11.24	11.55AM		WILLARD
123 125 IPY		A 3.45AM	A 11.35PM	A 12.10PM		7.1
						DN **BRIGHAM CITY YL** BM
						9.3
						D HONEYVILLE HX
						5.5
						DEWEY
						8.7
						WHEELON
						4.2
						DN **CACHE JCT. YL** CJ
						8.1
						TRENTON
						3.7
						CORNISH
						4.5
						WESTON
						5.9
						D DAYTON CN
						4.2
						CLIFTON
						3.1
						COULAM
						6.4
						SWAN LAKE
						10.3
						DN DOWNEY DO
						5.0
						VIRGINIA
						4.7
						D ARIMO A
						6.5
						DN-R **McCAMMON YL** MC
						(147.5)
	(1.35) 21.3	(6.45) 21.8	(4.30) 32.7	(6.10) 23.9	(0.55) 23.0	..... Thru Time ..... Average speed per hour

BLOCK SIGNALS

Double Track

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 stations not shown on schedule pages.—See Page 21.

For setout tracks.—See Page 22.

WESTWARD — FIRST SUBDIVISION

FIRST CLASS

Time-Table No. 29
June 1, 1958

35 Passenger Daily	6 Passenger Daily	104 Streamliner Passenger Daily	33 Passenger Daily	108 Streamliner Passenger Daily	10 Passenger Daily	Distance from Salt Lake City	STATIONS
7.30PM	6.45PM	8.15AM		5.45AM	5.25AM	0.0	DN-R **SALT LAKE CITY YL** DS SA
						2.6	
						2.6	DN-R NORTH YARD YL C
7.40	6.56	8.23		5.53	5.35	5.2	NORTH SALT LAKE
						0.1	
						5.3	BAMBERGER R. R. CROSS.
7.43	6.59	8.26		5.56	5.38	8.2	D WOODS CROSS WC
7.49	7.05				5.44	15.0	FARMINGTON
7.53	7.10	8.35		6.05	5.48	19.6	KAYSVILLE
7.55	7.12				5.50	21.8	D LAYTON NY
8.00	7.16				5.55	26.5	D **CLEARFIELD** CF
8.03	7.20	8.44		6.14	5.58	30.2	ROY
8.08	7.26	8.48		6.18	6.03	35.3	BRIDGE JCT. YL
8.20 8.50	A 7.40PM	A 9.00AM	6.40AM	A 6.30AM	A 6.15AM	36.3	DN-R **OGDEN YL** OG YD RD
						37.0	D. & R. G. W. CROSSING YL
279 **8.59**			6.49			37.9	**S. P. JCT. YL**
9.06			6.56			45.1	HOT SPRINGS
9.11			7.01			50.3	WILLARD
s 9.20			s 7.12			57.4	DN **BRIGHAM CITY YL** BM
9.31			7.22			66.7	D HONEYVILLE HX
9.36			f 7.27			72.2	DEWEY
9.46			7.37			80.9	WHEELON
s 10.05			s 7.52			85.1	DN **CACHE JCT. YL** CJ
10.15			s 8.02			93.2	TRENTON
10.18			f 8.07			96.9	CORNISH
10.23			s 8.16			101.4	WESTON
f 10.32			s 8.25			107.3	D DAYTON CN
10.36			8.29			111.5	CLIFTON
10.39			s 8.32			114.6	COULAM
10.45			s 8.40			121.0	SWAN LAKE
f 10.59			s 8.55			131.3	DN DOWNEY DO
11.06			s 9.02			136.3	VIRGINIA
11.11			s 9.09			141.0	D ARIMO A
Af 11.20PM			A 9.25AM			147.5	DN-R **McCAMMON YL** MC
							(147.5)
(3.50) 38.4	(0.55) 39.6	(0.45) 48.4	(2.45) 42.6	(0.45) 48.4	(0.50) 43.6		..... Thru Time ..... Average speed per hour

BLOCK SIGNALS

Double Track

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 14.
For stations not shown on schedule pages.—See Page 21.
For setout tracks.—See Page 22.
No. 33 will not stop at Trenton, Weston, Dayton, Swan Lake or Arimo on Sundays, or at Coulam and Virginia on Sundays and holidays, for mail and express.

Time-Table No. 29
June 1, 1958

BLOCK SIGNALS — DOUBLE TRACK

STATIONS	Mile Post	FIRST CLASS 36 Passenger	5 Passenger	107 Streamliner Passenger	103 Streamliner Passenger	34 Passenger	9 Passenger
DN-R DS **SALT LAKE CITY YL** SA	36.3	A 7.30AM	A 8.20AM	A 9.10AM	A 7.40PM		A 10.05PM
2.6							
DN-R NORTH YARD **YL** C	33.7						
2.6							
NORTH SALT LAKE	31.1	7.15	8.05	9.00	7.30		9.52
0.1							
BAMBERGER R. R. CROSS.	31.0						
2.9							
D WOODS CROSS WC	28.1	7.12	8.02	8.57	7.27		9.49
6.8							
FARMINGTON	21.3	7.06	7.56				9.43
4.6							
KAYSVILLE	16.7	7.02	7.52				9.39
2.2							
D LAYTON NY	14.5	7.00	7.50	8.45	7.15		9.37
4.7							
D **CLEARFIELD** CF	9.8	6.56	7.46				9.32
3.7							
ROY	6.1	6.52	7.42	8.37	7.07		9.27
5.1							
BRIDGE JCT. YL	1.0	6.45	7.35	8.30	7.00		9.20
1.0							
DN-R **OGDEN YL** OG YD RD	0.0	6.40 6.20	7.30AM	8.25AM	6.55PM	A **8.45**PM 279	9.15PM
0.7							
D. & R. G. W. CROSSING YL	0.7						
0.9							
S. P. JCT. YL	1.6	**6.10** 311				8.35	
7.2							
HOT SPRINGS	8.8	6.03				8.28	
5.2							
WILLARD	14.0	5.58				8.23	
7.1							
DN **BRIGHAM CITY YL** BM	21.1	s 5.50				s 8.15	
9.3							
D HONEYVILLE HX	30.4	5.34				8.03	
5.5							
DEWEY	35.9	5.28				7.58	
8.7							
WHEELON	44.6	5.17				7.49	
4.2							
DN **CACHE JCT. YL** CJ	48.8	s 5.03				s 7.35	
8.1							
TRENTON	56.9	4.49				s 7.21	
3.7							
CORNISH	60.6	4.45				s 7.16	
4.5							
WESTON	65.1	4.40				s 7.10	
5.9							
D DAYTON CN	71.0	f 4.34				s 7.02	
4.2							
CLIFTON	75.2	4.30				6.57	
3.1							
COULAM	78.3	4.27				6.54	
6.4							
SWAN LAKE	84.7	4.21				6.48	
10.3							
DN DOWNEY DO	95.0	s 4.10				s 6.37	
5.0							
VIRGINIA	100.0	4.03				6.30	
4.7							
D ARIMO A	104.7	3.58				s 6.25	
6.5							
DN-R **McCAMMON YL** MC	111.2	f 3.50AM				s 6.15PM	
(147.5)		Daily	Daily	Daily	Daily	Daily	Daily
Thru Time		(3.40)	(0.50)	(0.45)	(0.45)	(2.30)	(0.50)
Average speed per hour		40.2	43.6	48.4	48.4	44.5	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 14.

For stations not shown on schedule pages.—See Page 21.

For setout tracks.—See Page 22.

No. 34 will not stop at Dayton on Sundays, or at Arimo, Weston, Cornish and Trenton on Sundays and holidays, for mail and express.

Time-Table No. 29
June 1, 1958

SECOND CLASS

STATIONS	280 Time Freight	299 Stock Special	312 Mixed	278 Stock Special	270 Time Freight	Car Capacity of sidings, etc. See Rule 6(A) Page 22.
DN-R DS SALT LAKE CITY YL SA						P
2.6						
DN-R NORTH YARD YL C	A 5.30AM	A 11.50AM		A 7.15PM	A 10.30PM	DOPT WYZ
2.6						
NORTH SALT LAKE	5.15	11.44		6.58	10.20	PX
0.1						
BAMBERGER R. R. CROSS.						IX
2.9						
D WOODS CROSS WC	5.08	11.40		6.51	10.13	PX
6.8						
FARMINGTON	4.59	11.33		6.40	10.03	WS 72 PX
4.6						
KAYSVILLE	4.52	11.28		6.33	9.56	CS 133 P
2.2						
D LAYTON NY	4.48	11.25		6.30	9.53	
4.7						
D CLEARFIELD CF	4.42	11.20		6.23	9.45	WS 56 ES 115 PX
3.7						
ROY	4.35	11.16		6.15	9.35	ES 41 PX
5.1						
BRIDGE JCT. YL	4.25	11.10		6.06	9.25	P
1.0						
DN-R OGDEN YL OG YD RD	4.20 3.50	11.01AM	A 2.15PM	6.00 5.20	9.20 8.40	CDFOPT WYZ
0.7						
D. & R. G. W. CROSSING YL						
0.9						
S. P. JCT. YL	3.40		2.01	5.07	8.25	122 P
7.2						
HOT SPRINGS	3.27		1.50	4.53	8.16	120 P
5.2						
WILLARD	3.20		1.42	4.45	8.10	120 P
7.1						
DN BRIGHAM CITY YL BM	3.10		1.30PM	4.35	8.01	WS 114 ES 67 PY
9.3						
D HONEYVILLE HX	2.55			4.18	7.47	120 P
5.5						
DEWEY	2.47			4.10	7.41	122 P
8.7						
WHEELON	2.35			3.55	7.28	121 P
4.2						
DN CACHE JCT. YL CJ	2.15			3.35	7.14	WS 106 ES 70 DP WYZ
8.1						
TRENTON	1.57[277]			3.22	7.01	123 P
3.7						
CORNISH						P
4.5						
WESTON	1.47			3.11	6.51	121 P
5.9						
D DAYTON CN	1.38			3.01	6.42	121 P
4.2						
CLIFTON						P
3.1						
COULAM	1.28			2.50	6.33	121 P
6.4						
SWAN LAKE	1.18			2.40	6.23	121 P
10.3						
DN DOWNEY DO	1.05			2.25	6.11	121 PW
5.0						
VIRGINIA						P
4.7						
D ARIMO A	12.52			2.12	5.59	122 P
6.5						
DN-R McCAMMON YL MC	12.40AM			2.00PM	5.50PM	123 125 IPY
(147.5)	Daily	Daily	Daily Except Sunday	Daily	Daily	
Thru Time	(4.50)	(0.49)	(0.45)	(5.15)	(4.40)	
Average speed per hour	30.5	44.4	28.1	28.1	31.6	

BLOCK SIGNALS — DOUBLE TRACK

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 stations not shown on schedule pages.—See Page 21.

For setout tracks.—See Page 22.

WESTWARD — SECOND SUBDIVISION

Time-Table No. 29
June 1, 1958

Car Capacity of sidings, etc. See Rule 6(A) Page 22.		SECOND CLASS 259 Time Freight Daily	SECOND CLASS 299 Stock Special Daily	FIRST CLASS 309 Passenger Daily	FIRST CLASS 9 Passenger Daily	FIRST CLASS 103 Streamliner Passenger Daily	FIRST CLASS 107 Streamliner Passenger Daily	FIRST CLASS 5 Passenger Daily	Distance from Salt Lake City	STATIONS
	DOPT WYZ	8.30AM	4.15PM						0.0	DN-R NORTH YARD YL C
	I								0.7	0.7 D. & R. G. W. CROSSING YL
	AIP								2.3	1.6 WEST. PAC. CROSSING YL
122	P								4.4	2.1 BUENA VISTA
	P			11.00PM	10.25PM	7.50PM	9.20AM	9.30AM	0.0	DN-R SA SALT LAKE CITY YL
	P								1.3	1.3 EIGHTH SO. ST. YL
	AIP								1.5	0.2 D. & R. G. W. CROSSING YL
	AIP								1.7	0.2 D. & R. G. W. CROSSING YL
122	P								4.8	3.1 BUENA VISTA
125	P							s 9.57	15.7	10.9 D GARFIELD GF
	AIP								16.8	1.2 D. & R. G. W. CROSSING
122	P								19.6	2.7 LAKE POINT
122	PW								27.6	8.0 ERDA
122	PY							s 10.25	35.8	8.2 D WARNER DU
131	P							f 10.33	41.4	5.6 STOCKTON
122	P							f 10.42	47.9	6.5 D ST. JOHN SJ
143	P								60.7	12.8 FAUST
122	P								66.8	6.1 PEHRSON
137	P								74.1	7.3 LOFGREEN
122	P								79.8	5.7 BOULTER
122	PWYZ							f 11.31AM	85.4	5.6 D TINTIC U
123	P								92.1	6.7 McINTYRE
126	PW								98.7	6.6 JERICHO
139	P								109.0	10.3 CHAMPLIN
118 118	PWY			f 1.30AM	12.25AM	9.39	11.08AM	s 12.11PM	118.1	9.1 LYNNDYL
122	P								125.8	7.7 STRONG
124 186	PWY			s 1.50	s 12.45			s 12.35	134.6	8.8 DN DELTA AK
122	P								144.1	9.5 VAN
122	P								153.0	8.9 CLEAR LAKE
123	P								158.1	5.1 NEELS
122	P								166.5	8.4 BLOOM
124	P								174.4	7.9 CRUZ
123	PW							f 1.32	184.6	10.2 BLACK ROCK
122	P								194.3	9.7 READ
122	P								198.9	4.6 MURDOCK
	DPTWYZ	A 2.30PM	A 9.15PM	A 3.15AM	A 1.55AM	A 10.51PM	A 12.20PM	A 2.05PM	207.2	8.3 DN-R MILFORD YL FD
										(207.2)
		(6.00) 34.5	(5.00) 41.4	(4.15) 48.7	(3.30) 59.2	(3.01) 68.6	(3.00) 69.0	(4.35) 45.2		..... Thru Time ..... Average speed per hour

CENTRALIZED TRAFFIC CONTROL

Freight Line

Passenger Line

For conditional stops to discharge or pick up revenue passengers.—See Page 14.

For stations not shown on schedule pages.—See Page 21.

For setout tracks.—See Page 22.

SECOND SUBDIVISION — EASTWARD

Time-Table No. 29
June 1, 1958

CENTRALIZED TRAFFIC CONTROL

Car Capacity of sidings, etc. See Rule 6(A) Page 22.		STATIONS	Mile Post	FIRST CLASS 10 Passenger	108 Streamliner Passenger	104 Streamliner Passenger	6 Passenger	310 Passenger	SECOND CLASS 256 Time Freight	260 Time Freight
	DOPT WYZ	DN-R **NORTH YARD YL** C	35.3						A 5.00PM	A 6.00AM
		0.7								
	I	D. & R. G. W. CROSSING YL	36.0							
		1.6								
	AIP	WEST. PAC. CROSSING YL	781.3							
		2.1								
122	P	**BUENA VISTA**	779.2							
	P	DN-R **SALT LAKE CITY YL** SA	36.3	A 5.05AM	A 5.35AM	A 8.05AM	A 6.00PM	A 4.30AM		
		1.3								
	P	**EIGHTH SO. ST. YL**	37.6							
		0.2								
	AIP	D. & R. G. W. CROSSING YL	37.8							
		0.2								
	AIP	D. & R. G. W. CROSSING YL	38.0							
		3.1								
122	P	**BUENA VISTA**	779.2	4.45	5.19	7.47	5.35	4.10		
		10.9								
125	P	D GARFIELD GF	768.3				f 5.20			
		1.2								
	AIP	D. & R. G. W. CROSSING	767.1							
		2.7								
122	P	LAKE POINT	764.4							
		8.0								
122	PW	ERDA	756.4							
		8.2								
122	PY	D WARNER DU	748.2				s 4.55			
		5.6								
131	P	STOCKTON	742.6				f 4.48			
		6.5								
122	P	D ST. JOHN SJ	736.1				f 4.41			
		12.8								
143	P	FAUST	723.3							
		6.1								
122	P	PEHRSON	717.2							
		7.3								
137	P	LOFGREEN	709.9							
		5.7								
122	P	BOULTER	704.2							
		5.6								
122	PWYZ	D **TINTIC** U	698.6				f 4.02			
		6.7								
123	P	McINTYRE	691.9							
		6.6								
126	PW	JERICHO	685.3							
		10.3								
139	P	CHAMPLIN	675.0							
		9.1								
118 118	PWY	**LYNNDYL**	665.9	2.52	3.38	6.08	s 3.23	f 1.30		
		7.7								
122	P	STRONG	658.2							
		8.8								
124 186	PWY	DN **DELTA** AK	649.4	s 2.35			s 3.05	s 1.10AM		
		9.5								
122	P	VAN	639.9							
		8.9								
122	P	CLEAR LAKE	631.0							
		5.1								
123	P	NEELS	625.9							
		8.4								
122	P	BLOOM	617.5							
		7.9								
124	P	CRUZ	609.6							
		10.2								
123	PW	BLACK ROCK	599.4				f 2.17			
		9.7								
122	P	READ	589.7							
		4.6								
122	P	MURDOCK	585.1							
		8.3								
	DPTWYZ	DN-R **MILFORD YL** FD	576.8	1.30AM	2.28AM	4.58AM	1.55PM	11.50PM	10.30AM	11.00PM
		(207.2)		Daily	Daily	Daily	Daily	Daily	Daily	Daily
		Thru Time		(3.35)	(3.07)	(3.07)	(4.05)	(4.40)	(6.30)	(7.00)
		Average speed per hour		57.8	66.4	66.4	50.0	44.4	31.8	29.6

For conditional stops to discharge or pick up revenue passengers.—See Page 14.

For stations not shown on schedule pages.—See Page 21.

For setout tracks.—See Page 22.

WESTWARD — THIRD SUBDIVISION

Time-Table No. 29
June 1, 1958

Car Capacity of sidings, etc. See Rule 6(A) Page 22.		SECOND CLASS 299 Stock Special Daily	SECOND CLASS 259 Time Freight Daily	FIRST CLASS 103 Streamliner Passenger Daily	FIRST CLASS 5 Passenger Daily	FIRST CLASS 107 Streamliner Passenger Daily	FIRST CLASS 309 Passenger Daily	FIRST CLASS 9 Passenger Daily	Distance from Salt Lake City	STATIONS
DPTWYZ		9.25PM	3.15PM	10.54PM	2.15PM	12.23PM	4.15AM	2.05AM	207.2	DN-R **MILFORD YL** FD
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
122 188	PY			11.21PM	s 3.00	12.49	A 5.00AM	f 2.40	242.6	9.1 DN **LUND** UN
122	P								252.5	9.9 ZANE
122	PW				f 3.20				257.3	4.8 BERYL
122	P								268.2	10.9 HEIST
122 122	PY				f 3.42			s 3.10	274.2	6.0 D MODENA NA
122	P								282.8	8.6 UVADA
127	PY								290.3	7.5 CRESTLINE
122	P								294.7	4.4 BROWN
122	PW								299.4	4.7 ACOMA
133	P								308.7	9.3 ISLEN
44	P								311.7	3.0 LITTLE SPRINGS
83	P								315.6	3.9 MINTO
122	P								319.7	4.1 ECCLES
ES 119 WS 113	DPWY			12.55AM	s 5.15	2.24		s 4.35	324.5	4.8 DN **CALIENTE YL** CS
122	P								329.5	5.0 ETNA
122	P								334.1	4.6 STINE
122	P								339.1	5.0 BOYD
122	PW								345.6	6.5 ELGIN
145	P								349.5	3.9 KYLE
122	P								354.9	5.4 LEITH
102 77	PW								364.9	10.0 CARP
122	P								370.5	5.6 VIGO
69	P								375.5	5.0 GALT
122	P								381.1	5.6 HOYA
136	P								386.1	5.0 ROX
122	P								390.6	4.5 FARRIER
122	PY				f 7.20			6.25	400.9	10.3 D **MOAPA** MA
122	P								410.5	9.6 UTE
122	PW								421.0	10.5 DRY LAKE
74	P								426.5	5.5 GARNET
122	P								432.0	5.5 APEX
122	P								437.0	5.0 DIKE
122	P								445.3	8.3 WANN
DPTWYZ		A 4.45AM	A 11.30PM	A 3.30AM	A 8.35PM	A 4.55PM		A 7.20AM	449.8	4.5 DN-R **LAS VEGAS YL** VG
										(242.6)
		(7.20)	(8.15)	(4.36)	(6.20)	(4.32)	(0.45)	(5.15)		..... Thru Time
		33.0	29.4	52.7	38.3	53.5	47.2	46.2		..... Average speed per hour

CENTRALIZED TRAFFIC CONTROL

For conditional stops to discharge or pick up revenue passengers.—See Page 14.
No. 9 will not stop at Modena on Sundays for mail and express.
For stations not shown on schedule pages.—See Page 21.
For setout tracks.—See Page 22.

THIRD SUBDIVISION — EASTWARD

Time-Table No. 29
June 1, 1958

CENTRALIZED TRAFFIC CONTROL

Car Capacity of sidings, etc. See Rule 6(A) Page 22.		STATIONS	Mile Post	FIRST CLASS 104 Streamliner Passenger	6 Passenger	10 Passenger	108 Streamliner Passenger	310 Passenger	SECOND CLASS 256 Time Freight	260 Time Freight
DPTWYZ		DN-R **MILFORD** YL FD	576.8	A 4.55AM	A 1.45PM	A 1.20AM	A 2.25AM	A 11.20PM	A 9.45AM	A 10.30PM
		5.1								
123	P	UPTON	571.7							
		10.1								
122	P	THERMO	561.6							
		6.8								
122	P	NADA	554.8							
		4.3								
122	P	LATIMER	550.5							
		9.1								
122 188	PY	DN **LUND** UN	541.4	4.25	s 1.10	s 12.45AM	1.55	10.25PM		
		9.9								
122	P	ZANE	531.5							
		4.8								
122	PW	BERYL	526.7		f 12.48					
		10.9								
122	P	HEIST	515.8							
		6.0								
122 122	PY	D MODENA NA	509.8		f 12.33PM					
		8.6								
122	P	UVADA	501.2							
		7.5								
127	PY	CRESTLINE	493.7							
		4.4								
122	P	BROWN	489.3							
		4.7								
122	PW	ACOMA	484.6							
		9.3								
133	P	ISLEN	475.3							
		3.0								
44	P	LITTLE SPRINGS	472.3							
		3.9								
83	P	MINTO	468.4							
		4.1								
122	P	ECCLES	464.3							
		4.8								
ES 119 WS 113	DPWY	DN **CALIENTE** YL CS	459.5	2.49	s 11.10AM	s 11.00PM	12.19AM			
		5.0								
122	P	ETNA	454.5							
		4.6								
122	P	STINE	449.9							
		5.0								
122	P	BOYD	444.9							
		6.5								
122	PW	ELGIN	438.4							
		3.9								
145	P	KYLE	434.5							
		5.4								
122	P	LEITH	429.1							
		10.0								
102 77	PW	CARP	419.1							
		5.6								
122	P	VIGO	413.5							
		5.0								
69	P	GALT	408.5							
		5.6								
122	P	HOYA	402.9							
		5.0								
136	P	ROX	397.9							
		4.5								
122	P	FARRIER	393.4							
		10.3								
122	PY	D **MOAPA** MA	383.1		s 9.11	9.02				
		9.6								
122	P	UTE	373.5							
		10.5								
122	PW	DRY LAKE	363.0							
		5.5								
74	P	GARNET	357.5							
		5.5								
122	P	APEX	352.0							
		5.0								
122	P	DIKE	347.0							
		8.3								
122	P	WANN	338.7							
		4.5								
DPTWYZ		DN-R **LAS VEGAS** YL VG	334.2	12.20AM	8.20AM	8.15PM	9.50PM		2.00AM	2.45PM
		(242.6)		Daily	Daily	Daily	Daily	Daily	Daily	Daily
		Thru Time		(4.35)	(5.25)	(5.05)	(4.35)	(0.55)	(7.45)	(7.45)
		Average speed per hour		52.9	44.8	47.7	52.9	38.6	31.3	31.3

For conditional stops to discharge or pick up revenue passengers.—See Page 14.
No. 6 will not stop at Moapa on Sundays for express.
For stations not shown on schedule pages.—See Page 21.
For setout tracks.—See Page 22.

WESTWARD — PROVO SUBDIVISION — EASTWARD

Time-Table No. 29

June 1, 1958

Car Capacity of sidings, etc. See Rule 6(A) Page 22.		WESTWARD SECOND CLASS 307 Mixed Daily Except Sunday	WESTWARD SECOND CLASS 305 Mixed Daily Except Sunday	Distance from Salt Lake City		STATIONS		Mile Post	EASTWARD SECOND CLASS 308 Mixed Daily Except Sunday	EASTWARD SECOND CLASS 306 Mixed Daily Except Saturday
	DOPT WYZ		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		
77	P		2.20	4.7		1.3 HUSLERS YL		41.0		11.50PM
47	P		f 2.30	7.3	D	2.6 MURRAY YL	FN	43.6		f 11.40
60	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 2.45	12.6		1.2 SANDY		48.9		f 11.20
48	P		s 3.05	17.1	D	4.5 DRAPER	A	782.9		s 11.10
WS 73 ES 70	P		f 3.25	24.5		7.4 MOUNT		775.5		f 10.50
73	PY		f 3.45	29.0		4.5 CUTLER		771.0		f 10.30
31	P		f 4.05	30.5	D	1.5 LEHI	HI	769.5		f 10.20
45	P		f 4.15	33.5	D	3.0 AMERICAN FORK	AF	766.5		f 10.00
73	P		f 4.35	36.5	D	3.0 PLEASANT GROVE	GO	763.5		f 9.40
	P			38.7		2.2 PIPEMILL YL		761.3		
100	P		f 4.45	42.0	C. T. C. D	3.3 GENEVA YL	G	758.0		f 9.20
	AI			42.7	C. T. C.	0.7 D. & R. G. W. CROSSING		757.3		
	CDPT WYZ	11.00AM	A 5.15AM	47.3	C. T. C. DN-R	4.6 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	
29	P	s 11.25		55.6	D	3.6 SPANISH FORK	SF	744.4	f 6.03	
116	P	s 11.45AM		63.2	D	7.6 PAYSON	CN	736.8	f 5.52	
125	P	f 12.25PM		78.0		14.8 STARR		722.0	f 5.27	
132	PY	s 1.05		89.2	D	11.2 NEPHI	NI	710.8	s 5.10	
125	P	f 1.35		103.7		14.5 JUAB		696.3	f 4.45	
125	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) 21.7	(3.15) 14.5			..... Thru Time ..... Average speed per hour			(2.35) 33.6	(3.15) 14.5

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 21.

For setout tracks.—See Page 22.

Westward CACHE VALLEY BRANCH Eastward

Time-Table No. 29

June 1, 1958

Car Capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS 303 Mixed Daily Except Sunday	Distance from Cache Jct.	STATIONS	Mile Post	SECOND CLASS 304 Mixed
DPWYZ	5.30AM	0.0	DN-R **CACHE JCT. YL** CJ	0.0	A 3.00PM
			4.8		
10		4.8	PETERSBORO (Spur)	4.8	
			3.8		
35	f 5.55	8.6	MENDON	8.6	f 2.15
			5.2		
19 P	f 6.15	13.8	D WELLSVILLE	13.8	f 1.55
			0.7		
25		14.5	HILLS	14.5	
			3.1		
22	f 6.30	17.6	HYRUM	17.6	f 1.30
			2.6		
13		20.2	HOLT	20.2	
			3.9		
85 PWYZ	s 6.55	24.1	D LOGAN YL Q	24.1	s 1.10
			2.3		
20		26.4	GREENVILLE	26.4	
			5.1		
15 P	f 7.22	31.5	D SMITHFIELD YL	31.5	f 12.30
			5.9		
33 P	f 7.45	37.4	D RICHMOND YL	37.4	f 12.01PM
			4.1		
		41.5	D LEWISTON (Spur)	41.5	
			2.3		
35 P	f 8.25	43.8	D FRANKLIN	43.8	f 11.20AM
			4.2		
24	f 8.35	48.0	WHITNEY YL	48.0	f 11.08
			2.8		
22 Y	A 9.30AM	50.8	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 21.

For setout tracks.—See Page 22.

MALAD BRANCH

Time-Table No. 29
June 1, 1958

WESTWARD Car Capacity of sidings, etc. See Rule 6(A) Page 22.	WESTWARD SECOND CLASS 311 Mixed Daily Except Sunday	Distance from Brigham City	STATIONS	Mile Post	EASTWARD SECOND CLASS 312 Mixed
WS 114 ES 67 PY	7.30AM	0.0	DN-R **BRIGHAM CITY YL** BM	0.0	A 1.15PM
			5.6		
51	f 7.45	5.6	CORINNE	5.6	f 12.57
			8.1		
24	f 8.02	13.7	CROPLEY	13.7	f 12.40
			4.1		
46 P	s 8.15	17.8	D **TREMONTON YL**	17.8	s 12.30
			2.0		
19 PY	s 8.30	19.8	D **GARLAND YL**	19.8	s 12.20
			5.2		
20	f 8.46	25.0	FIELDING	25.0	f 12.05PM
			26.5		
30 PY	A 10.15AM	51.5	D-R **MALAD YL** MV	51.5	11.01AM
			(51.5)		Daily Except Sunday
	(2.45)		..... Thru Time		(2.14)
	18.7		..... 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.

SYRACUSE BRANCH

Time-Table No. 29
June 1, 1958

Westward Car Capacity of sidings, etc. See Rule 6(A) Page 22.	STATIONS	Mile Post	Eastward
WS 56 CS 115 PX	D **CLEARFIELD YL** CF	0.0	
	0.3		
I	D. & R. G. W. CROSSING YL	0.3	
	1.8		
45	BARNES YL (Spur)	2.1	
	(2.1)		

BEAR RIVER BRANCH

Time-Table No. 29
June 1, 1958

Westward Car Capacity of sidings, etc. See Rule 6(A) Page 22.	STATIONS	Mile Post	Eastward
19 Y	D **GARLAND YL**	0.0	
	3.4		
	HAWS YL	3.4	
	5.8		
9	BRADFORD YL	9.2	
	(9.2)		

THATCHER BRANCH

Time-Table No. 29
June 1, 1958

Westward Car Capacity of sidings, etc. See Rule 6(A) Page 22.	STATIONS	Mile Post	Eastward
46	D **TREMONTON YL**	0.0	
	5.1		
22	SUNSET YL	5.1	
	(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 21.
For setout tracks.—See Page 22.

Conditional Stops to Discharge or Pick Up Revenue Passengers

Train	At	Discharge passengers from	Pick up passengers destined to
36	Any Station.	Pocatello and beyond.	
* 33	Any Station.	Any Station.	Any Station.
* 34	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.

WESTWARD — CEDAR CITY BRANCH — EASTWARD

Time-Table No. 29
June 1, 1958

Car Capacity of sidings, etc. See Rule 6(A) Page 22.	WESTWARD SECOND CLASS 417 Local Freight Daily Except Sunday	WESTWARD FIRST CLASS 309 Passenger Daily	STATIONS	Mile Post	EASTWARD FIRST CLASS 310 Passenger	EASTWARD SECOND CLASS 418 Local Freight
122 188 PY	7.00AM	5.10AM	DN-R **LUND YL** UN	0.0	A 10.10PM	A 11.45AM
			9.4			
120	7.20	5.30	AVON	9.4	9.50	11.27
			10.9			
120 WYZ	7.45	5.50	D-R **IRON SPRINGS YL** GS	20.3	9.30	11.05
			12.2			
Loop 43	A 8.20AM	A 6.30AM	DN-R **CEDAR CITY YL** CD	32.5	9.00PM	10.30AM
			(32.5)		Daily	Daily Except Sunday
	(1.20)	(1.20)	..... Thru Time		(1.10)	(1.15)
	24.3	24.3	..... Average speed per hour		27.8	26.0

Westward — IRON MOUNTAIN BRANCH — Eastward

Time-Table No. 29
June 1, 1958

Car Capacity of sidings, etc. See Rule 6(A) Page 22.	STATIONS	Mile Post
120 WYZ	D-R **IRON SPRINGS YL** GS	0.0
	4.5	
	DESERT MOUND	4.5
	6.4	
Y	COMSTOCK	10.9
	4.0	
Y	D **IRON MOUNTAIN YL** MN	14.9
	(14.9)	

WESTWARD — MEAD LAKE BRANCH — EASTWARD

Time-Table No. 29
June 1, 1958

Car Capacity of sidings, etc. See Rule 6(A) Page 22.	STATIONS	Mile Post
122 PY	D **MOAPA** MA	0.0
	5.1	
13	NARROWS	5.1
	5.1	
11	LOGANDALE	10.2
	4.6	
11	OVERTON	14.8
	1.9	
Y	**MEAD LAKE** (Spur)	16.7
	(16.7)	

WESTWARD — PIOCHE BRANCH — EASTWARD

Time-Table No. 29
June 1, 1958

Car Capacity of sidings, etc. See Rule 6(A) Page 22.	WESTWARD SECOND CLASS 403 Local Freight Monday Wednesday Friday	STATIONS	Mile Post	EASTWARD SECOND CLASS 404 Local Freight
ES 123 WS 116 DPWY	7.30AM	DN-R **CALIENTE YL** CS	0.0	A 2.45PM
		14.5		
26	f 8.20	PANACA	14.5	f 1.30
		18.2		
Y	A 9.45AM	D **PIOCHE YL** RM	32.7	12.01PM
		(32.7)		Monday Wednesday Friday
	(2.15)	..... Thru Time		(2.44)
	14.0	..... Average speed per hour		11.9

Westward — FILLMORE BRANCH — Eastward

Time-Table No. 29
June 1, 1958

Car Capacity of sidings, etc. See Rule 6(A) Page 22.	STATIONS	Mile Post
124 PW 186 Y	DN **DELTA YL** AK	0.0
	21.7	
10	GREENWOOD (Spur)	21.7
	10.5	
26 Y	D **FILLMORE YL** FI	32.2
	(32.2)	

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 21.

For setout tracks.—See Page 22.

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.

When a freight locomotive is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.

GENERAL

Location	Miles Per Hour		
	Str.	Psgr.	Frt.
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30
DLS Stock Trains:			
Where not otherwise restricted.			60
Inspection bus cars.		40	40
When caboose is handled in train consisting of passenger train equipment.		60	
Within yard limits—			
Protected by continuous block signal system.	60	50	25
Not protected by continuous block signal system.	50	40	25
At North Yard.	50	40	25
On branch lines.	30	30	15
Diesel passenger locomotive operated without train.			25
All lesser speed restrictions specified for passenger trains will govern.			
Diesel locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35
Diesel locomotives in road or helper service—			
Backing up shoving a train. (Speed of train being helped will govern.)			
Backing up pulling train.	40	40	40
Backing up light.			40
Gas Turbine, Diesel freight and road switch locomotives:	65	65	
1870 class Locomotives:			
On Main Track.			50
On Provo Subdivision.			25
On Branch Lines.			20
1500 class Diesel road freight locomotives.		50	50
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
MacArthur type locomotives with 63-inch drivers.		55	50
Consolidation type locomotives.		35	35
Trains handling dead steam locomotives:			
With a side rod or main rod removed.			15
With side rods and main rods in place.			25

Location	Miles Per Hour		
	Str.	Psgr.	Frt.
Trains handling wrecking derricks:			
Derricks with 6-wheel trucks.			40
Derricks with 4-wheel trucks.			35
For first five miles after leaving initial terminal with derricks not equipped with roller bearings.			20
(All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			
Trains handling company roadway machines on their own wheels, except wrecking derricks:			
Straight track.			30
On curves.			25
On branch lines.			15
Trains handling scale test cars:			
On main track.			30
On branch lines.			20
Trains handling water cars converted from Vanderbilt (round) type tender on secondary tracks and branch lines.			20
Trains handling air-dump cars.			35
Jordan spreaders and other machines of spreader type, when in operation.			15
Trains handling ore from Cedar City Branch:			
Between Lund and Milford.			40
Between Milford and Black Rock.			30
Between Black Rock and Lynndyl.			40
Between Lynndyl and Salt Lake via Tintic.			40
Between Lund and Modena.			30
Between Modena and Las Vegas.			40
Trains handling UP ore cars Nos. 8000-8499 under load or empty.			45
When using cross-overs or turn-outs.	15	15	15
When using No. 14 turn-outs.	25	20	20
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
Wye tracks.	6	6	6
Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power:			
On main track.			25
On branch lines.			15
(Slower speed must be observed where conditions require.)			

FIRST SUBDIVISION
Between Ogden and McCammon

Location	Miles Per Hour	
	Psgr.	Frt.
Maximum speed.	79	50
Hot Springs		
Between M.P. 10.3 and 10.6	60	50
Between M.P. 12.3 and 12.7.	60	50
Between M.P. 13.7 and 14.0* (See Note).	60	50
Willard		
Between M.P. 19.2 and 19.4.	60	50
Between M.P. 20.9 and 21.1.	35	25
Brigham City		
Between M.P. 23.1 and 23.4.	60	50
Dewey		
Between M.P. 37.8 and 38.0.	45	35
Between M.P. 41.0 and 41.4.	60	50
Between M.P. 42.0 and 42.2.	45	35
Between M.P. 43.5 and 44.4.	40	30
Wheelon		
Between M.P. 44.6* and 46.4 (See Note).	12	12
Between M.P. 46.5 and 47.2.	30	30
Cache Junction		
Between M.P. 49.0 and 49.3.	25	25
Between M.P. 51.1 and 51.4.	45	35
Between M.P. 53.5 and 53.9.	60	50

Location	Miles Per Hour	
	Psgr.	Frt.
Cornish		
Between M.P. 64.1 and 64.5.	60	50
Weston		
Between M.P. 66.1 and 67.1.	45	35
Between M.P. 68.6 and 68.8.	75	50
Coulam		
Between M.P. 82.7 and 83.0.	45	35
Swan Lake		
Between M.P. 85.6 and 85.8.	60	50
Between M.P. 86.5 and 87.5.	60	50
Between M.P. 90.2 and 90.4.	50	40
Between M.P. 92.3 and 93.9* (See Note).	60	50
Downey		
Between M.P. 99.4 and 99.6.	50	40
Virginia		
Between M.P. 102.4 and 102.6	60	50
Marsh Valley Gravel Pit Trackage.		8
Arimo		
Between M.P. 107.4 and 107.7.	60	50
Between M.P. 110.8 and 111.2.	40	25
McCammon		

FIRST SUBDIVISION
Between Ogden and Salt Lake City

Location	Miles Per Hour		
	Str.	Psgr.	Frt.
Maximum speed.	79	79	50
Trains consisting of 50% or more ore.			30
Roy			
Between M.P. 8.7 and 9.1.	79	70	50
Kaysville			
Between M.P. 20.9 and 21.2.	70	60	50
Farmington			
Between M.P. 22.3 and 22.5.	70	60	50

Location	Miles Per Hour		
	Str.	Psgr.	Frt.
Between M.P. 26.6 and 26.8.	70	60	50
Woods Cross			
Bamberger R. R. Crossing, M.P. 31.0.	60	50	40
North Yard			
Between M.P. 34.8 and passenger station.	25	25	15
Salt Lake City			

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

Location	Miles Per Hour	
	Psgr.	Frt.
Maximum speed.	30	15
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
When using cross-overs or turn-outs.	15	15
Over railroad crossings.	10	10

Location	Miles Per Hour	
	Psgr.	Frt.
Slip switches, Cecil Jct.	10	10
Wye and Balloon Track, Patterson Ave.	10	10
U.P. and S.P. roundhouses and shop limits.	8	8
Over switches at 23rd and 26th Sts. and in Union Station passenger yard.	8	8

***NOTE: Reduce speed sign governing this location is on fireman's side of track.**

SECOND SUBDIVISION
Between Milford and Salt Lake City

Location	Miles Per Hour		
	Str.	Psgr.	Frt.
Maximum speed.	79	79	50
Milford			
Between M.P. 576.5* and 577.2 (See Note).	20	20	20
Delta			
Between M.P. 651.4 and 651.6.	70	60	50
Between M.P. 652.9 and 653.2.	70	60	50
Between M.P. 655.8 and 656.4.	70	60	50
Lynndyl			
Between M.P. 665.7* and 665.9* (See Note).	70	60	50
Champlin			
Between M.P. 678.9 and 679.2.	65	55	45
Between M.P. 680.5 and 681.0.	60	50	40
Between M.P. 682.5 and 684.5.	60	50	40
Jericho			
Between M.P. 685.6 and 689.0.	60	50	40
McIntyre			
Between M.P. 692.8 and 693.4.	70	60	50
Tintic			
Between M.P. 699.6 and 699.9.	70	60	50
Between M.P. 702.1 and 703.8.	70	60	50
Boulter			
Between M.P. 705.8 and 715.9.	55	45	35
Pehrson			
Between M.P. 719.6 and 721.0.	60	50	40
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
Erda			
Between M.P. 757.1* and 758.9 (See Note).	55	45	35
Between M.P. 760.9 and 761.9.	70	60	50
Between M.P. 762.8 and 763.3.	65	55	45
Lake Point			
A.S.&R. Co. Highline Trackage.			15
D&RGW Crossing at M.P. 767.1.	65	55	45
Between M.P. 767.2 and 767.5.	65	55	45
Garfield			
Between M.P. 770.1 and 770.5.	70	60	50
Buena Vista			
Between M.P. 779.2** and 779.6 (See Note).	70	60	50
Passenger Line—Between Redwood Road and D&RGW railroad crossings.	25	25	25
Passenger Line—D&RGW railroad crossings on Ninth South Street.	20	20	20
Salt Lake City—Between Passenger Station and Ninth South Streets; and between Third West and Fourth West Streets.	12	12	12
Freight Line Between Buena Vista and North Yard.	20	20	20
Salt Lake City—within Grant Tower Interlocking Limits.	12	12	12
Salt Lake City—When pushing cars between Fifth North and Twenty-First South Streets.			5
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.			
Salt Lake City			

THIRD SUBDIVISION
Between Las Vegas and Caliente

Maximum speed.	79	79	50
Las Vegas			
Between M.P. 333.2 and 335.0.	20	20	20
Dike			
Between M.P. 348.4 and 351.1.	40	40	30
Apex			
Between M.P. 356.1 and 356.8.	50	40	30
Garnet			
Between M.P. 357.3 and 357.8* (See Note).	70	60	50
Between M.P. 358.2* and 358.5 (See Note).	45	40	30
Between M.P. 358.8 and 359.4.	60	50	40
Between M.P. 362.2 and 362.5* (See Note).	60	50	40
Dry Lake			
Between M.P. 363.9 and 364.3.	70	60	50
Between M.P. 369.1 and 369.4.	70	60	50
Ute			
Between M.P. 379.2 and 379.6.	60	50	40
Between M.P. 380.4 and 380.9.	65	55	45
Farrier			
Maximum Speed at any point between Farrier and M.P. 500 near Uvada.	70	60	50
Between M.P. 394.0 and 394.2.	60	50	40
Between M.P. 394.6 and 395.9.	35	35	25
Between M.P. 397.5 and 398.6.	45	35	25
Hoya			
Between M.P. 403.7 and 419.7.	35	35	25
Carp			
Between M.P. 425.4 and 426.2.	55	45	35
Between M.P. 427.9 and 428.2.	55	45	35
Between M.P. 429.1 and 429.2.	60	50	40
Leith			
Between M.P. 430.0 and 455.2.	35	35	25
Etna			
Between M.P. 458.4 and 458.8.	45	35	25
Caliente			
Between Signal 4592 and Switch to Oil Spur at M.P. 460.0.	20	20	20

***NOTE: Reduce speed sign governing this location is on fireman's side of track.**
****NOTE: Resume speed sign governing this location is on fireman's side of track.**

THIRD SUBDIVISION (Continued)

Between Caliente and Milford

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

PROVO SUBDIVISION

Between Lynndyl and Salt Lake City

Maximum speed.	50	40	40
Lynndyl			
Between M.P. 665.7 and 666.0.	15	15	15
Between M.P. 666.0 and 667.3.	40	30	20
Between M.P. 674.8 and 686.2.	30	30	25
Mills			
Between M.P. 691.8 and 694.4.	40	30	25
Nephi (See Note)			
City Limits, between M.P. 710.0 and 711.8**.	20	20	20
Santaquin			
Between M.P. 732.6 and 733.5.	40	30	25
Provo			
Between M.P. 751.8 and 758.5.	20	20	20
Geneva			
Over Road Crossings in Steel Plant.			15
Pleasant Grove			
City Limits, between M.P. 762.9 and 764.0.	20	20	20
Wasatch Oil Spur.			10
American Fork			
City Limits, between M.P. 765.6 and 767.5.	20	20	20
Lehi			
Sugar Factory Trackage west of stockyards.			5
Cutler			
Between M.P. 773.4 and 778.1.	35	30	25
Draper			
Between M.P. 780.8 and 782.7.	40	30	25
Sandy			
Between M.P. 49.0* and 46.2 (See Note).	40	40	30
D&RGW Gauntlet Track, M.P. 47.7.	20	20	20
Atwood			
Midvale Smelter Trackage.			12
Between M.P. 46.2 and 40.3.	30	30	20
(See Note).			
Between M.P. 40.3* and Salt Lake City.	15	15	15
Salt Lake City—When pushing cars between Fifth North and Twenty-First South Streets.			5
Salt Lake City—Between Second South and Ninth South Streets.	12	12	12
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.			
Salt Lake City			

***NOTE: Reduce speed sign governing this location is on fireman's side of track.**

****NOTE: Resume speed sign governing this location is on fireman's side of track.**

BRANCHES

Location	Miles Per Hour	
	Psgr.	Frt.
Bushnell Hospital spur.	10	10
Malad Branch.		30
Syracuse Branch.		15
Clearfield Naval Supply Depot area.		12
Naval Supply Depot wye.		8
Roche Beet Spur.		10
Thatcher Branch.		10
Bear River Branch.		10
Cache Valley Branch Maximum Speed.		35
Between M.P. 13.6 and 13.9.		15
Between M.P. 17.7 and 18.0.		15
Between M.P. 42.7 and 43.3.		25
Ironton Spur.		15
Eureka and Silver City Branches.		12
Eureka, within city limits.		6
Mammoth Branch.		6
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

Location	Miles Per Hour	
	Psgr.	Frt.
Cedar City Branch Between Lund and Iron Springs.	45	35
Between Iron Springs and Cedar City.	30	30
Between Iron Springs and Cedar City with trains having GP-7 or GP-9 Diesel units.	25	20
Cedar City Loop Track.	10	10
Cedar City, oil track No. 12, Commissary spur and freight house lead.	5	5
Iron Mountain Branch Between Iron Springs and M.P. 5.50.		20
Between M.P. 5.50 and Iron Mountain.		15
Pioche Branch Between M.P. 0.0 and 17.0.		25
Between M.P. 17.0 and 22.5.		10
Between M.P. 22.5 and 25.5.		20
Between M.P. 25.5 and 32.7.		25
Prince Branch.		15
Caselton Spur.		10
Mead Lake Branch Maximum Speed.		25
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
Caliente ..... Enginemen's Register Room
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 22	Switch Connections	Grade Descending
First Subdivision				
Marsh Valley	103.0	2 Mi. P	West	West
Oxford	81.3	Elevator Spur 16	East	Level
Beers	72.3	9	East	East
Thorensen	68.5	21	West	East
Anderson	63.7	15	Both	East
Utida	62.4	3	East	East
Morton	58.2	16	Both	Level
Cottle	55.7	22	Both	East
Collinston (2) ...	40.1	9 P	West	East
Madsen	32.5	21	Both	East
Bushnell	19.3	Spur 1.4 Mi.	East	East
Perry .....(1) ...	17.2	Old Siding 52 P	Both	Level
		Team Track 25	Both	Level
Harrisville	4.7	32 P	Both	Level
Browning	2.7	29	Both	West
Lodgic	2.3	Spur 0.5 Mi. X	East	West
Layton Sugar Factory Spur ..	13.8	50 X	East	East
Pioneer	29.7	60	Both	East
Becks	32.9	Old Siding 88 P	Both	East
		Advance Track 68	Both	East
Second Subdivision				
Industrial Center Spur	779.9	64 P	West	East
Bauer	744.8	33 P	Both	East
Clover	732.8	Govt. Yard P	East	East
Oasis .....(3) ...	644.4	33 P	Both	West
Borden	620.9	4 P	West	East
Pumice	604.8	16 P	Both	East
Third Subdivision				
Barclay ...(3) ...	478.7	18 P	East	West
Hoya Pit ..(3) ...	401.5	70 P	Both	West
Arrolime	353.8	31 P	Both	East
Lovell	344.6	Spur 11 P	West	West
		Gov't Ordnance Spur 4.0 Mi.		
Valley	342.4	Old Siding 38 P	Both	West
		Industry 14	Both	West
		Nellis Air Base Spur 2.7 Mi.	West	East
Provo Subdivision				
Officer	38.9	83 P	Both	East
Burton	39.5	21	Both	East
Walton	41.1	16	West	East
Bentz	42.2	9	West	West
Atwood	45.9	Team Track 17 P	Both	West
		Spur 11	West	West
Cushing	47.5	27	Both	East
Mellen Sand Spur	781.3	10	East	East
Rideout	778.0	7 P	East	East
Lehi Sugar Spur..	769.1	98	East	West
Hardy Beet Spur.	761.8	27	West	East
Bunker Spur	759.9	12	East	East
Gatex	756.1	Industrial Spur	East	West
Ironton	754.1	108	East	West
Benjamin	741.6	28	Both	West
Santaquin	730.7	8	West	East
Sharp	703.6	13	East	East
Mills	689.3	18 PW	East	West
Soma	679.0	14	Both	East
Uisco	676.3	12 P	East	West
Leamington	671.3	5 P	East	West
Mack	669.9	6	West	West

Location	Mile Post	Car Capacity Etc. See Rule 6(A) Page 22	Switch Connections	Grade Descending
Cache Valley Branch				
Logan Sugar Factory Spur ..	21.7	1.0 Mile	East	Level
Mill Spur	44.4	15	West	East
Malad Branch				
Chase	3.9	28	West	East
Roche Beet Spur..	5.6	3 Miles	East	Level
Roche		30	East	Level
Washakie	34.4	8	East	Level
Portage	36.7	3	West	Level
Woodruff	40.5	8	East	West
Eureka Branch				
Eureka	3.6	Yard	East	East
Silver City Branch				
Silver City	1.5	12	East	East
Mammoth Branch				
Mammoth	1.6	10	Both	East
Mammoth Mine ..	3.6	Yard	East	East
Cedar City Branch				
Kaiser	22.5	118	Both	East
Stock Yards	29.9	Stock Track 28 P	West	East
		Stock Spur 0.5 Mi.	West	East
Pioche Branch				
Peck	6.0	2	West	East
Prince Branch				
Mendha	4.2	3	East	East
Caselton	6.5	Yard	East	West
Prince	8.6	4	Both	West
Mead Lake Branch				
Standard Oil Co. .	3.1	6	East	East
Arrowhead	3.3	20	West	East
Seven Arrow Gypsum	9.3	7	East	West
Amber	9.5	5	East	West
Virgin	12.8	6	Both	West
Glassand	13.7	20	West	West

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

(2) Flag stop for Nos. 33-34.

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

SET OUT TRACKS

Location	Mile Post	Car Capacity Etc. See Rule 6(A) Page 22	Switch Connections	Grade Descending
First Subdivision				
Arimo	104.7	36	Both	West
Virginia	100.0	Old Siding 54	Both	West
		Team Track 12	Both	West
Downey	95.0	Stock 14	Both	Level
		House 57	Both	Level
Swan Lake	84.7	21	Both	Level
Oxford	81.3	13	East	Level
Coulam	78.3	30	Both	East
Clifton	75.2	27	Both	Level
Dayton	71.0	35	Both	East
Weston	65.1	19	Both	East
Utida	62.4	2	East	East
Cornish	60.6	35	Both	Level
Trenton	56.9	25	Both	East
Wheelon	44.6	18	Both	West
Dewey	35.9	34	Both	East
Honeyville	30.4	32	Both	East
Willard	14.0	7	Both	West
Hot Springs	8.8	17	Both	West
Roy	6.1	East Spur 8	East	West
		West Spur 8	East	West
Clearfield	9.8	House 15	West	East
Layton	14.5	Stock 48	Both	East
Kaysville	16.7	Stock 13	West	East
Farmington	21.3	13	Both	Level
Woods Cross	28.1	Old Siding 49	Both	West
		Team Track 5	West	West
		Storage 43	West	West
Second Subdivision				
Buena Vista	779.2	22	Both	Level
Erda	756.4	22	Both	East
St. John	736.1	43	Both	Level
Faust	723.3	35	Both	East
Pehrson	717.2	15	Both	East
Lofgreen	709.9	22	Both	East
Boulter	704.2	22	Both	East
McIntyre	691.9	22	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	23	Both	Level
Black Rock	599.4	22	Both	East
Read	589.7	22	Both	East
Murdock	585.1	22	Both	East
Third Subdivision				
Upton	571.7	14	Both	East
Thermo	561.6	14	Both	West
Nada	554.8	14	Both	East
Latimer	550.7	14	Both	East
Zane	531.5	14	Both	West
Beryl	526.7	36	Both	Level
Heist	515.8	22	Both	East
Uvada	501.2	22	Both	East
Crestline	493.7	22	Both	West
Brown	489.3	14	Both	West
Acoma	484.6	23	Both	West
Islen	475.3	22	Both	West
Minto	468.4	14	Both	West
Eccles	464.3	14	Both	West
Etna	454.5	11	East	West
Stine	449.4	22	Both	West
Boyd	444.9	12	Both	West
Elgin	438.4	22	Both	West
Kyle	434.1	21	Both	West
Leith	429.1	17	Both	West
Carp	419.1	9	Both	West
Vigo	413.5	21	Both	West
Galt	408.5	20	Both	West
Hoya	402.9	7	East	West
Rox	397.9	18	West	West
Farrier	393.4	15	East	West
Ute	373.5	9	West	East
Dry Lake	363.0	21	Both	East
Garnet	357.5	6	West	East
Apex	352.0	22	Both	East
Dike	347.0	8	East	West
Wann	338.7	16	Both	West
Provo Subdivision				
Sandy	48.9	16	Both	East
Draper	782.9	48	Both	East
Mount	775.5	41	Both	West
Geneva	758.0	73	Both	West
Springville	748.0	25	Both	East
Spanish Fork	744.4	16	Both	East
Starr	722.0	14	West	West
Juab	696.3	34	Both	West
Cache Valley Branch				
Hyrum	17.6	House 22	Both	East
Richmond	37.4	House 18	Both	West
Lewiston	41.5	Sugar Spur 1.46 Mi.	West	East
Malad Branch				
Corinne	5.6	Stock 22	Both	Level
		House 36	Both	Level
Cedar City Branch				
Avon	9.4	2	West	East

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.

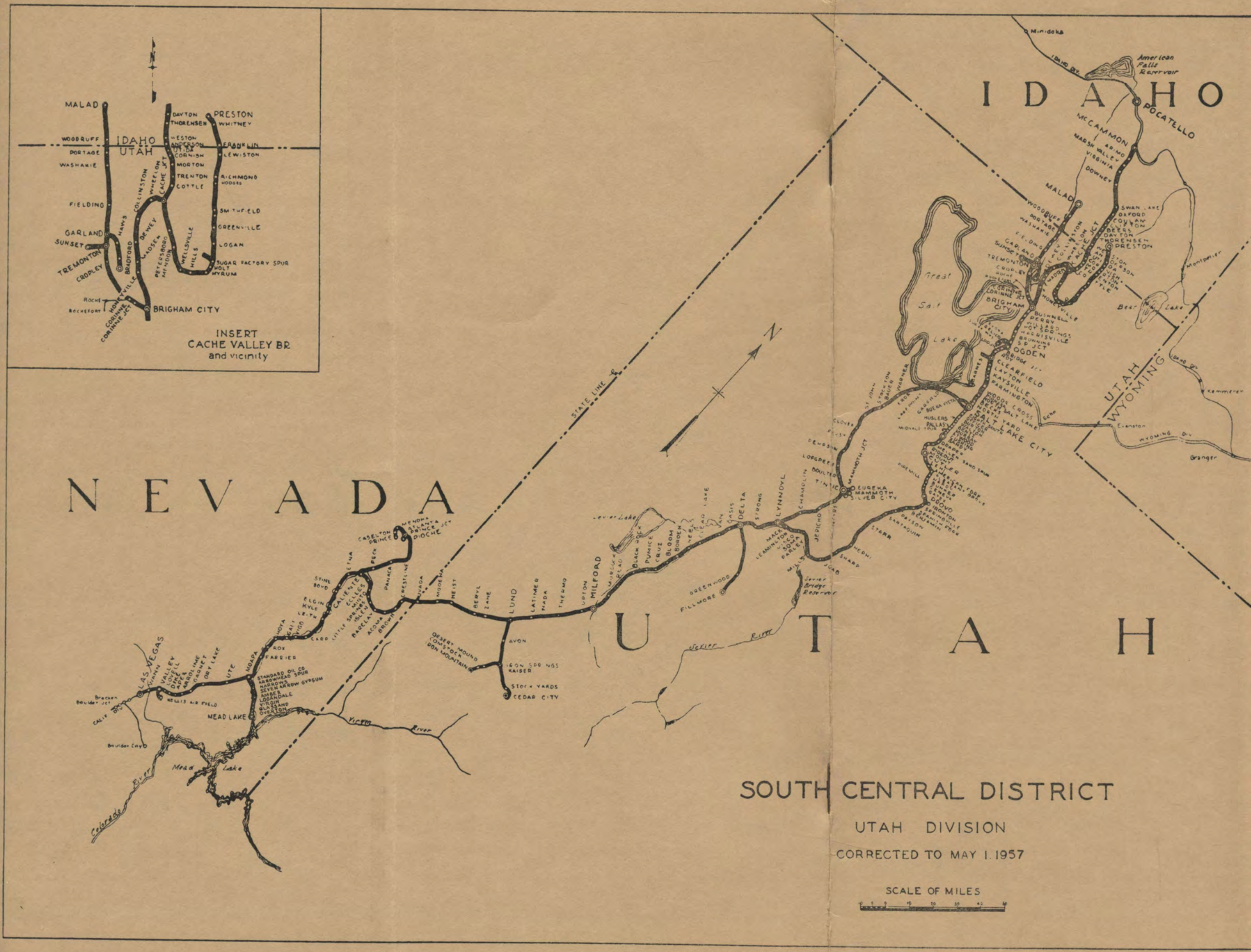
Rule 6(A)

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.


SOUTH CENTRAL DISTRICT
UTAH DIVISION
CORRECTED TO MAY 1, 1957
SCALE OF MILES
INSERT
CACHE VALLEY BR
and vicinity
IDAHO
UTAH
NEVADA
UTAH
IDAHO
WYOMING
STATE LINE
MALAD
WOODRUFF
PORTAGE
WASHAKIE
FIELDING
GARLAND
SUNSET
TREMONTON
CROPLEY
BRADFORD
DEWEY
COLLINSTON
WHEELON
CACHE JCT
DAYTON
THORENSEN
PRESTON
WHITNEY
FRANKLIN
LEWISTON
CORNISH
MORTON
TRENTON
COTTLE
RICHMOND
SMITHFIELD
GREENVILLE
LOGAN
SUGAR FACTORY SPUR
HOLT
HYRUM
WELLSVILLE
MENDON
PETERSBORO
HONEYVILLE
CORINNE
CORINNE JCT
BRIGHAM CITY
POCATELLO
McCAMMON
DOWNEY
American Falls Reservoir
Minidoka
Great Salt Lake
OGDEN
CLEARFIELD
LAYTON
KAYSVILLE
FARMINGTON
WOODS CROSS
NORTH SALT LAKE
SALT LAKE CITY
Bear Lake
Montpelier
Kemmerer
Evanston
Granger
EUREKA
MAMMOTH
SILVER CITY
MAMMOTH JCT
TINTIC
PROVO
SPRINGVILLE
SPANISH FORK
PAYSON
SANTAQUIN
NEPHI
JUAB
DELTA
LYNNDYL
OASIS
LEAMINGTON
JERICHO
FILLMORE
GREENWOOD
Sevier Lake
Sevier River
Sevier Bridge Reservoir
MILFORD
UPTON
THERMO
LATIMER
NADA
LUND
BERYL
LAHEE
HEIST
MODENA
UVADA
AVON
IRON SPRINGS
KAISER
STOCK YARDS
CEDAR CITY
DESERT MOUND
COMSTOCK
IRON MOUNTAIN
CALIENTE
PANACA
PIOCHE
PRINCE
CASELTON
ETNA
ELGIN
KYLE
LEITH
MOAPA
UTE
DRY LAKE
APEX
LAS VEGAS
NELLIS AIR FIELD
MEAD LAKE
OVERTON
Mead Lake
Colorado River
Virgin River
Boulder City