



**UNION PACIFIC RAILROAD COMPANY**

**South-Central District**



**UTAH DIVISION**

**TIME-TABLE**  
**No. 44**

**Effective Sunday**

**June 22, 1969**

**at 12:01 A.M. MOUNTAIN TIME**

*Safety Gains*

*Where Courtesy Reigns*

**FOR EMPLOYEES ONLY**

**G. A. CUNNINGHAM** General Manager  
**J. BOWEN** General Superintendent Transportation

**R. W. HOLLAND**  
 General Superintendent

**H. H. BRANDT, Superintendent,**  
 Salt Lake City, Utah

R. E. IRION, Ass't Supt. Salt Lake City, Utah

N. D. NELSON, Ass't Supt. Salt Lake City, Utah

**A. E. STRAND, Terminal Superintendent**  
 Salt Lake City, Utah

**D. F. McCRAW, Ass't Terminal Supt.**  
 Salt Lake City, Utah

L. A. LEAKE, Term. Trainmaster. Salt Lake City, Utah

J. R. DAVIS, Trainmaster. Salt Lake City, Utah

T. E. ACKLIN, Trainmaster. Milford, Utah

R. V. WADE, Ass't Trainmaster. Ogden, Utah

W. C. LOTHROP, Ass't Trainmaster. Provo, Utah

M. G. MARLER, Master Mechanic. Salt Lake City, Utah

**H. A. WILLIAMS, Road Foreman of Engines**  
 Salt Lake City, Utah

**H. A. CASSELL, Road Foreman of Engines**  
 Salt Lake City, Utah

**W. M. BATES, Road Foreman of Engines**  
 Salt Lake City, Utah

G. P. BURNS, Division Engineer. Salt Lake City, Utah

D. J. GALE, General Roadmaster. Salt Lake City, Utah

**W. F. GRIFFIN, Superintendent of Safety and**  
 Courtesy Los Angeles, California

**D. R. ROMER, Ass't Superintendent of Safety**  
 and Courtesy Salt Lake City, Utah

**First and Second Subdivisions and Branches**

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

**Third Subdivision and Branches**

**R. A. FORBES, Chief Train Dispatcher**  
 Salt Lake City, Utah

**Assistant Chief Dispatchers**

- R. L. Gundy
- R. K. Groussman
- G. J. Wilde
- W. A. McCall
- J. T. Holyoak
- R. L. Maughan
- G. E. Leary

**UNION PACIFIC RAILROAD EMPLOYEES HOSPITAL ASSOCIATION**

PHYSICIANS AND SURGEONS ARE LOCATED AS SHOWN BELOW:

NAME	TITLE	PLACE
L. J. Tauber	District Surgeon	Salt Lake City.
R. R. Merrell	District Surgeon	Pocatello.
J. M. Farris	District Surgeon	Los Angeles.
J. E. Trowbridge	Surgeon	Bountiful.
Jas. H. Clarke	Physician	Bountiful.
G. C. Dils	Surgeon	Callente.
L. V. Broadbent	Surgeon	Cedar City.
R. W. Farnsworth	Surgeon	Cedar City.
D. W. Brown	Surgeon	Cedar City.
M. A. Lyman	Surgeon	Delta.
L. G. Burkett	Surgeon	Downey.
J. B. Demman	Surgeon	Las Vegas.
J. J. Hamill	Surgeon	Las Vegas.
D. J. Romeo	Surgeon	Las Vegas.
R. F. Miller	Surgeon	Las Vegas.
O. S. Budge	Surgeon	Logan.
John C. Worley	Surgeon	Logan.
O. W. Budge	Surgeon	Logan.
J. Clare Hayward	Surgeon	Logan.
L. C. Larsen	Urologist	Logan.
O. H. Mabey, Jr.	Surgeon	Malad.
E. N. Davie	Surgeon	Milford.
D. A. Symond	Surgeon	Milford.
John M. Ball	Surgeon	Murray.
J. G. Steele	Surgeon	Nephi.
K. A. Stratford	Division Surgeon	Ogden.
Harold V. DeMars	Ear, Nose & Throat	Ogden.
F. W. Seager	Surgeon	Ogden.
G. F. Kearns	Surgeon	Ogden.
C. S. Feeny	Physician	Ogden.
R. W. Pugmire	Oculist	Ogden.
G. H. Lowe	Physician	Ogden.
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. K. Stahell	Surgeon	Pocatello.
R. D. Benedict	Surgeon	Pocatello.
R. E. Ostler	Surgeon	Pocatello.
H. R. Gilcrest	Oculist & Aurist	Pocatello.
L. N. Diana	Eye Specialist	Pocatello.
Harry D. McGee	Ear, Nose & Throat	Pocatello.
Calvin Buhler	Surgeon	Pocatello.
L. R. Hawkes	Surgeon	Preston.
S. N. Clark	Oculist & Aurist	Provo.
J. B. Westwood	Surgeon	Provo.
H. D. Rees	Surgeon	Provo.
R. B. Hammond	Surgeon	Provo.
L. J. Tauber	District Surgeon	Salt Lake City.
Harry Berman	Oculist & Aurist	Salt Lake City.
B. J. Fairbanks	Oculist & Aurist	Salt Lake City.
H. L. Pearse	Surgeon	Salt Lake City.
R. H. Anderson	Surgeon	Salt Lake City.
Rulon E. Smith	Surgeon	Salt Lake City.
F. J. Winget	Surgeon	Salt Lake City.
T. D. Harris	Surgeon	Salt Lake City.
E. C. Budge	Surgeon	Smithfield.
Robert S. Budge	Surgeon	Smithfield.
G. B. Orton	Surgeon	Springville.
G. C. Fieklin	Surgeon	Tremonton.

**MILEAGE**

Main Line	762.6
Branches	258.4
<b>Grand Total</b>	<b>1021.0</b>

**WESTWARD CONDENSED TIME-TABLE EASTWARD**

FIRST CLASS		Distance from Ogden	Time-Table No. 44 June 22, 1969		Mile Post	FIRST CLASS	
103 Passenger Daily	5 Passenger Daily		STATIONS	104 Passenger		6 Passenger	
8.15	7.05	0.0	MT OGDEN MT	0.0	A 7.50	A 5.30	
9.05 9.30	7.55 8.00	36.3	SALT LAKE CITY	36.3 784.0	7.00 6.35	4.40 4.30	
11.30	10.15	154.4	LYNN DYL	665.9	3.55	1.40	
12.50 1.00	11.40 12.01	243.5	MILFORD	576.8	2.40 2.30	12.20 12.01	
	12.30	278.9	LUND	541.4		11.15	
3.20	2.25	360.8	CALIENTE	459.5	12.10	9.30	
5.55 5.10	5.00 4.30	486.1	MT LAS VEGAS MT PT PT	334.2	9.40 8.25	6.45 5.00	
8.25	7.30	657.1	YERMO	163.2	5.05	12.50	
8.50	7.50	670.5	BARSTOW	150.1	4.45	12.30	
11.00	9.40	751.3	SAN BERNARDINO	67.3	2.40	10.40	
11.30	10.05	761.8	RIVERSIDE	57.5	2.12	10.20	
12.05	10.35	787.3	POMONA	32.0	1.37	9.50	
12.40	11.05	813.6	EAST LOS ANGELES	5.7	1.05	9.20	
A 1.00	A 11.45	821.0	PT LOS ANGELES PT	0.0	12.45	9.00	
			(821.0)		Daily	Daily	
(17.45)	(17.40)		Thru Time		(18.05)	(19.30)	
46.3	46.5		Average speed per hour		45.2	42.1	

**WESTWARD CONDENSED TIME-TABLE EASTWARD**

FIRST CLASS		Distance from Salt Lake City	Time-Table No. 44 June 22, 1969		Mile Post	FIRST CLASS	
35 Passenger Monday Thursday Saturday			STATIONS	36 Passenger			
7.30		0.0	SALT LAKE CITY	36.3	A 7.00		
8.20 8.55		36.3	OGDEN	0.0	5.50 5.35		
9.25		57.4	BRIGHAM CITY	21.1	5.05		
10.10		85.1	CACHE JCT.	48.8	4.25		
11.25		147.5	McCAMMON	111.2	3.15		
A 11.55		170.2	POCATELLO	213.9	2.45		
			(170.2)		Saturday Wednesday Monday		
(4.25)			Thru Time		(4.15)		
38.5			Average speed per hour		40.0		

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. 44 June 22, 1969
	311			35	6	104		
	Daily Except Sunday			Passenger Monday Thursday Saturday	Passenger Daily	Passenger Daily		
P				7.30PM	4.40PM	7.00AM	0.0	<b>STATIONS</b>
DFPT YZ							1.0	DN-R SALT LAKE CITY YL
PX				7.38	4.48	7.08	5.2	DN-R NORTH YARD YL
PX				7.41	4.51	7.11	8.2	NORTH SALT LAKE
WS 61 PX				7.47	4.57		15.0	D WOODS CROSS
CS 113 P	}			7.51	5.01	7.21	19.6	FARMINGTON
				7.53	5.03		21.8	KAYSVILLE
PXY				7.57	5.07	7.27	26.5	D LAYTON
ES 35 PX				8.01	5.11	7.31	30.2	DN CLEARFIELD YL
P				8.06	5.16	7.36	35.3	ROY
DFPT YZ	5.35 <sup>36</sup> AM			8.20	A 5.30PM	A 7.50AM	36.3	BRIDGE JCT. YL
AI							37.0	DN-R OGDEN YL
116 P	5.45			9.04			37.9	D. & R. G. W. CROSSING YL
105 P	5.55			9.11			45.1	S. P. JCT. YL
105 P	6.13			9.16			50.3	HOT SPRINGS
WS 115 PY	A 6.25AM			9.25			57.4	WILLARD
ES 58 PY								DN BRIGHAM CITY YL
106 P				9.36			66.7	HONEYVILLE
107 P				9.41			72.2	DEWEY
106 P				9.51			80.9	WHEELON
WS 93 DP				10.10			85.1	DN CACHE JCT. YL
ES 57 YZ								TRENTON
108 P				10.20			93.2	CORNISH
				10.23			96.9	WESTON
106 P				10.28			101.4	DAYTON
106 P				10.37			107.3	CLIFTON
				10.41			111.5	COULAM
106 P				10.44			114.6	SWAN LAKE
106 P				10.50			121.0	D DOWNEY
106 P				11.04			131.3	VIRGINIA
				11.11			136.3	ARIMO
107 P				11.16			141.0	DN-R McCAMMON YL
109 PY				Af 11.25PM			147.5	
106								(147.5)

(0.50) 25.3 (3.55) 37.7 (0.50) 43.6 (0.50) 43.6 Thru Time Average speed per hour

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.  
 At Ogden, trains and engines are governed by Operating Rules and special instructions of Ogden Union Railway and Depot Co. while using their tracks.  
 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. 44 June 22, 1969	Mile Post	FIRST CLASS			SECOND CLASS			Car Capacity of sidings, etc. See Rule 6(A) Page 18
		36	5	103			312	
		Passenger	Passenger	Passenger				
<b>STATIONS</b>								
DN-R SALT LAKE CITY YL	36.3	A 7.00AM	A 7.55AM	A 9.05PM				P
DN-R NORTH YARD YL	35.3							DFPT YZ
NORTH SALT LAKE	31.1	6.27	7.42	8.49				PX
D WOODS CROSS	28.1	6.24	7.39	8.46				PX
FARMINGTON	21.3	6.17	7.33					WS 61 PX
KAYSVILLE	16.7	6.12	7.29					CS 113 P
D LAYTON	14.5	6.10	7.27	8.34				PXY
DN CLEARFIELD YL	9.8	6.06	7.22	8.30				ES 35 PX
ROY	6.1	6.02	7.17	8.27				ES 35 PX
BRIDGE JCT. YL	1.0	5.57	7.12	8.22				P
DN-R OGDEN YL	0.0	5.50	7.05AM	8.15PM			A 2.15PM	DFPT YZ
		5.35 <sup>311</sup>						AI
D. & R. G. W. CROSSING YL	0.7							AI
S. P. JCT. YL	1.6	5.25					2.01	116 P
HOT SPRINGS	8.8	5.18					1.50	105 P
WILLARD	14.0	5.13					1.42	105 P
DN BRIGHAM CITY YL	21.1	s 5.05					1.30PM	WS 115 PY
HONEYVILLE	30.4	4.52						106 P
DEWEY	35.9	4.47						107 P
WHEELON	44.6	4.38						106 P
DN CACHE JCT. YL	48.8	f 4.25						WS 93 DP
TRENTON	56.9	4.12						ES 57 YZ
CORNISH	60.6	4.09						108 P
WESTON	65.1	4.05						106 P
DAYTON	71.0	f 3.59						106 P
CLIFTON	75.2	3.54						
COULAM	78.3	3.51						106 P
SWAN LAKE	84.7	3.45						106 P
D DOWNEY	95.0	f 3.34						106 P
VIRGINIA	100.0	3.27						
ARIMO	104.7	3.22						107 P
DN-R McCAMMON YL	111.2	f 3.15AM						109 PY
		Saturday Wednesday Monday	Daily	Daily			Daily Except Sunday	
(147.5)								

Thru Time (3.45) (0.50) (0.50) (0.45)  
 Average speed per hour 39.3 43.6 43.6 28.1

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.  
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 For conditional stops to discharge or pick up revenue passengers.—See Page 11.  
 For stations not shown on schedule pages.—See Page 17.  
 For setout tracks.—See Page 18.

WESTWARD				SECOND SUBDIVISION		EASTWARD				
FIRST CLASS				Time-Table No. 44 June 22, 1969	Mile Post	FIRST CLASS				Car Capacity of sidings, etc. See Rule 6(A) Page 18
	103 Passenger Daily	5 Passenger Daily	Distance From Salt Lake City			104 Passenger	6 Passenger			
STATIONS										
			0.0	DN-R NORTH YARD YL	35.3					DFPT YZ
			0.7	GRANT TOWER YL	36.0					PI
			1.9	W.P.-U.P. JUNCTION YL	781.7					PX
			4.4	BUENA VISTA	779.2				106	P
	9.30PM	8.00AM	0.0	DN-R SALT LAKE CITY YL	36.3	A 6.35AM	A 4.30PM			P
			1.3	EIGHTH SO. ST. YL	37.6					P
			1.5	D. & R. G. W. CROSSING YL	37.8					AIP
			1.7	D. & R. G. W. CROSSING YL	38.0					AIP
			4.8	BUENA VISTA	779.2	5.55	3.40		106	P
			15.7	D GARFIELD	768.3				109	P
			16.9	K.C.C. CROSSING	767.1					AIP
			17.6	SMEALTER	766.4					PX
			19.6	LAKE POINT	764.4				106	P
			27.6	ERDA	756.4				106	P
		f 8.50	35.8	D WARNER	748.2		f 3.12		106	PY
			41.4	STOCKTON	742.6				113	P
			47.9	ST. JOHN	736.1				106	P
			60.7	FAUST	723.3				123	P
			66.8	PEHRSON	717.2				106	P
			74.1	LOFGREEN	709.9				119	P
			79.8	BOULTER	704.2				106	P
			85.4	D TINTIC	698.6				106	PYZ
			92.1	McINTYRE	691.9				107	P
			98.7	JERICO	685.3				109	P
			109.0	CHAMPLIN	675.0				120	P
	11.30PM	f 10.15	118.1	LYNNDYL	665.9	3.55	f 1.40		101	PY
			125.8	STRONG	658.2				106	P
		s 10.35	134.6	D DELTA	649.4		s 1.25		107	PY
			144.1	VAN	639.9				106	P
			153.0	CLEAR LAKE	631.0				106	P
			158.1	NEELS	625.9				106	P
			166.5	BLOOM	617.5				106	P
			174.4	CRUZ	609.6				107	P
			184.6	BLACK ROCK	599.4				106	P
			194.3	READ	589.7				106	P
			198.9	MURDOCK	585.1				106	P
	A 12.50AM	A 11.40AM	207.2	DN-R MILFORD	576.8	2.40AM	12.20PM			PYZ
				(207.2)		Daily	Daily			

(3.20) (3.40) Thru Time ..... (3.55) (4.10)  
 62.1 56.5 ..... Average speed per hour ..... 52.9 49.7

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				THIRD SUBDIVISION		EASTWARD				
FIRST CLASS				Time-Table No. 44 June 22, 1969	Mile Post	FIRST CLASS				Car Capacity of sidings, etc. See Rule 6(A) Page 18
	103 Passenger Daily	5 Passenger Daily	Distance From Salt Lake City			6 Passenger	104 Passenger			
STATIONS										
			207.2	DN-R MILFORD	576.8	A 12.01PM	A 2.30AM			
			212.3	UPTON	571.7					
			222.4	THERMO	561.6					
			233.5	LATIMER	550.5					
			242.6	D LUND	541.4	f 11.15AM				
			252.5	ZANE	531.5					
			257.3	BERYL	526.7					
			268.2	HEIST	515.8					
			274.2	MODENA	509.8					
			282.8	UVADA	501.2					
			290.3	CRESTLINE	493.7					
			294.7	BROWN	489.3					
			299.4	ACOMA	484.6					
			308.7	ISLEN	475.3					
			311.7	LITTLE SPRINGS	472.3					
			315.6	MINTO	468.4					
			319.7	ECCLES	464.3					
ES 103 P WS 104 Y E. Drill 97			324.5	D CALIENTE	459.5	s 9.30	s 12.10AM			
			329.5	ETNA	454.5					
			334.1	STINE	449.9					
			339.1	BOYD	444.9					
			345.6	ELGIN	438.4					
			349.5	KYLE	434.5					
			354.9	LEITH	429.1					
			364.9	CARP	419.1					
			370.5	VIGO	413.5					
			375.5	GALT	408.5					
			381.1	HOYA	402.9					
			386.1	ROX	397.9					
			390.6	FARRIER	393.4					
			400.9	D MOAPA	383.1					
			410.5	UTE	373.5					
			421.0	DRY LAKE	363.0					
			426.5	GARNET	357.5					
			432.0	APEX	352.0					
			437.0	DIKE	347.0					
			445.3	WANN	338.7					
			449.8	DN-R LAS VEGAS YL	334.2	6.45AM	9.40PM			
				(242.6)		Daily	Daily			

(4.55) (4.59) Thru Time ..... (5.16) (4.50)  
 49.3 48.7 ..... Average speed per hour ..... 46.1 50.2

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		CACHE VALLEY BRANCH			Eastward	
Car Capacity of sidings, etc. See Rule 6(A) Page 18	SECOND CLASS	Time-Table No. 44			Mile Post	SECOND CLASS
	303	June 22, 1969				304
	Daily Except Sunday	STATIONS				
	DPYZ	5.30AM	DN-R	CACHE JCT. YL	0.0	A 3.00PM
	34	5.55		MENDON	8.6	2.15
	18	P 6.15		WELLSVILLE	13.8	1.55
	23			HILLS	14.5	
	22	6.30		HYRUM	17.6	1.30
	12			HOLT	20.2	
	42	PYZ 6.55	D	LOGAN	24.1	1.10
	17			GREENVILLE	26.4	
	16	P 7.22	D	SMITHFIELD	31.5	12.30
	30	P 7.45	D	RICHMOND	37.4	12.01PM
				LEWISTON (Spur)	41.5	
	30	8.25		FRANKLIN	43.8	11.20AM
	23	8.35		WHITNEY	48.0	11.08
	23	FY A 9.30AM	D-R	PRESTON YL	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	Time-Table No. 44			Mile Post	SECOND CLASS
	311	June 22, 1969				312
	Daily Except Sunday	STATIONS				
	WS 115 ES 58 PY	6.30AM	DN-R	BRIGHAM CITY YL	0.0	A 1.15PM
	48	6.45		CORINNE	5.6	12.57
	26	6.57		FORD	11.5	12.45
	26	7.02		CROPLEY	13.7	12.40
	43	P 7.15	D	TREMONTON YL	17.8	12.30
	20	Y 7.30		GARLAND YL	19.8	12.20
	19	7.46		FIELDING	25.0	12.05PM
	28	PY A 9.15AM	D-R	MALAD YL	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.

Westward SYRACUSE BRANCH Eastward

Car Capacity of sidings, etc. See Rule 6(A) Page 18	Time-Table No. 44			Mile Post
	June 22, 1969			
	STATIONS			
	PXY	DN	CLEARFIELD YL	0.0
	I		D. & R. G. W. CROSSING YL	0.3
	PYZ		FREEPORT CENTER YL	0.4
	16		BARNES YL (Spur)	2.1
			(2.1)	

Westward THATCHER BRANCH Eastward

Car Capacity of sidings, etc. See Rule 6(A) Page 18	Time-Table No. 44			Mile Post
	June 22, 1969			
	STATIONS			
	43	P D	TREMONTON YL	0.0
	18		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 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.
103	Delta.	Ogden - East	Los Angeles
104	Delta.	Los Angeles	Ogden - East
* 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 "Psgr."**—Train with Diesel locomotive and all passenger train equipment.  
**Designation "Frts."**—Train with freight cars; train with caboose only; locomotive without cars; locomotive with cars, other than train movement.  
**Referring to Rule 10(J):** Where two or three speeds are shown on "Reduce Speed" signs, higher speed applies to passenger trains as defined above, lower speed applies to freight trains. Where only one speed is shown, it applies to all trains.

**GENERAL**

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frts.		Psg.	Frts.
Passenger trains with 6 cars or less.	70		Diesel locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent.		35
All work trains.		50			
All regularly assigned locals.		50	Trains handling ore from Cedar City Branch: Between Lund and Lynndyl. Between Lynndyl and Salt Lake via Tintic. Between Lund and Las Vegas.	40 40 40	
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30			
When caboose is handled in train consisting of passenger train equipment, except No. 35 and No. 36.	60		Trains handling MCPX 23000 series or MONX 23000 series tank cars loaded with phosphorus.		50
When using No. 20 turnouts at Smelter.	35	35	Trains handling UTLX 80500 to 80999 Jumbo Tank Cars under load or empty.		50
When using No. 14 turnouts.	25	20	Trains handling UP ore cars 26000 to 26499, and 27000 to 27299, under load or empty, unless otherwise restricted.		50
When using other crossovers or turnouts.	15	15			
Facing point movement over spring switches, except at S. P. Jct.	20	20	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	
Within yard limits— Protected by continuous block signal system, where not otherwise restricted. Not protected by continuous block signal system. On branch lines, except Pioche Branch. (For Pioche Branch see page 16.)	60 50 30	35 25 15	Trains handling scale test cars, wedge plows or company roadway machines on own wheels (except wrecking derricks): On main lines — tangent track. On main lines — curves. On branch lines.	30 25 20	
Diesel road freight or road switch locomotives.	65				
Gas turbine locomotives.	65				
Diesel yard switch locomotives in road service: 1000-1100 class. 1800 class.	35 50	35 50	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		25
1870 class Road Switch Locomotives: On First, Second and Third Subdivisions. On Provo Subdivision. On Branch Lines.	50	50 25 20	Jordan spreaders and other machines of spreader type, when in operation. Trains handling diesel units dead in train: Yard-switch units of any type. Foreign line, government, export or commercial units other than yard-switch type. Union Pacific road-switch units of Alco or Baldwin type.	15 35 45 45	
When leading unit at front of train is gas turbine or car body type unit backing up.	30	30			
Multiple unit engine when controlled from other than leading unit.	30	30	Wye tracks except those portions used as main track or siding.	6	6

**FIRST SUBDIVISION  
Between Ogden and McCammon**

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frts.		Psg.	Frts.
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	Armo Between M.P. 107.4 and 107.7.	60	50
Wheelon Between M.P. 44.6* and 46.4 (See Note).	12	12	Between M.P. 110.8 and 111.2.	40	25
Between M.P. 46.4 and 47.2.	30	30	McCammon		
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			

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

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frts.		Psg.	Frts.
Maximum speed.	79	60	Farmington Between M.P. 22.3 and 22.5.	70	55
Trains consisting of 50% or more ore.		30	Between M.P. 26.6 and 26.8.	70	55
Clearfield Between M.P. 9.0 and 10.0.	30	30	North Yard Between M.P. 34.8 and 34.9.	40	25
Kaysville Between M.P. 20.9 and 21.2.	70	55	Between M.P. 34.9 and passenger station.	25	25
			Salt Lake City When using turnouts between passenger station and Second North.	10	10

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

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frts.		Psg.	Frts.
Maximum speed. (Except freight trains main line between 12th St. and Wall Avenue.)	30	15 30	Switches, Cecil Junction.	15	15
When using crossovers or turnouts.	15	15	U.P. and S.P. Roundhouses & shop limits.	8	8
Over railroad crossings.	15	15	Over switches at 23rd and 26th Streets and in Union Station Passenger Yard.	8	8
			Wye and Balloon Track, Patterson Avenue.	10	10

**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	
	Psg.	Frt.		Psg.	Frt.
Maximum speed.	79	60	<b>Erda</b> Between M.P. 757.1* and 758.9 (See Note).	55	40
All freight trains operated to or from Provo Subdivision between Lynndyl and Milford.		50	Between M.P. 760.9 and 761.9.	70	55
<b>Milford</b> Between M.P. 576.5* and 577.2 (See Note).	20	20	Between M.P. 762.8 and 763.3.	65	50
Between M.P. 577.5 and 579.1.	70	50	<b>Lake Point</b> Kennecott Copper Co. Highline Trackage.		15
<b>Delta</b> Between M.P. 651.4 and 651.6.	70	55	<b>Smelter</b> When using crossover at M.P. 766.4.	35	35
Between M.P. 655.8 and 656.4.	70	55	Between M.P. 767.2 and 767.5.	70	55
<b>Lynndyl</b> Between M.P. 665.7* and 665.9* (See Note).	70	55	<b>Garfield</b> Between M.P. 770.1 and 770.5.	70	55
<b>Champlin</b> Between M.P. 678.9 and 679.2.	65	50	<b>Buena Vista</b> Between MP 779.2** and 779.6 (See Note).	70	55
Between M.P. 680.5 and 681.0.	60	45	Freight Line Between Buena Vista and Redwood Road.	30	30
Between M.P. 682.5 and 684.5.	60	45	<b>Salt Lake City</b> Freight Line Between Redwood Road and Grant Tower.	20	20
<b>Jericho</b> Between M.P. 685.6 and 689.0.	60	45	Within Grant Tower Interlocking limits except South leg of Wye.	15	15
<b>Tintic</b> Between M.P. 699.6 and 699.9.	70	55	Grant Tower — South leg of wye.	10	10
Between M.P. 702.1 and 703.8.	70	55	When pushing cars between Fifth North and Twenty-First South Streets.		5
<b>Boulter</b> Between M.P. 705.8 and 715.9.	55	40	Passenger Line — Between Redwood Road and D&RGW railroad crossing.	25	25
<b>Pehrson</b> Between M.P. 719.6 and 721.0.	60	45	Passenger Line — D&RGW railroad crossing on Ninth South Street.	20	20
<b>St. John</b> Between M.P. 742.1 and 744.1.	55	40	Between Passenger Station and Ninth South Streets; and Between Third West and Fourth West Streets.	12	12
<b>Warner</b> Between M.P. 754.2 and 755.6.	60	45	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.		

**THIRD SUBDIVISION**  
Between Las Vegas and Milford

<b>Maximum Speed</b> Between Las Vegas and Farrier.	79	60	<b>Dry Lake</b> Between M.P. 363.9 and 364.3.	70	55
Between Farrier and M.P. 500.0 near Uvada.	70	50	Between M.P. 369.1 and 369.4.	70	55
Between M.P. 500.0, near Uvada, and Milford.	79	60	<b>Ute</b> Between M.P. 379.2 and 379.6.	60	45
Between Moapa and Las Vegas, trains handling traffic from Mead Lake Branch, Arrolime or Apex.		45	Between M.P. 380.4 and 380.9.	65	50
All freight trains operated to or from Cedar City Branch between Milford and Lund.		50	<b>Farrier</b> Between M.P. 394.0 and 394.2.	60	45
<b>Las Vegas</b> Between M.P. 333.2 and 335.2.	20	20	Between M.P. 394.6 and 395.9.	35	30
<b>Dike</b> Between M.P. 348.4 and 351.1.	40	30	Between M.P. 397.5 and 398.6.	40	30
Fibreboard Spur.	20	20	<b>Hoya</b> Between M.P. 403.7 and 419.7.	35	30
<b>Apex</b> Between M.P. 356.1 and 356.8.	45	30	<b>Carp</b> Between M.P. 425.4 and 426.2.	55	40
<b>Garnet</b> Between M.P. 357.3 and 357.8* (See Note).	70	55	Between M.P. 427.9 and 428.2* (See Note).	55	40
Between M.P. 358.2* and 358.5 (See Note).	45	30	<b>Leith</b> Between M.P. 430.0 and 455.2.	35	30
Between M.P. 358.8 and 359.4.	60	45	<b>Etna</b> Between M.P. 458.4 and 458.8.	45	30
Between M.P. 362.2 and 362.5* (See Note).	60	45	<b>Caliente</b> Between Signal 4592 and Switch to Oil Spur at M.P. 460.0.	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	Eastward
M.P. 665.9 M.P. 779.2 M.P. 428.2 M.P. 357.8 M.P. 362.5	M.P. 576.5 M.P. 665.7 M.P. 757.1 M.P. 358.2

**THIRD SUBDIVISION (Continued)**  
Between Las Vegas and Milford

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.
<b>Caliente</b> Between M.P. 460.0 and 460.3* (See Note).	40	30	<b>Brown</b> Between M.P. 489.1 and 492.1.	50	35
Between M.P. 461.2 and 461.7.	30	20	<b>Crestline</b> Between M.P. 494.1** and 494.4 (See Note).	40	30
Between M.P. 461.7 and 463.9.	40	30	Between M.P. 495.0 and 497.3.	30	20
<b>Eccles</b> Between M.P. 466.0 and 466.9.	40	30	Between M.P. 497.6 and 497.9.	60	45
Between M.P. 467.2 and 469.0* (See Note).	55	40	Maximum Speed at any point between M.P. 500.0, near Uvada, and Farrier.	70	50
<b>Minto</b> Between M.P. 469.1 and 477.3.	30	20	<b>Uvada</b> Between M.P. 502.0* and 502.5 (See Note).	70	55
<b>Islen</b> Between M.P. 479.1 and 479.5.	40	30	Maximum Speed All freight trains operated to or from Cedar City Branch between Milford and Lund.		50
Between M.P. 479.8 and 480.0.	50	35	<b>Milford</b> Between M.P. 576.5* and 577.2 (See Note).	20	20
Between M.P. 480.4 and 481.6.	30	20			
<b>Acoma</b> Between M.P. 484.4* and 486.6 (See Note).	60	45			
Between M.P. 486.8 and 488.7.	30	25			

**PROVO SUBDIVISION**  
Between Lynndyl and Salt Lake City

<b>Maximum speed.</b> Between Geneva and Sandy.	50	40	<b>Lehi</b> City Limits, between M.P. 768.7 and 771.1.	30	30
<b>Lynndyl</b> Between M.P. 665.7 and 666.0.	15	15	Sugar Factory Trackage west of stockyards.		5
Between M.P. 666.0 and 667.3.	40	20	<b>Cutler</b> Between M.P. 773.4 and 778.1.	35	25
Between M.P. 674.8 and 676.4.	40	40	<b>Draper</b> Between M.P. 780.8 and 782.7.	40	25
Between M.P. 676.4 and 677.7.	20	20	<b>Sandy</b> Between M.P. 49.0* and 46.2 (See Note).	40	30
Between M.P. 677.7 and 686.2.	30	25	<b>Atwood</b> Midvale Smelter Trackage.		12
<b>Mills</b> Between M.P. 691.8 and 694.4.	40	25	Between M.P. 46.2 and 40.3.	30	20
<b>Nephi</b> (See Note) City Limits, between M.P. 710.0 and 711.8**.	20	20	<b>Huslers</b> (See Note). Between M.P. 40.3* and Salt Lake City.	15	15
<b>Santaquin</b> Between M.P. 732.6 and 733.5.	40	25	<b>Salt Lake City</b> 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	Between Second South and Ninth South Streets.	12	12
<b>Geneva</b> Over Road Crossings in Steel Plant.		15	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			
<b>American Fork</b> City Limits, between M.P. 765.6 and 767.5.	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	Eastward
M.P. 460.3 M.P. 469.0 M.P. 494.1	M.P. 484.4 M.P. 502.0 M.P. 576.5
	M.P. 711.8 M.P. 49.0 M.P. 40.3



**BRANCHES**

Location	Miles Per Hour		Location	Miles Per Hour	
	Pagr.	Frt.		Pagr.	Frt.
<b>Bushnell Hospital spur.</b>	10	10	<b>Cedar City Branch</b>		
<b>Malad Branch.</b>		30	Between Lund and Iron Springs.	45	35
<b>Syracuse Branch.</b>		15	Between Iron Springs and Cedar City.	30	30
<b>Clearfield</b>			Cedar City Loop Track.	10	10
Freeport Center Area.		12	Cedar City, oil track No. 12, Commissary spur and freight house lead.	5	5
Freeport Center Wye.		8	<b>Iron Mountain Branch</b>		
<b>Thatcher Branch.</b>		10	Between Iron Springs and M.P. 5.50.		20
<b>Cache Valley Branch</b>			Between M.P. 5.50 and Iron Mountain.		15
Maximum Speed.		35	<b>Pioche Branch</b>		
Between M.P. 13.6 and 13.9.		15	Between M.P. 0.0 and 17.0.		25
Between M.P. 17.7 and 18.0.		15	Between M.P. 17.0 and 22.5.		10
			Between M.P. 22.5 and 32.7.		20
<b>Logan</b>			<b>Prince Branch.</b>		
Anderson Coach Spur.		4	Between M.P. 0.0 and 7.5.		15
Between M.P. 42.9 and 44.0.		25	Between M.P. 7.5 and 8.7.		5
<b>Eureka and Silver City Branches.</b>		12	<b>Caselton Spur.</b>		10
Eureka, within city limits.		6	<b>Mead Lake Branch</b>		
<b>Fillmore Branch.</b>			Maximum Speed.		25
Maximum Speed.		30	Between M.P. 1.6 and 2.3.		20
(All trains and engines must move prepared to stop at M.P. 18.5 if track is obstructed with drifting sand at that point).			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.....	Riverdale Telegraph Office
Ogden.....	Conductor's Register Room, 28th St.
Pocatello.....	Switchmen's Locker Room, Hump
Pocatello.....	Train Dispatcher's Office
Pocatello.....	Conductor's Register Room, Passenger Station
Pocatello.....	Switchmen's Locker Room, New Yard
Pocatello.....	Crew Dispatcher's Office
Pocatello.....	Switchmen's Locker Room, Sherman St.
Provo.....	Joint Yard Telegraph Office
Provo.....	Yard Office
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

**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
Anderson .....	63.7	13	Both	East	<b>Cache Valley Branch</b>				
Cottle .....	55.7	22	Both	East	<b>Branch</b>				
Collinston .....	40.1	9	West	East	Logan Sugar				
Bushnell .....	19.3	Spur 1.4 Mi.	East	East	Factory Spur ....	21.7	1.0 Mile	East	Level
Perry .....	17.2	Old Siding 46	Both	Level	Mill Spur .....	44.4	12	West	East
		Team Track 20	Both	Level					
Randall .....	6.3	19	Both	West					
Harrisville .....	4.7	25	Both	Level					
Browning .....	2.7	23	Both	West					
Lodjic .....	2.3	Spur 0.5 Mi. X	East	West					
Layton Sugar									
Factory Spur ....	13.8	27 X	East	East					
Centerville .....	25.8	13 X	West	Level					
Fry Roofing .....	28.8	14	Both	East	<b>Malad Branch</b>				
Sure Seal .....	29.2	9	West	East	Chase .....	3.9	24	West	Level
Pioneer .....	29.7	78 X	Both	East	Woodruff .....	40.5	7	East	West
Becks .....	32.9	Old Siding 69 X	Both	East					
		Advance Track 57	Both	East					
<b>Second Subdivision</b>									
<b>Industrial Center</b>									
Spur .....	779.9	37 P	West	East					
Bauer .....	744.8	24 P	Both	East					
Clover .....	732.8	Govt. Yard PY	East	East					
Cline .....	661.2	8	East	West					
Oasis .....	644.4	25 P	Both	West	<b>Eureka Branch</b>				
Borden .....	620.9	3 P	West	East	Eureka .....	3.5	Yard	Both	East
<b>Third Subdivision</b>									
Barclay .....	478.7	16 P	East	West					
Arrolime .....	353.8	28 P	Both	East					
Fibreboard Spur ..	351.7	11.5 Mi. P	West	West					
Lovell .....	344.6	10 P	West	West					
Valley .....	342.4	Gov't Ordnance Spur 4.0 Mi. Old Siding 31 P Industry 11 Nellis Air Base Spur 2.7 Mi.	Both	West	<b>Silver City Branch</b>				
			Both	West	Silver City .....	2.4	8	Both	East
			West	East					
Nellis Industrial Park Spur .....	340.0	41 P	West	East					
Las Vegas Industrial Spur .....	337.9	30 P	West	East					
<b>Provo Subdivision</b>									
Officer .....	38.9	67	Both	East	<b>Cedar City Branch</b>				
Burton .....	39.5	15	Both	East	Kaiser .....	22.5	73	Both	East
Walton .....	41.1	13	West	East	Stock Yards .....	29.9	Stock Track 23 Stock Spur 0.5 Mi.	West	East
Gibbons & Reed									
Concrete Spur ..	42.5	15	East	East					
Fire Clay Spur .....	42.7	9	East	East					
Atwood .....	45.9	Team Track 13 P Spur 10	Both	West					
			West	West					
Cushing .....	47.5	18	Both	East					
Rideout .....	778.0	5 P	East	East					
Lehi Sugar Spur...	769.1	85	East	West					
Hardy Beet Spur..	761.8	25	West	East					
Western Ware-house Spur .....	761.5	28	West	West	<b>Mead Lake Branch</b>				
Bonnie .....	760.3	4	West	East	Standard Oil Co....	3.1	5	East	East
Bunker Spur .....	759.9	14	East	East	Arrowhead .....	3.3	17	West	East
Clyde .....	759.4	12	West	West	Seven Arrow Gypsum .....	9.3	6	East	West
Gatex .....	756.1	Industrial Spur	Both	West	Amber .....	9.5	4	East	West
Ironton Spur .....	751.1	1.2 Mi.	East	West	Virgin .....	12.8	5	Both	West
Benjamin .....	741.6	20	Both	West	Glassand .....	13.7	21	West	West
Santaquin .....	730.7	6	West	East					
Mills .....	689.3	15 P	East	West					
Soma .....	679.0	11	Both	East					
Uisco .....	676.3	9 P	East	West					
Leamington .....	671.3	3	East	West					
Mack .....	669.6	5	West	West					

(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	34	Both	West	Upton .....	571.7	11	Both	East
Virginia .....	100.0	Old Siding 47	Both	West	Thermo .....	561.6	12	Both	West
		Team Track 10	Both	West	Nada .....	554.8	12	Both	East
Downey .....	95.0	Stock 12	Both	Level	Latimer .....	550.7	11	Both	East
		House 47	Both	Level	Zane .....	531.5	11	Both	West
Swan Lake .....	84.7	17	Both	Level	Beryl .....	526.7	32	Both	Level
Coulam .....	78.3	25	Both	East	Heist .....	515.8	18	Both	East
Clifton .....	75.2	22	Both	Level	Uvada .....	501.2	18	Both	East
Dayton .....	71.0	Stock 30	Both	East	Crestline .....	493.7	18	Both	West
Weston .....	65.1	16	Both	East	Brown .....	489.3	11	Both	West
Cornish .....	60.6	29	Both	Level	Acoma .....	484.6	19	Both	West
Trenton .....	56.9	20	Both	East	Islen .....	475.3	18	Both	West
Wheelon .....	44.6	14	Both	West	Minto .....	468.4	11	Both	West
Dewey .....	35.9	28	Both	East	Eccles .....	464.3	12	Both	West
Honeyville .....	30.4	27	Both	East	Etna .....	454.5	10	Both	West
Hot Springs .....	8.8	13	Both	West	Stine .....	449.4	17	Both	West
Roy .....	6.1	East Spur 7	East	West	Boyd .....	444.9	10	Both	West
		West Spur 10	East	West	Elgin .....	438.4	18	Both	West
Clearfield .....	9.8	House 13	West	East	Kyle .....	434.1	17	Both	West
		No. 1 35	Both	East	Leith .....	429.1	14	Both	West
		No. 2 31	Both	East	Carp .....	419.1	7	Both	West
		No. 3 27	Both	East			Short Siding 65	Both	West
		No. 4 22	Both	East	Vigo .....	413.5	17	Both	West
		ES 107	Both	East	Galt .....	408.5	17	Both	West
		WS 48	Both	East	Hoya .....	402.9	17	Both	West
Layton .....	14.5	Stock 40	Both	East	Rox .....	397.9	16	West	West
Kaysville .....	16.7	Stock 10	West	East	Farrier .....	393.4	13	East	West
Farmington .....	21.3	11	Both	Level	Ute .....	373.5	28	Both	Level
Woods Cross .....	28.1	Old Siding 41	Both	West	Dry Lake .....	363.0	17	Both	East
		Team Track 4	Both	West	Garnet .....	357.5	5	West	East
		New Team Track 5	East	East	Apex .....	352.0	19	Both	East
		Storage 37	West	West			35	Both	East
North Salt Lake ...	31.1	71	Both	East	Dike .....	347.0	7	East	West
					Wann .....	338.7	13	Both	West
<b>Second Subdivision</b>					<b>Provo Subdivision</b>				
Buena Vista .....	779.2	19	Both	Level	Sandy .....	48.9	14	Both	East
Erda .....	756.4	18	Both	East	Draper .....	782.9	39	Both	East
Stockton .....	743.0	31	Both	West	Mount .....	775.5	55	Both	West
St. John .....	736.1	36	Both	Level			Old Eastward Siding 60	Both	West
Faust .....	723.3	26	Both	East	Lehi .....	769.5	13	Both	West
Pehrson .....	717.2	12	Both	East	Pleasant Grove ...	763.5	25	Both	West
Lofgreen .....	709.9	18	Both	East	Springville .....	748.0	25	Both	East
Boulter .....	704.2	18	Both	East	Spanish Fork .....	744.4	14	East	East
McIntyre .....	691.9	18	Both	West	Starr .....	722.0	13	West	West
Jericho .....	685.3	25	Both	West	Juab .....	696.3	28	Both	West
Champlin .....	675.0	19	Both	West	<b>Cache Valley Branch</b>				
Strong .....	658.2	19	Both	West	Hyrum .....	17.6	House 18	Both	East
Van .....	639.9	19	Both	West	Richmond .....	37.4	House 30	Both	West
Clear Lake .....	631.0	19	Both	East	Lewiston .....	41.5	Sugar Spur 1.46 Mi.	West	East
Neels .....	625.9	18	Both	East	<b>Malad Branch</b>				
Bloom .....	617.5	19	Both	Level	Corinne .....	5.6	Beet Track 57	East	Level
Cruz .....	609.6	19	Both	Level			Stock 18	Both	Level
Black Rock .....	599.4	19	Both	East			House 12	West	Level
Read .....	589.7	19	Both	East	<b>Rule 6(A)</b>				
Murdock .....	585.1	19	Both	East	The following letters placed in column with station name in time-table indicate:				

**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.

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.
- X—crossover;
- Y—wye;
- Z—track scales;
- AI—automatic interlocking;
- CS—center siding;
- ES—eastward siding;
- WS—westward siding.

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				