



INSERT
CACHE VALLEY BR.
and vicinity

N E V A D A

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SOUTH CENTRAL DISTRICT

UTAH DIVISION
CORRECTED TO JUNE 1 1951



UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



UTAH DIVISION
**TIME-TABLE
No. 9**

Effective Sunday,
June 17, 1951
at 12:01 A. M.

Mountain time Between Salt Lake City and McCammon
Pacific time Between Salt Lake City and Las Vegas

Be Careful Today

FOR EMPLOYES ONLY

F. C. PAULSEN General Manager
A. D. HANSON General Superintendent Transportation
D. F. WENGERT General Superintendent
G. A. CUNNINGHAM, Superintendent,
Salt Lake City, Utah

C. C. LARKIN, Ass't Superintendent Salt Lake City, Utah
H. S. JENSEN, Trainmaster Salt Lake City, Utah
A. W. KIRKEBY, Trainmaster Salt Lake City, Utah
A. E. STRAND, Terminal Superintendent
Salt Lake City, Utah
G. H. BAKER, Trainmaster Milford, Utah
A. R. NELSON, Master Mechanic Pocatello, Idaho
R. F. WEISS, Master Mechanic Los Angeles, Calif.
J. E. DRUMMOND, Road Foreman of Engines
Salt Lake City, Utah
K. S. RUSSEY, Road Foreman of Engines
Salt Lake City, Utah
M. DEVEREAUX, Terminal Road Foreman
of Engines Salt Lake City, Utah
J. J. SCHNACKENBERG, Road Foreman of Engines
Milford, Utah
C. E. McCAULEY, Division Engineer
Salt Lake City, Utah
B. ESBENSON, General Roadmaster Salt Lake City, Utah

First, Second and Third Subdivisions and Branches

McCammon to Caliente

D. DURHAM, Chief Train Dispatcher
Salt Lake City, Utah
J. C. HAYMOND, Ass't Chief Train Dispatcher
Salt Lake City, Utah
G. B. CHASTAIN, Ass't Chief Train Dispatcher
Salt Lake City, Utah
W. R. DAVIS, Ass't Chief Train Dispatcher
Salt Lake City, Utah
K. P. VARLEY, Ass't Chief Train Dispatcher
Salt Lake City, Utah
R. L. MAUGHAN, Ass't Chief Train Dispatcher
Salt Lake City, Utah
E. R. GUYE, 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. L. HULIHAN, Ass't Chief Train Dispatcher
Las Vegas, Nev.
W. A. McCALL, 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 | TERRITORY |
|-------------------------|------------------|----------------|--|
| D. L. GAMETTE | Medical Director | Los Angeles | Vicinity Salt Lake City. |
| L. J. TABFER | District Surgeon | Salt Lake City | Vicinity Pocatello. |
| R. R. MERRELL | District Surgeon | Pocatello | Draper to Vineyard. |
| K. E. Noyes | Surgeon | American Fork | North Salt Lake to Farmington. |
| J. E. Trawbridge | Surgeon | Bountiful | Willard to Cropely and Cache Junction. |
| H. L. Pearce | Surgeon | Brigham City | |
| Wm. M. Vost | Surgeon | Caliente | Crestline to Moapa. |
| L. V. Broadbent | Surgeon | Cedar City | Cedar City to Avon. |
| P. K. Edmunds | Surgeon | Cedar City | Cedar City to Avon. |
| R. W. Farnsworth | Surgeon | Cedar City | Cedar City to Avon. |
| Harry S. Holmes | Surgeon | Eureka | Vicinity Eureka. |
| M. E. Bird | Surgeon | Delta | Black Rock to Lynndyl. |
| E. L. Nelson | Surgeon | Downey | McCammon to Weston. |
| H. S. Jensen | Surgeon | Farmington | North Salt Lake to Kaysville. |
| Kenneth Hill | Surgeon | Garfield | Vicinity Garfield. |
| B. N. Benson | Surgeon | Garland | Portage to Cropely, Utah. |
| G. D. Rutledge | Surgeon | Kaysville | Clearfield to Woods Cross. |
| J. B. Demman | Surgeon | Las Vegas | Crestline to Moapa. |
| J. J. Hamill | Surgeon | Las Vegas | Roach to Dry Lake. |
| G. J. Madsen | Oculist | Las Vegas | Las Vegas. |
| C. G. Scruggs | Surgeon | Las Vegas | Las Vegas. |
| N. Z. Tanner | Surgeon | Layton | Ray to Layton. |
| A. K. Hansen | Surgeon | Lewiston | Preston to Logan, Dayton and Cache Junction. |
| S. M. Budge | Surgeon | Logan | Cache Valley Branch. |
| O. W. Budge | Surgeon | Logan | Cache Valley Branch. |
| J. Clare Hayward | Surgeon | Logan | Cache Valley Branch. |
| W. H. Hayward | Surgeon | Logan | Cache Valley Branch. |
| O. H. Mabey | Surgeon | Malad | Malad Branch. |
| J. S. Alloy | Surgeon | Midvale | Midvale to Murray and Sandy. |
| E. N. Davie | Surgeon | Milford | Crestline to Clear Lake. |
| John M. Ball | Surgeon | Murray | Sandy to Salt Lake City. |
| F. H. Bockstead | Surgeon | Nephi | Santaquin to Lynndyl. |
| J. G. Stoelo | Surgeon | Nephi | Santaquin to Lynndyl. |
| R. F. Howe | Surgeon | Ogden | Ogden to Green River, Brigham City to Kaysville. |
| L. S. Sycamore | Surgeon | Ogden | Ogden to Green River, Brigham City to Kaysville. |
| Milton Wilcox | Surgeon | Ogden | Ogden to Green River, Brigham City to Kaysville. |
| J. B. McQuarrie | Surgeon | Ogden | Vicinity Ogden. |
| W. P. Daines | Surgeon | Ogden | Vicinity Ogden. |
| Harold V. DeMars | Oculist & Aurist | Ogden | Vicinity Ogden. |
| R. W. Pugmire | Oculist | Ogden | Vicinity Ogden. |
| Max Stewart | Surgeon | Payson | Spanish Fork to Santaquin. |
| B. C. Linebaugh | Surgeon | Pleasant Grove | Draper to Vineyard. |
| H. H. Hughart | Surgeon | Pocatello | Vicinity Pocatello. |
| R. G. Crandall | Surgeon | Pocatello | Vicinity Pocatello. |
| C. T. Parker | Surgeon | Pocatello | Vicinity Pocatello. |
| F. H. Howard | Surgeon | Pocatello | Vicinity Pocatello. |
| Orville E. Morrell, Jr. | Surgeon | Pocatello | Vicinity Pocatello. |
| David C. Miller | Surgeon | Pocatello | Vicinity Pocatello. |
| H. Dean Hartvigson | Surgeon | Pocatello | Pocatello, Idaho. |
| D. J. Nelson | Surgeon | Pocatello | Pocatello. |
| C. W. Pond | Oculist-Aurist | Pocatello | Pocatello. |
| E. V. Simison | Oculist-Aurist | Pocatello | Pocatello. |
| L. R. Hawkes | Surgeon | Preston | Preston to Logan. |
| J. J. Weight | Surgeon | Provo | Spanish Fork to Vineyard. |
| J. B. Westwood | Surgeon | Provo | Spanish Fork to Vineyard. |
| Eldon D. Clark | Oculist & Aurist | Provo | Provo and Vicinity. |
| W. G. Noble | Surgeon | Richmond | Vicinity of Richmond. |
| F. J. Winget | Surgeon | Salt Lake City | Vicinity Salt Lake City. |
| Sharpe Sandots | Surgeon | Salt Lake City | Vicinity Salt Lake City. |
| L. W. Condie | Surgeon | Salt Lake City | Vicinity Salt Lake City. |
| John R. Anderson | Surgeon | Salt Lake City | Vicinity Salt Lake City. |
| Ralph L. Tingoy | Surgeon | Salt Lake City | Vicinity Salt Lake City. |
| Rulon E. Smith | Surgeon | Salt Lake City | Vicinity Salt Lake City. |
| Geo. H. Curtis | Surgeon | Salt Lake City | Vicinity Salt Lake City. |
| E. B. Fairbanks | Oculist & Aurist | Salt Lake City | Vicinity Salt Lake City. |
| Harry Berman | Oculist & Aurist | Salt Lake City | Vicinity Salt Lake City. |
| Alan S. Grandall | Oculist | Salt Lake City | Vicinity Salt Lake City. |
| E. C. Budge | Surgeon | Smithfield | Logan to Richmond. |
| G. B. Orron | Surgeon | Springville | Vicinity Springville. |
| T. M. Aldous | Surgeon | Tooele | Warner and Vicinity. |
| G. C. Ficklin | Surgeon | Tremonton | Vicinity Tremonton. |

MILEAGE

| | |
|------------------------------|---------------|
| Main Line | 734.6 |
| Branches | 306.1 |
| Grand Total | 1040.7 |

WESTWARD CONDENSED TIME-TABLE EASTWARD

| FIRST CLASS | | | | Distance from Ogden | Time-Table No. 9 June 17, 1951 | | | Mile Post | FIRST CLASS | | | | |
|-----------------|------------------------------|-----------------|-----------------|---------------------|-----------------------------------|------------------|------------------------------|-----------|----------------------------------|--------------|--------------|-------------|---------|
| 9 Passenger | 103 Streamliner Passenger | 1 Passenger | 37 Passenger | | 10 Passenger | 2 Passenger | 104 Streamliner Passenger | | 38 Passenger | | | | |
| Daily | Daily | Daily | Daily | 0.0 | MT | OGDEN | MT | 0.0 | A 5.50 | A 7.10 | A 8.35 | A 6.40 | |
| 8.25 | 5.25 | 5.00 | 7.00 | 36.3 | MT | SALT LAKE CITY | MT | 36.3 | 5.00 | 6.20 | 7.50 | 5.45 | |
| 9.10 | 6.10 | 5.50 | 8.00 | 154.4 | PT | LYNNBYL | PT | 784.0 | 3.40 | 5.10 | 6.40 | 4.15 | |
| 9.10 | 6.10 | 5.50 | 8.20 | 243.5 | | MILFORD | | 665.9 | 1.25 | 2.46 | 4.46 | 1.30 | |
| 11.20 | 7.14 | 7.14 | 11.20 | 278.9 | | LUND | | 541.4 | 11.10 | 12.32 | 3.00 | 10.50 | |
| 12.55 | 8.30 | 8.55 | 1.35 | 360.8 | | CALIENTE | | 459.5 | 9.10 | 10.43 | 1.24 | 8.40 | |
| 1.40 | 8.57 | 9.25 | 2.15 | 486.1 | | LAS VEGAS | | 334.2 | 6.15 | 7.35 | 10.55 | 5.40 | |
| 4.00 | 10.30 | 11.20 | 4.20 | 657.1 | | YERMO | | 163.2 | 6.15 | 7.35 | 10.55 | 5.10 | |
| 6.55 | 1.15 | 2.30 | 7.15 | 670.5 | | BARSTOW | | 150.1 | 2.53 | 4.12 | 7.45 | 12.40 | |
| 7.10 | 1.25 | 2.45 | 7.15 | 751.3 | | SAN BERNARDINO | | 67.3 | 12.20 | 1.50 | 5.38 | 9.55 | |
| 10.30 | 4.07 | 6.00 | 12.10 | 754.8 | | COLTON | | 64.5 | 12.07 | 1.37 | 5.25 | 9.32 | |
| 10.53 | 4.25 | 6.25 | 12.50 | 761.8 | | RIVERSIDE | | 57.5 | 11.55 | 1.25 | 5.13 | 9.15 | |
| 1.00 | 6.25 | 8.35 | 3.10 | 781.5 | | ONTARIO | | 37.8 | 11.28 | 1.00 | 4.53 | 8.35 | |
| 1.10 | 6.33 | 8.45 | 3.20 | 787.3 | | POMONA | | 32.0 | 11.20 | 12.50 | 4.46 | 8.27 | |
| 1.25 | 6.45 | 9.00 | 3.40 | 813.6 | | EAST LOS ANGELES | | 5.7 | 10.50 | 12.20 | 4.20 | 7.50 | |
| 1.48 | 7.03 | 9.23 | 4.20 | 821.0 | PT | LOS ANGELES | PT | 0.0 | 10.30 | 12.01 | 4.00 | 7.30 | |
| 1.57 | 7.11 | 9.32 | 4.40 | | | (821.0) | | Daily | Daily | Daily | Daily | | |
| 2.30 | 7.40 | 10.10 | 5.25 | | | | | (19.35) | (15.35) | (18.40) | (21.00) | | |
| A 3.00 | A 8.00 | A 10.40 | A 6.00 | | | | | 41.9 | 52.7 | 44.0 | 34.2 | | |
| | | | | | | | | | Thru Time | (18.20) | (18.09) | (15.35) | (22.10) |
| | | | | | | | | | Average speed per hour | 44.8 | 45.2 | 52.7 | 37.0 |

WESTWARD CONDENSED TIME-TABLE EASTWARD

| FIRST CLASS | | | | Distance from Salt Lake City New Main Line | Time-Table No. 9 June 17, 1951 | | | Mile Post | FIRST CLASS | | |
|------------------|-----------------|-----------------|-----------------|--|-----------------------------------|-----------------|--|-----------|-------------|-------------|-------------|
| 33 Passenger | 29 Passenger | 31 Passenger | 30 Passenger | | 32 Passenger | 34 Passenger | | | | | |
| Daily | Daily | Daily | | 0.0 | | | | | | | |
| 11.30 | 8.00 | 5.25 | | 36.3 | | | | | A 7.30 | A 8.40 | A 10.00 |
| 12.20 | 8.50 | 6.15 | | 57.4 | | | | | 6.35 | 7.45 | 8.10 |
| 12.45 | 9.20 | 6.35 | | 85.1 | | | | | 6.15 | 7.15 | 8.50 |
| 1.15 | 9.55 | 7.02 | | 147.5 | | | | | 5.45 | 6.45 | 8.20 |
| 2.05 | 10.45 | 7.45 | | 170.2 | | | | | 5.05 | 6.04 | 7.38 |
| 3.40 | 12.10 | 9.20 | | | | | | | 3.45 | 4.45 | 6.05 |
| A 4.15 | A 12.45 | A 9.55 | | | | | | | 3.15 | 4.15 | 5.35 |
| | | | | | | | | | Daily | Daily | Daily |
| (4.45) | (4.45) | (4.30) | | | | | | | 40.0 | (4.25) | (4.25) |
| 35.8 | 35.8 | 37.8 | | | | | | | | 38.5 | 38.5 |
| | | | | | | | | | | | |

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

FIRST SUBDIVISION EASTWARD

Time-Table No. 9
June 17, 1951

FIRST CLASS

| Miles Post | FIRST CLASS | | | | | | | |
|---------------------------|-----------------|-----------------------------|-----------------|---------------------|---------------------------------|----------------|-----------------|----------------------|
| | 30 Passenger | 37 Passenger | 32 Passenger | 1 Passenger | 103 Streamliner Passenger | 9 Passenger | 34 Passenger | |
| DN-R SALT LAKE CITY YL SA | 36.3 | A 7.30AM | A 8.00AM | A 8.40AM | A 5.50PM | A 6.10PM | A 9.20PM | A 10.00PM |
| DN-R NORTH YARD YL C | 33.7 | | | | | | | |
| NORTH SALT LAKE | 31.1 | 7.14 | 7.42 | 8.24 | 5.38 | 6.01 | 9.03 | 9.48 |
| BAMBERGER R. R. CROSS. | 31.0 | | | | | | | |
| D WOODS CROSS WC | 28.1 | 7.10 | 7.38 | 8.20 | 5.34 | 5.58 | 8.59 | 9.44 |
| FARMINGTON | 21.3 | 7.03 | 7.30 | 8.13 | 5.28 | | 8.53 | 9.38 |
| D KAYSVILLE K | 16.7 | 6.58 | 7.25 | 8.08 | 5.24 | | 8.49 | 9.34 |
| D LAYTON NY | 14.5 | 6.55 | 7.22 | 8.05 | 5.22 | 5.47 | 8.47 | 9.32 |
| D CLEARFIELD CF | 9.8 | 6.50 | 7.17 | 8.00 | 5.17 | | 8.42 | 9.27 |
| ROY | 6.1 | 6.45 | 7.12 | 7.55 | 5.12 | 5.40 | 8.37 | 9.22 |
| BRIDGE JCT. YL | 1.0 | 6.40 | 7.05 | 7.50 | 5.05 | | 8.30 | 9.15 |
| DN-R OGDEN YL OG YD RD | 0.0 | 6.35 ²⁵¹ 6.15 | 7.00AM | 7.45 7.15 | 5.00PM | 5.25PM | 8.25PM | 9.10 8.50 |
| D. & R. G. W. CROSSING YL | 0.7 | | | | | | | |
| S. P. JCT. YL | 1.6 | 6.04 ³¹¹ | | 7.06 | | | | 8.38 |
| HOT SPRINGS | 8.8 | 5.57 | | 6.59 ²⁵¹ | | | | 8.32 |
| WILLARD | 14.0 | 5.52 | | 6.52 | | | | 8.27 |
| DN BRIGHAM CITY YL BM | 21.1 | s 5.45 | | 6.45 ³¹¹ | | | | s 8.20 |
| DN HONEYVILLE HX | 30.4 | 5.33 | | 6.33 | | | | 8.04 |
| DEWEY | 35.9 | 5.28 | | 6.28 | | | | 7.59 |
| WHEELON | 44.6 | 5.19 | | 6.17 | | | | 7.50 |
| DN CACHE JCT. YL CJ | 48.8 | s 5.05 | | 6.04 | | | | s 7.38 ³¹ |
| TRENTON | 56.9 | 4.46 | | 5.50 | | | | s 7.20 |
| D CORNISH CG | 60.6 | 4.42 | | 5.44 | | | | s 7.12 |
| UTIDA | 62.4 | 4.39 | | 5.39 | | | | 7.06 |
| D WESTON WI | 65.1 | 4.36 | | 5.36 | | | | s 7.03 |
| DN DAYTON CN | 71.0 | 4.30 | | 5.30 | | | | s 6.55 |
| CLIFTON | 75.2 | 4.26 | | 5.25 | | | | 6.49 |
| COULAM | 78.3 | 4.23 | | 5.22 | | | | 6.46 |
| OXFORD | 81.3 | 4.20 | | 5.19 | | | | 6.43 |
| SWAN LAKE | 84.7 | 4.17 | | 5.16 | | | | 6.40 |
| DN DOWNEY DO | 95.0 | 4.07 | | 5.05 | | | | s 6.30 |
| VIRGINIA | 100.0 | 3.59 | | 4.58 | | | | 6.21 |
| D ARIMO A | 104.7 | 3.54 | | 4.53 | | | | s 6.15 |
| DN-R McCAMMON YL MC | 111.2 | 3.45AM | | 4.45AM | | | | s 6.05PM |
| (147.5) | | Daily | Daily | Daily | Daily | Daily | Daily | Daily |

Thru Time (3.45) (1.00) (3.55) (0.50) (0.45) (0.55) (3.55)
Average speed per hour 39.3 36.3 37.6 43.6 48.4 39.6 37.6

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
Between Ogden and Salt Lake City the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.

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 Arimo, Dayton, Weston and Trenton on Sundays for mail and express.

FIRST SUBDIVISION EASTWARD

Time-Table No. 9
June 17, 1951

SECOND CLASS

| Miles Post | SECOND CLASS | | | | Car capacity of siding, etc. See Rule 6(A) Page 22. |
|---------------------------|-------------------------|------------------------|---------------------------|------------------------|---|
| | 278 Stock Special | 259 Time Freight | 312 Mixed | 270 Time Freight | |
| DN-R SALT LAKE CITY YL SA | | | | | P |
| DN-R NORTH YARD YL C | A 9.30PM | A 5.00PM | | A 2.30AM | C&PT WYZ |
| NORTH SALT LAKE | 9.15 | 4.40 | | 2.00 | PX |
| BAMBERGER R. R. CROSS. | | | | | IX |
| D WOODS CROSS WC | | | | | PX |
| FARMINGTON | 8.58 | 4.23 | | 1.47 | WS 72 WPX |
| D KAYSVILLE K | 8.50 | 4.15 | | 1.40 | } CS 133 PX |
| D LAYTON NY | 8.45 | 4.10 | | 1.36 | |
| D CLEARFIELD CF | 8.35 | 4.00 | | 1.30 | WS 56 PX ES 115 |
| ROY | 8.25 | 3.50 | | 1.22 | ES 41 PX |
| BRIDGE JCT. YL | 8.10 | 3.35 | | 1.15 | P |
| DN-R OGDEN YL OG YD RD | 8.00 6.30 | 3.30PM | A 4.00PM | 1.00 12.30 | C&PT WYZ |
| D. & R. G. W. CROSSING YL | | | | | 122 P |
| S. P. JCT. YL | | | | | 120 P |
| HOT SPRINGS | 5.56 | | f 3.28 | 12.16 | 120 P |
| WILLARD | 5.47 | | f 3.17 | 12.10 | 120 P |
| DN BRIGHAM CITY YL BM | 5.35 | | 3.00PM | 12.01AM | WS 114 ES 67 PWY |
| DN HONEYVILLE HX | 5.15 | | | 11.48PM | 120 P |
| DEWEY | 5.06 | | | 11.40 | 122 P |
| WHEELON | 4.50 | | | 11.25 ²⁷⁷ | 121 P |
| DN CACHE JCT. YL CJ | 4.30 | | | 10.45 ²⁹ | WS 106 ES 70 YZ |
| TRENTON | 3.52 | | | 10.23 | 123 P |
| D CORNISH CG | | | | | P |
| UTIDA | | | | | P |
| D WESTON WI | 3.38 | | | 10.12 | 121 P |
| DN DAYTON CN | 3.28 | | | 10.04 | 121 P |
| CLIFTON | | | | | PW |
| COULAM | 3.16 | | | 9.54 | 121 P |
| OXFORD | | | | | P |
| SWAN LAKE | 3.06 | | | 9.44 | 121 PW |
| DN DOWNEY DO | 2.50 | | | 9.30 | 121 PW |
| VIRGINIA | | | | | P |
| D ARIMO A | 2.35 | | | 9.05 ³¹ | 122 P |
| DN-R McCAMMON YL MC | 2.20PM | | | 8.40PM | ES 123 WS 125 IPWY |
| (147.5) | Daily | Daily | Daily Except Sunday | Daily | |

Thru Time (7.10) (1.30) (1.00) (5.50)
Average speed per hour 20.2 22.4 21.1 25.2

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

Between Ogden and Salt Lake City the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.

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

| Car capacity of sidings, etc. See Rule 6(A) Page 22. | SECOND CLASS | | FIRST CLASS | | | | Distance from Salt Lake City |
|--|--------------|---------------|---------------------|-----------------------|---------------------|---------------------|------------------------------|
| | 259 | 299 | 9 | 103 | 1 | 37 | |
| | Time Freight | Stock Special | Passenger | Streamliner Passenger | Passenger | Passenger | |
| | Daily | Daily | Daily | Daily | Daily | Daily | |
| COPT WYZ | 8.00PM | 12.30PM | | | | | 0.0 |
| I | | | | | | | 0.7 |
| I | | | | | | | 1.2 |
| P | | | | | | | 2.3 |
| P | | | 9.10PM | 5.20PM | 5.00PM | 8.20AM | 4.4 |
| P | | | | | | | 0.0 |
| I | | | | | | | 1.3 |
| IP | | | | | | | 1.5 |
| 122 P | | | 9.21 | 5.31 | 5.11 | 8.35 | 1.7 |
| 125 P | | | 9.30 | | 5.20 | s 8.47 | 4.8 |
| AI | | | | | | | 15.7 |
| 122 P | | | 9.34 | 5.44 | 5.24 | 8.55 | 16.8 |
| 122 PW | | | 9.42 | 5.51 | 5.32 | 9.08 | 19.6 |
| 122 PY | | | 9.52 | 5.59 | 5.43 | s 9.25 | 27.6 |
| 131 PW | | | 10.00 | 6.05 | 5.50 | f 9.40 | 35.6 |
| 122 P | | | 10.06 | 6.10 | 5.56 | f 9.50 | 41.4 |
| 143 PW | | | 10.17 | 6.20 | 6.07 | f 10.05 | 47.9 |
| 122 P | | | 10.24 | 6.25 | 6.13 | 10.13 | 60.7 |
| 137 PW | | | 10.33 | 6.33 | 6.22 | 10.22 | 66.8 |
| 122 P | | | 10.40 | 6.40 | 6.30 | 10.30 | 74.1 |
| 122 PWYZ | | | 10.47 | 6.45 | 6.36 | f 10.40 | 79.8 |
| 123 P | | | 10.55 | 6.51 | 6.42 | 10.48 | 85.4 |
| 126 PW | | | 11.02 | 6.57 | 6.49 | 10.56 | 92.1 |
| 139 P | | | 11.11 | 7.06 | 6.58 | 11.06 | 98.7 |
| OPTWY | | | 11.20 | 7.14 ¹ | 7.14 ¹⁰³ | s 11.20 | 109.0 |
| 122 P | | | 11.27 | 7.20 | 7.23 | 11.28 | 118.1 |
| 124 186 PWY | | | s 11.37 | 7.27 | 7.31 | s 11.43 | 125.8 |
| 122 P | | | 11.46 | | 7.40 | 11.55AM | 134.6 |
| 122 P | | | 11.54 | 7.42 | 7.49 | 12.05PM | 144.1 |
| 123 P | | | 11.59PM | 7.46 | 7.54 | 12.10 | 153.0 |
| 122 P | | | 12.06AM | 7.53 | 8.02 | 12.24 ³⁸ | 168.1 |
| 124 P | | | 12.12 | 7.59 | 8.09 | 12.33 | 166.5 |
| 123 PW | | | 12.20 ¹⁰ | 8.07 | 8.18 | f 12.45 | 174.4 |
| 122 P | | | 12.30 | | 8.26 | 1.00 | 184.6 |
| 122 P | | | 12.35 | 8.18 | 8.30 | 1.07 | 194.3 |
| OPTWYZ | A 4.00AM | A 5.45PM | A 12.45AM | A 8.26PM | A 8.45PM | A 1.20PM | 198.9 |
| | | | | | | | 207.2 |

(8.00) 25.9 (5.15) 39.4 (3.35) 57.8 (3.06) 66.8 (3.45) 55.2 (5.00) 41.4

..... Thru Time
..... Average speed per hour

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

| Car capacity of sidings, etc. See Rule 6(A) Page 22. | FIRST CLASS | | | | SECOND CLASS | |
|--|-------------|-----------------------|-----------|-----------|--------------|--------------|
| | 2 | 104 | 38 | 10 | 260 | 256 |
| | Passenger | Streamliner Passenger | Passenger | Passenger | Time Freight | Time Freight |
| COPT WYZ | | | | | A 10.30AM | A 1.30AM |
| I | | | | | | |
| I | | | | | | |
| P | | | | | | |
| P | | | | | | |
| P | | | | | | |
| P | | | | | | |
| I | | | | | | |
| IP | | | | | | |
| 122 P | | | | | | |
| 125 P | | | | | | |
| AI | | | | | | |
| 122 P | | | | | | |
| 122 PW | | | | | | |
| 122 PY | | | | | | |
| 131 PW | | | | | | |
| 122 P | | | | | | |
| 143 PW | | | | | | |
| 122 P | | | | | | |
| 137 PW | | | | | | |
| 122 P | | | | | | |
| 122 PWYZ | | | | | | |
| 123 P | | | | | | |
| 126 PW | | | | | | |
| 139 P | | | | | | |
| OPTWY | | | | | | |
| 122 P | | | | | | |
| 124 186 PWY | | | | | | |
| 122 P | | | | | | |
| 122 P | | | | | | |
| 123 P | | | | | | |
| 123 P | | | | | | |
| 124 P | | | | | | |
| 123 PW | | | | | | |
| 122 P | | | | | | |
| OPTWYZ | | | | | | |

..... Thru Time
..... Average speed per hour

(3.45) 65.2 (3.03) 67.9 (4.35) 46.2 (3.45) 55.2 (8.40) 23.9 (9.00) 23.0

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

| Car capacity of sidings, etc. See Rule 6(A) Page 22. | SECOND CLASS | | FIRST CLASS | | | | | Miles from Salt Lake City |
|--|----------------------|---------------------|----------------------|------------------------------|-----------------------|--------------|---------------------|---------------------------|
| | 299 Stock Special | 259 Time Freight | 1 Passenger | 103 Streamliner Passenger | 37 Passenger | 309 Mixed | 9 Passenger | |
| | Daily | Daily | Daily | Daily | Daily | Daily | Daily | |
| | 6.00PM | 4.40AM | 8.55PM | 8.30PM | 1.35PM | 3.15AM | 12.55AM | 207.2 |
| 123 P | | | 9.00 | | 1.40 | 3.21 | 1.05 ² | 212.3 |
| 122 P | | | 9.08 | | 1.48 | 3.33 | 1.13 | 222.4 |
| 122 P | | | 9.13 | | 1.53 | 3.41 | 1.18 | 229.2 |
| 122 P | | | 9.17 | | 1.57 | 3.46 | 1.22 | 233.5 |
| 122 PWY | | | 9.25 | 8.57 | s 2.15 | A 3.58AM | s 1.40 | 242.6 |
| 122 P | | | 9.34 | | 2.25 | | 1.52 | 252.5 |
| 122 PW | | | 9.38 | | f 2.32 | | 1.57 | 257.3 |
| 122 P | | | 9.48 | | 2.43 | | 2.08 | 268.2 |
| 122 PWY | | | 9.55 | 9.21 | f 2.53 | | s 2.17 | 274.2 |
| 122 P | | | 10.03 | 9.28 | 3.03 | | 2.29 ¹⁰⁴ | 282.8 |
| 127 PY | | | 10.15 ¹⁰ | 9.39 | 3.15 | | 2.45 | 290.3 |
| 122 P | | | 10.21 | 9.44 | 3.21 | | 2.51 | 294.7 |
| 122 PW | | | 10.29 | 9.50 ¹⁰ | 3.29 | | 2.59 | 299.4 |
| 133 P | | | 10.44 | 10.04 | 3.43 | | 3.14 | 308.7 |
| 83 P | | | 11.00 ² | 10.18 | 3.58 | | 3.30 | 315.6 |
| 122 P | | | 11.08 | 10.23 | 4.04 | | 3.37 | 319.7 |
| ES 119 WS113 OPWY | | | 11.20 | 10.30 | s 4.20 | | s 4.00 | 324.5 |
| 122 P | | | 11.26 | 10.35 ² | 4.27 | | 4.05 | 329.5 |
| 122 P | | | 11.43 | 10.52 | 4.44 | | 4.23 | 339.1 |
| 122 PW | | | 11.55PM | 11.04 | 4.59 | | 4.35 | 345.6 |
| 122 P | | | 12.11AM | 11.20 | 5.16 | | 4.52 | 354.9 |
| 102 77 PW | | | 12.25 ¹⁰¹ | 11.29 | 5.28 | | 5.02 | 364.9 |
| 122 P | | | 12.35 | 11.38 | 5.37 | | 5.11 | 370.5 |
| 69 P | | | 12.46 | 11.47 | 5.46 | | 5.20 | 375.5 |
| 122 P | | | 12.57 | 11.58 ¹⁰⁴ PM | 5.55 | | 5.30 | 381.1 |
| 136 PW | | | 1.03 | 12.04AM | 6.00 | | 5.35 | 386.1 |
| 122 P | | | 1.11 | 12.10 | 6.07 | | 5.41 | 390.6 |
| 122 PWY | | | 1.21 | 12.19 | s 6.20 | | 5.50 | 400.9 |
| 122 P | | | 1.31 | 12.28 | 6.31 | | 5.59 | 410.5 |
| 122 PW | | | 1.41 | 12.37 | 6.43 | | 6.12 ³⁸ | 421.0 |
| 74 P | | | 1.50 | 12.44 | 6.55 ¹⁰ | | 6.19 | 426.5 |
| 122 P | | | 1.58 | 12.51 | 7.08 | | 6.27 | 432.0 |
| 122 P | | | 2.06 | 12.58 | 7.20 | | 6.35 | 437.0 |
| 122 P | | | 2.14 | 1.08 | 7.30 | | 6.45 | 445.3 |
| OPWYZ | A 1.00AM | A 1.30PM | A 2.30AM | A 1.15AM | A 7.45PM ² | | A 6.55AM | 449.8 |

Time-Table No. 9
June 17, 1951

STATIONS

| |
|----------------------|
| DN-R MILFORD YL FD |
| 5.1 |
| UPTON |
| 10.1 |
| THERMO |
| 6.8 |
| NADA |
| 4.3 |
| LATIMER |
| 9.1 |
| DN LUND UN |
| 9.9 |
| ZANE |
| 4.8 |
| BERYL |
| 10.9 |
| HEIST |
| 6.0 |
| D MODENA NA |
| 8.6 |
| UVADA |
| 7.5 |
| CRESTLINE |
| 4.4 |
| BROWN |
| 4.7 |
| ACOMA |
| 9.3 |
| ISLEN |
| 6.9 |
| MINTO |
| 4.1 |
| ECCLES |
| 4.8 |
| DN CALIENTE YL CS |
| 5.0 |
| ETNA |
| 9.6 |
| BOYD |
| 6.5 |
| ELGIN |
| 9.3 |
| LEITH |
| 10.0 |
| CARP |
| 5.6 |
| VIGO |
| 5.0 |
| GALT |
| 5.6 |
| HOYA |
| 5.0 |
| ROX |
| 4.5 |
| FARRIER |
| 10.3 |
| D MOAPA MA |
| 9.6 |
| UTE |
| 10.5 |
| DRY LAKE |
| 5.5 |
| GARNET |
| 5.5 |
| APEX |
| 5.0 |
| DIKE |
| 8.3 |
| WANN |
| 4.5 |
| DN-R LAS VEGAS YL VG |

CENTRALIZED TRAFFIC CONTROL

(7.00) (8.50) (6.35) (4.45) (6.10) (0.43) (6.00) Thru Time
34.7 27.4 43.4 51.0 39.3 49.3 40.4 Average speed per hour

For conditional stops to discharge or pick up revenue passengers.—See Page 14.
No. 37 will not stop at Moapa on Sundays for mail and express.
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

| Car capacity of sidings, etc. See Rule 6(A) Page 22. | Time-Table No. 9 June 17, 1951 | Miles from Salt Lake City | FIRST CLASS | | | | | SECOND CLASS | |
|--|-----------------------------------|---------------------------|---------------------|--------------|---------------------|-----------------------|------------------------------|---------------------|---------------------|
| | | | 38 Passenger | 310 Mixed | 10 Passenger | 2 Passenger | 104 Streamliner Passenger | 256 Time Freight | 260 Time Freight |
| | | | Daily | Daily | Daily | Daily | Daily | Daily | Daily |
| OPWYZ | DN-R MILFORD YL FD | 576.8 | A 11.30AM | A 11.05PM | A 11.45PM | A 1.15AM | A 3.33AM | A 3.30PM | A 12.45AM |
| 122 P | 5.1 | 571.7 | 11.21 | 10.56 | 11.35 | 1.05 ⁹ | 3.24 | | |
| 122 P | 10.1 | 561.6 | 11.12 | 10.44 | 11.26 | 12.52 | 3.16 | | |
| 122 P | 6.8 | 554.8 | 11.05 | 10.36 | 11.21 | 12.45 | 3.11 | | |
| 122 P | 4.3 | 550.5 | 11.00 | 10.31 | 11.17 | 12.41 | 3.07 | | |
| 122 PWY | 9.1 | 541.4 | s 10.50 | 10.20PM | s 11.10 | 12.32 | 3.00 | | |
| 122 P | 9.9 | 531.5 | 10.34 | | 10.51 | 12.23 | | | |
| 122 PW | 4.8 | 526.7 | f 10.29 | | 10.47 | 12.18 | | | |
| 122 P | 10.9 | 515.8 | 10.18 | | 10.38 | 12.08 | 2.40 | | |
| 122 OPWY | 6.0 | 509.8 | f 10.10 | | 10.33 | 12.02AM | | | |
| 122 P | 8.6 | 501.2 | 9.58 | | 10.26 | 11.55PM | 2.29 ⁹ | | |
| 127 PY | 7.5 | 493.7 | 9.46 | | 10.15 ¹ | 11.43 | 2.19 | | |
| 122 P | 4.4 | 489.3 | 9.36 | | 10.03 | 11.37 | 2.13 | | |
| 122 PW | 4.7 | 484.6 | 9.28 | | 9.50 ¹⁰³ | 11.30 | 2.06 | | |
| 133 P | 9.3 | 476.3 | 9.11 | | 9.37 | 11.15 | 1.52 | | |
| 83 P | 6.9 | 468.4 | 8.55 | | 9.23 | 11.00 ¹ | 1.37 | | |
| 122 P | 4.1 | 464.3 | 8.48 | | 9.17 | 10.52 | 1.32 | | |
| ES 119 WS113 OPWY | 4.8 | 459.5 | s 8.40 | | s 9.10 | 10.43 | 1.24 | | |
| 122 P | 5.0 | 454.5 | 8.25 | | 8.57 | 10.35 ¹⁰³ | 1.17 | | |
| 122 P | 9.6 | 444.9 | 8.08 | | 8.40 | 10.13 | 1.00 | | |
| 122 PW | 6.5 | 438.4 | f 7.55 | | 8.28 | 10.00 | 12.49 | | |
| 122 P | 9.3 | 429.1 | 7.38 | | 8.12 | 9.43 | 12.34 | | |
| 102 77 PW | 10.0 | 419.1 | f 7.28 | | 8.03 | 9.32 | 12.25 ¹ | | |
| 122 P | 5.6 | 413.5 | 7.18 | | 7.54 | 9.22 | 12.16 | | |
| 69 P | 5.0 | 408.5 | 7.09 | | 7.45 | 9.12 | 12.07AM | | |
| 122 P | 5.6 | 402.9 | 7.00 | | 7.36 | 9.02 | 11.58 ¹⁰³ PM | | |
| 136 PW | 5.0 | 397.9 | f 6.53 | | 7.31 | 8.56 | 11.53 | | |
| 122 P | 4.5 | 393.4 | 6.45 | | 7.26 | 8.51 | 11.48 | | |
| 122 PWY | 10.3 | 383.1 | s 6.35 | | 7.17 | 8.41 | 11.40 | | |
| 122 P | 9.6 | 373.5 | 6.21 | | 7.09 | 8.32 | 11.32 | | |
| 122 PW | 10.5 | 363.0 | f 6.12 ⁹ | | 7.00 | 8.23 | 11.24 | | |
| 74 P | 5.5 | 357.5 | 6.06 | | 6.55 ³⁷ | 8.18 | 11.19 | | |
| 122 P | 5.5 | 352.0 | 6.00 | | 6.50 | 8.12 | 11.14 | | |
| 122 P | 5.0 | 347.0 | 5.53 | | 6.43 | 8.04 | 11.08 | | |
| 122 P | 8.3 | 338.7 | 5.46 | | 6.36 | 7.53 | 11.01 | | |
| OPWYZ | 4.5 | 334.2 | 5.40AM | | 6.30PM | 7.45 ³⁷ PM | 10.55PM | 5.35AM | 2.45PM |

Thru Time (5.50) (0.45) (5.15) (5.30) (4.38) (9.55) (10.00)
Average speed per hour 41.5 47.2 45.2 44.1 52.3 24.4 24.2

For conditional stops to discharge or pick up revenue passengers.—See Page 14.
No. 38 will not stop at Moapa on Sundays for mail and express.
For stations not shown on schedule pages.—See Page 21.
For setout tracks.—See Page 22.

WESTWARD

PROVO SUBDIVISION

EASTWARD

| Car capacity of sidings, etc. See Rule 6(A) Page 22. | SECOND CLASS | | Distance from Salt Lake City | Time-Table No. 9 June 17, 1951 | | Mile Post | SECOND CLASS | |
|--|---------------------|---------------------|------------------------------|-----------------------------------|---------------------------|-----------|---------------------|---------------------|
| | 307 | 305 | | 306 | 308 | | | |
| | Mixed | Mixed | | Mixed | Mixed | | | |
| | Daily Except Sunday | Daily Except Sunday | | STATIONS | | | | |
| COPT WYZ | | 3.00AM | 0.0 | DN R | SALT LAKE CITY YL C | 36.3 | A 11.15PM | |
| | | 3.06 | 1.3 | | EIGHTH SOUTH ST. YL | 37.6 | 11.05 | |
| IP | | | 2.1 | | D. & R. G. W. CROSSING YL | 38.4 | | |
| | | | 3.4 | | D. & R. G. W. CROSSING YL | 39.7 | | |
| 77 P | | 3.20 | 4.7 | | HUSLERS YL | 41.0 | 10.50 | |
| 47 P | f | 3.35 | 7.3 | D | MURRAY YL FN | 43.6 | f 10.40 | |
| 60 PW | | 3.40 | 7.9 | | PALLAS YL | 44.2 | 10.35 | |
| AI | | | 11.4 | | D. & R. G. W. GAUNTLET | 47.7 | | |
| AI | | | 12.3 | | D. & R. G. W. CROSSING | 48.6 | | |
| 102 P | f | 3.50 | 12.6 | | SANDY | 48.9 | f 10.20 | |
| 48 PW | s | 4.20 | 17.1 | D | DRAPER A | 782.9 | s 10.10 | |
| WS73 ES 70 P | f | 4.50 | 24.5 | | MOUNT | 775.5 | f 9.50 | |
| 73 FWY | f | 5.20 | 29.0 | | CUTLER YL | 771.0 | f 9.30 | |
| 31 P | f | 5.40 | 30.5 | D | LEHI YL HI | 769.5 | f 9.20 | |
| 45 P | f | 6.00 | 33.5 | D | AMERICAN FORK AF | 766.5 | f 9.00 | |
| 73 P | f | 6.20 | 36.5 | D | PLEASANT GROVE GO | 763.5 | f 8.40 | |
| 100 P | f | 6.30 | 42.0 | D | GENEVA YL G | 758.0 | f 8.20 | |
| AI | | | 42.7 | D | D. & R. G. W. CROSSING | 757.3 | | |
| COPT WYZ | 8.00AM | A 7.00AM | 47.3 | DN-R | PROVO YL VO | 752.7 | 8.00PM | A 6.00PM |
| | f | 8.10 | 52.0 | | SPRINGVILLE | 748.0 | f 5.05 | |
| 29 P | s | 8.30 | 55.6 | D | SPANISH FORK SF | 744.4 | f 4.55 | |
| 116 PW | s | 9.00 | 63.2 | D | PAYSON CN | 736.8 | f 4.40 | |
| 125 PW | f | 9.50 | 78.0 | | STARR | 722.0 | f 4.10 | |
| 132 PY | s | 10.40 | 89.2 | DN | NEPHI NI | 710.8 | s 3.50 | |
| 75 P | f | 11.20AM | 103.7 | | JUAB | 696.3 | f 3.20 | |
| 125 P | f | 12.05PM | 118.9 | | PARLEY | 681.1 | f 2.36 | |
| 60 P | f | 12.40 | 130.1 | | MACK | 669.9 | f 2.06 | |
| OPTWY | A | 1.00PM | 134.1 | DN-R | LYNNDYL YL NY | 665.9 | | 2.00PM |
| | | | (134.1) | | | | Daily Except Sunday | Daily Except Sunday |
| | (5.00) | (4.00) | Thru Time | (3.15) | (4.00) | | | |
| | 17.4 | 11.8 | Average speed per hour | 14.5 | 21.6 | | | |

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

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

For setout tracks.—See Page 22.

WESTWARD CACHE VALLEY BRANCH EASTWARD

| Car capacity of sidings, etc. See Rule 6(A) Page 22. | SECOND CLASS | | Distance from Cache Jct. | Time-Table No. 9 June 17, 1951 | | Mile Post | SECOND CLASS | |
|--|---------------------|---------------------|--------------------------|-----------------------------------|-----------------------|-----------|-----------------------|---------|
| | 303 | 304 | | | | | | |
| | Mixed | Mixed | | | | | | |
| | Daily Except Sunday | Daily Except Sunday | | STATIONS | | | | |
| CPWYZ | 5.00AM | | 0.0 | DN-R | CACHE JCT. YL CJ | 0.0 | A 3.00PM | |
| 10 | | | 4.8 | | PETERSBORO (Spur) | 4.8 | | |
| 35 | f | 5.25 | 8.6 | | MENDON | 8.6 | f 2.15 | |
| 7 | | | 12.4 | | NEBEKER (Spur) | 12.4 | | |
| 19 W | f | 5.45 | 13.8 | D | WELLSVILLE WV | 13.8 | f 1.55 | |
| 25 | | | 14.5 | | HILLS | 14.5 | | |
| 22 | f | 5.59 | 17.6 | | HYRUM | 17.6 | f 1.30 | |
| 13 | | | 20.2 | | HOLT | 20.2 | | |
| | | | 21.7 | | SUGAR FACTORY JCT. YL | 21.7 | | |
| 85 WYZ | s | 6.30 | 24.1 | D | LOGAN YL Q | 24.1 | s 1.10 | |
| | | | 24.4 | | BENSON JCT. YL | 24.4 | | |
| 20 | | | 26.4 | | GREENVILLE | 26.4 | | |
| 15 | f | 6.57 | 31.5 | D | SMITHFIELD YL SM | 31.5 | f 12.30 | |
| 9 | | | 33.4 | | BAUGH (Spur) | 33.4 | | |
| 9 | | | 36.5 | | HODGES (Spur) | 36.5 | | |
| 33 W | f | 7.20 | 37.4 | D | RICHMOND YL RN | 37.4 | f 12.01PM | |
| 10 | | | 39.6 | | MERRILLS YL | 39.6 | | |
| 10 | f | 7.29 | 41.0 | | WEBSTER YL | 41.0 | f 11.30AM | |
| | | | 41.5 | D | LEWISTON YL (Spur) | 41.5 | | |
| 35 | f | 8.00 | 43.8 | D | FRANKLIN YL F | 43.8 | f 11.20 | |
| 24 | f | 8.10 | 48.0 | | WHITNEY YL | 48.0 | f 11.08 | |
| 22 WY | A | 9.00AM | 50.8 | D-R | PRESTON YL PN | 50.8 | | 11.00AM |
| | | | (50.8) | | | | Daily Except Saturday | |
| | (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 S-72.

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

For setout tracks.—See Page 22.

| WESTWARD | | | MALAD BRANCH | | | EASTWARD | | | Westward BENSON BRANCH Eastward | | |
|--|-----------------|----------------------------|------------------------|---------------------|----|---------------------|--------------|--|---------------------------------|----------------|-----|
| Car capacity of sidings, etc. See Rule 6(A) Page 22. | SECOND CLASS | Distance from Brigham City | Time-Table No. 9 | | | Mile Post | SECOND CLASS | Car capacity of sidings, etc. See Rule 6(A) Page 22. | Time-Table No. 9 | | |
| | 311 Mixed | | June 17, 1951 | | | | 312 Mixed | | June 17, 1951 | | |
| Daily Except Sunday | | STATIONS | | | | | | | | | |
| WS 114 RS 67 | 1 ^{WY} | 0.0 | DN-R | BRIGHAM CITY YL | BM | 0.0 | A | 2.00PM | P | BENSON JCT. YL | 0.0 |
| 51 | 1 | 5.6 | | CORINNE YL | YL | 5.6 | 1 | 1.35 | 11 | BENSON YL | 5.2 |
| 10 | 1 | 13.7 | | CROPLEY | | 13.7 | 1 | 1.10 | | | |
| 46 | s | 17.8 | D | TREMONTON YL | MU | 17.8 | s | 12.55 | | | |
| 19 | WY | 19.8 | D | GARLAND YL | AJ | 19.8 | s | 12.20PM | | | |
| 20 | 1 | 25.0 | | FIELDING | | 25.0 | 1 | 11.56AM | | | |
| 14 | 1 | 36.7 | | PORTAGE | | 36.7 | 1 | 11.20 | | | |
| 12 | 1 | 44.5 | | CHERRY CREEK (Spur) | | 44.5 | 1 | 10.55 | | | |
| 30 | CWY | 51.5 | D-R | MALAD YL | MV | 51.5 | | 10.30AM | | | |
| | | | (61.5) | | | Daily Except Sunday | | | (6.2) | | |
| (2.45) | | | Thru Time | | | (3.30) | | | | | |
| 18.7 | | | Average speed per hour | | | 14.7 | | | | | |

| Westward SYRACUSE BRANCH Eastward | | | Westward BEAR RIVER BRANCH Eastward | | | Westward THATCHER BRANCH Eastward | | | | | | | | | | | |
|--|------------------|-----|-------------------------------------|--|------------------|-----------------------------------|-----------|--|------------------|-----------------|----|-----|----|---|-----------------|----|-----|
| Car capacity of sidings, etc. See Rule 6(A) Page 22. | Time-Table No. 9 | | Mile Post | Car capacity of sidings, etc. See Rule 6(A) Page 22. | Time-Table No. 9 | | Mile Post | Car capacity of sidings, etc. See Rule 6(A) Page 22. | Time-Table No. 9 | | | | | | | | |
| | June 17, 1951 | | | | June 17, 1951 | | | | June 17, 1951 | | | | | | | | |
| STATIONS | | | | | | | | | | | | | | | | | |
| WS 56 ES 115 | 1 ^{FX} | 0.0 | D | CLEARFIELD YL | CF | 0.0 | 19 | WY | D | GARLAND YL | AJ | 0.0 | 46 | D | TREMONTON YL | MU | 0.0 |
| | 1 | 0.3 | | D. & R. G. W. CROSSING YL | YL | 0.3 | | 1.1 | | GARLAND JCT. YL | YL | 1.1 | 22 | | SUNSET YL | YL | 5.1 |
| 46 | | 2.1 | 9 | BARNES YL (Spur) | | 2.1 | 9 | 4.1 | Y | HAWS YL | YL | 3.4 | | | END OF TRACK YL | | 5.6 |
| | | 4.7 | 11 | SYRACUSE YL | | 4.7 | 11 | 1.7 | | BUSH YL | YL | 7.5 | | | | | |
| | | | 22 | | | | 22 | 0.7 | | BRADFORD YL | YL | 9.2 | | | | | |
| | | | (4.7) | | | (9.9) | | | (5.6) | | | | | | | | |

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-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 |
| 30 | Any station. | Beyond Pocatello. | |
| * 31 | Any station. | Any station. | Any station. |
| * 32 | Any station. | Any station. | Any station. |
| 33 | Any station. | Any station. | Any station. |
| * 34 | Any station. | Any station. | Any station. |
| 10 | Moapa. | Los Angeles. | Salt Lake City and beyond. |
| * 37 | Any station. | Any station. | Any station. |
| * 38 | Any station. | Any station. | Any station. |

* Will also stop for non-revenue passengers.

| WESTWARD | | | CEDAR CITY BRANCH | | | EASTWARD | | | Westward IRON MOUNTAIN BRANCH Eastward | | | | | | |
|--|-------------------|---------------------|------------------------|-----------------|----|-----------|-------------|-------------------|--|------------------|-----------------|--------|------------------|----|------|
| Car capacity of sidings, etc. See Rule 6(A) Page 22. | SECOND CLASS | Distance from Moapa | Time-Table No. 9 | | | Mile Post | FIRST CLASS | SECOND CLASS | Car capacity of sidings, etc. See Rule 6(A) Page 22. | Time-Table No. 9 | | | | | |
| | 417 Local Freight | | June 17, 1951 | | | | 310 Mixed | 418 Local Freight | | June 17, 1951 | | | | | |
| Daily Except Sunday | | STATIONS | | | | | | | | | | | | | |
| 122 188 | 1 ^{WY} | 0.0 | DN-R | LUND YL | UN | 0.0 | A | 10.20PM | A | 12.05PM | 1 ^{WY} | DN-R | IRON SPRINGS YL | GS | 0.0 |
| 75 | P | 9.4 | | AVON | | 9.4 | 10.00 | 11.20AM | | | | | 4.5 | | 4.5 |
| | 1 ^{WY} | 20.3 | DN-R | IRON SPRINGS YL | GS | 20.3 | 9.35 | 10.50 | | | PY | DN | IRON MOUNTAIN YL | MN | 14.9 |
| 20 | P | 25.2 | | HALIVAH | | 25.2 | 9.25 | 10.20 | | | | | | | |
| Loop 43 | 1 ^{WY} | 32.5 | DN-R | CEDAR CITY YL | CD | 32.5 | 9.05PM | 10.00AM | | | | | | | |
| | | | (32.5) | | | Daily | | | Daily Except Sunday | | | (15.3) | | | |
| (1.45) | | | Thru Time | | | (1.15) | | | (2.05) | | | | | | |
| 18.2 | | | Average speed per hour | | | 26.0 | | | 15.6 | | | | | | |

| WESTWARD | | | MEAD LAKE BRANCH | | | EASTWARD | | |
|--|-------------------|---------------------|------------------------|------------------|----|---------------------|-------------------|--|
| Car capacity of sidings, etc. See Rule 6(A) Page 22. | SECOND CLASS | Distance from Moapa | Time-Table No. 9 | | | Mile Post | SECOND CLASS | Car capacity of sidings, etc. See Rule 6(A) Page 22. |
| | 313 Local Freight | | June 17, 1951 | | | | 314 Local Freight | |
| Daily Except Sunday | | STATIONS | | | | | | |
| 122 | 1 ^{WY} | 0.0 | D-R | MOAPA | MA | 0.0 | A | 11.40AM |
| 13 | | 5.1 | | NARROWS | | 5.1 | | 11.25 |
| 11 | | 10.2 | | LOGANDALE | | 10.2 | | 10.55 |
| 11 | | 14.8 | | OVERTON | | 14.8 | | 10.30 |
| | Y A | 16.7 | | MEAD LAKE (Spur) | | 16.7 | | 10.00AM |
| | | | (16.7) | | | Daily Except Sunday | | |
| (1.40) | | | Thru Time | | | (1.40) | | |
| 10.0 | | | Average speed per hour | | | 10.0 | | |

| Westward FAIRFIELD BRANCH Eastward | | | WESTWARD PIOCHE BRANCH EASTWARD | | | Westward FILLMORE BRANCH Eastward | | | | | | | | | | | | | |
|--|------------------|------|---------------------------------|--|------------------|-----------------------------------|---------------------|--|---------------------|-------------|------|--------|---------|---------|-----------------|------|------------------|----|------|
| Car capacity of sidings, etc. See Rule 6(A) Page 22. | Time-Table No. 9 | | Mile Post | Car capacity of sidings, etc. See Rule 6(A) Page 22. | Time-Table No. 9 | | Mile Post | Car capacity of sidings, etc. See Rule 6(A) Page 22. | Time-Table No. 9 | | | | | | | | | | |
| | June 17, 1951 | | | | June 17, 1951 | | | | June 17, 1951 | | | | | | | | | | |
| STATIONS | | | | | | | | | | | | | | | | | | | |
| 73 | 1 ^{WY} | 0.0 | R | CUTLER YL | | 0.0 | 128 123 WS 116 6PWY | 6.30AM | DN-R | CALIENTE CS | 0.0 | A | 1.45PM | 124 186 | 1 ^{WY} | DN-R | DELTA YL | AK | 0.0 |
| 15 | | 4.9 | | CLINTON | | 4.9 | 26 | 7.20 | | PANACA | 14.5 | s | 12.30PM | 10 | | | GREENWOOD (Spur) | | 21.7 |
| 20 | | 20.3 | | FAIRFIELD | | 20.3 | Y A | 8.45AM | D | PIOCHE YL | RM | 32.7 | 11.00AM | 26 | Y | D | FILLMORE YL | FI | 32.2 |
| 16 | | 23.6 | | FIVE MILE PASS | | 23.6 | | | | | | | | | | | | | |
| | | | (23.6) | | | (32.7) | | | Daily Except Sunday | | | (32.2) | | | | | | | |
| (2.15) | | | Thru Time | | | (2.45) | | | | | | | | | | | | | |
| 14.0 | | | Average speed per hour | | | 11.9 | | | | | | | | | | | | | |

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. 313 is superior to No. 314.—See Rule S-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-electric locomotive and all light-weight roller-bearing passenger train equipment.

Designation "Psgr."—Train with steam locomotive and all passenger train equipment; train with Diesel-electric 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-electric 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.

On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.

Where rules, special rules or bulletin require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

GENERAL

| Location | Miles Per Hour | | | Location | Miles Per Hour | | |
|---|----------------|-------|----------|---|----------------|----------|--|
| | Str. | Psgr. | Frt. | | Str. | Psgr. | Frt. |
| Maximum speed. | 79 | 79 | 50 | Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.) | | | 40 35 |
| DLS and Stock Special: Ogden to Las Vegas. On straight track, where not otherwise restricted. | | | 60 | Trains handling company roadway machines on their own wheels, except wrecking derricks. Straight track. | | | 30 |
| On curves, where not otherwise restricted. | | | 50 | On curves. | | | 25 |
| Inspection bus cars. | | 40 | 40 | On branch lines. | | | 15 |
| When caboose is handled in train consisting of passenger train equipment. | | 60 | | Trains handling scale test cars— On main line. | | | 30 |
| Within yard limits— Protected by continuous block signal system. Not protected by continuous block signal system. | 60 | 50 | 25 | On branch lines. | | | 20 |
| At North Yard. | 50 | 40 | 25 | Trains handling water cars converted from Vanderbilt (round) type tender. | | | 20 |
| On branch lines. | 30 | 30 | 15 | Trains handling air-dump cars. | | | 35 |
| Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent. | | | 35 | Jordan spreaders and other machines of spreader type, when in operation. | | | 15 |
| Diesel-electric locomotives in road or helper service— Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling train. Backing up light. | 40 | 40 | 40 | Trains handling 5 or more cars of ore from Cedar City branch: Between Lund and Milford. Between Milford and Black Rock. Between Black Rock and Lynndyl. Between Lynndyl and Salt Lake via Tintic. Between Lynndyl and Juab. Between Juab and York. Between York and Geneva. Between Lund and Modena. Between Modena and Las Vegas. | | | 40 30 40 40 40 30 40 30 40 |
| Diesel-electric freight and road switch locomotives. | | 65 | | When using cross-overs or turn-outs: 9000 class locomotives; Forward movement. Back-up movement. | | 10 6 | 10 6 |
| Diesel-electric yard switch locomotives in road service. | 35 | 35 | 35 | All other class locomotives; Forward movement. Back-up movement. | 15 10 | 15 10 | 15 10 |
| Steam locomotives running backward. | | 20 | 20 | When using No. 14 turn-outs. | 25 | 20 | 20 |
| 3800 class locomotives. | | 60 | 50 | 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 except at S.P. Jct. | 20 | 20 | 20 |
| 3900 class locomotives. | | 65 | 50 | On wye tracks. | 6 | 6 | 6 |
| 4000, 9000, 2-10-2 and 4-10-2 type locomotives. | | 50 | 50 | Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch lines. (Slower speed must be observed where conditions require.) | | | 25 15 |
| 7000-7800 class locomotives. | | 70 | 50 | | | | |
| MacArthur type locomotives with 63-inch drivers. | | 55 | 50 | | | | |
| MacArthur type locomotives with 57-inch drivers. | | 35 | 35 | | | | |
| Ten Wheeler type locomotives 1575 to 1579 | | 55 | 40 | | | | |
| Other Ten Wheeler type locomotives and Consolidation type locomotives. | | 35 | 35 | | | | |
| Mallet type locomotives, 3500 to 3599 incl. | | 30 | 30 | | | | |
| 0-6-0 and 0-8-0 type yard locomotives. | | 20 | 20 | | | | |
| Between Iron Mountain and Provo: 2-10-2 type locomotive. 2-10-2 type locomotive handling ore. | | | 40 35 | | | | |

**FIRST SUBDIVISION
Between McCammon and Ogden**

| Location | Miles Per Hour | | Location | Miles Per Hour | |
|-------------------------------|----------------|------|---|----------------|------|
| | Psgr. | Frt. | | Psgr. | Frt. |
| Maximum Speed. | 70 | 50 | Between M.P. 51.4 and 51.1. | 45 | 35 |
| McCammon | | | Between M.P. 49.3 and 49.0. | 30 | 25 |
| Between M.P. 111.2 and 110.8. | 40 | 25 | Cache Jct. Between M.P. 47.1 and 46.5. | 30 | 30 |
| Between M.P. 107.7 and 107.4. | 60 | 50 | Between M.P. 46.4 and 44.6. | 12 | 12 |
| Arimo | | | Wheelon Between M.P. 44.4 and 43.5. | 40 | 30 |
| Between M.P. 102.6 and 102.4. | 60 | 50 | Between M.P. 42.2 and 42.0. | 40 | 30 |
| Virginia | | | Between M.P. 41.4 and 41.0. | 60 | 50 |
| Between M.P. 99.6 and 99.4. | 50 | 40 | Between M.P. 38.0 and 37.8. | 45 | 35 |
| Downey | | | Honeyville Between M.P. 23.4 and 23.1. | 60 | 50 |
| Between M.P. 93.9 and 92.3. | 60 | 50 | Brigham City Between M.P. 21.1 and 20.9. | 35 | 25 |
| Between M.P. 90.4 and 90.2. | 50 | 40 | Between M.P. 19.4 and 19.2. | 60 | 50 |
| Between M.P. 86.7 and 85.6. | 60 | 50 | Willard Between M.P. 14.0 and 13.7. | 60 | 50 |
| Swan Lake | | | Between M.P. 12.7 and 12.3. | 60 | 50 |
| Between M.P. 83.0 and 82.7. | 45 | 35 | Between M.P. 10.6 and 10.3. | 60 | 50 |
| Dayton | | | Hot Springs | | |
| Between M.P. 67.1 and 66.1. | 50 | 40 | | | |
| Weston | | | | | |
| Between M.P. 64.5 and 64.1. | 60 | 50 | | | |
| Trenton | | | | | |
| Between M.P. 53.9 and 53.5. | 60 | 50 | | | |

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

| Location | Miles Per Hour | | | Location | Miles Per Hour | | |
|---------------------------------------|----------------|-------|------|---|----------------|-------|------|
| | Str. | Psgr. | Frt. | | Str. | Psgr. | Frt. |
| Trains consisting of 50% or more ore. | | | 30 | Farmington Between M.P. 22.3 and 22.5. | 70 | 60 | 50 |
| Roy | | | | Between M.P. 26.6 and 26.8. | 70 | 60 | 50 |
| Between M.P. 8.7 and 9.1. | 79 | 65 | 50 | Bamberger R. R. Crossing, M.P. 31.0 | 65 | 50 | 40 |
| Naval Supply Depot area. | | | 12 | North Yard Between M.P. 34.9 and Fifth North Street. | 30 | 30 | 20 |
| Naval Supply Depot wye. | | | 8 | Between Fifth North Street and passenger depot. Salt Lake City | 12 | 12 | 12 |
| Kaysville | | | | | | | |
| Between M.P. 20.9 and 21.2. | 70 | 60 | 50 | | | | |

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

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

SECOND SUBDIVISION

| Location | Miles Per Hour | | | Location | Miles Per Hour | | |
|--|----------------|------|-----|---|----------------|------|-----|
| | Str. | Psg. | Fr. | | Str. | Psg. | Fr. |
| Salt Lake City, when pushing cars between Fifth North and Twenty-first South Streets. | | | 5 | Warner Between M.P. 744.1 and 742.1. | 55 | 45 | 35 |
| Salt Lake City, between Fifth North and Ninth South Streets and between Third West and Fourth West Streets. | 12 | 12 | 12 | Faust Between M.P. 721.0 and 719.6. | 60 | 50 | 40 |
| Salt Lake City, within Grant Tower interlocking limits. | 12 | 12 | 12 | Pehrson Between M.P. 715.8 and 705.8. | 55 | 45 | 35 |
| All trains and engines using main tracks on Third West Street, Salt Lake City, must consume not less than 6 minutes between First South Street and Ninth South Street. | | | | Boulter Between M.P. 703.8 and 702.1. | 70 | 60 | 50 |
| Western Pacific Railroad Crossing M.P. 36.0 (Freight Line.) | 20 | 20 | 20 | Between M.P. 699.9 and 699.6. | 70 | 60 | 50 |
| D. & R. G. W. Railroad Crossing, Ninth South Street, M.P. 37.8. | 20 | 20 | 20 | Tintic Between M.P. 693.4 and 692.8. | 70 | 60 | 50 |
| Between Buena Vista and North Yard, (Freight Line). | 20 | 20 | 20 | McIntyre Between M.P. 688.9 and 685.7. | 60 | 50 | 40 |
| Between M.P. 779.6 and 779.2. | 70 | 60 | 50 | Jericho Between M.P. 684.5 and 682.5. | 60 | 50 | 40 |
| Buena Vista Between M.P. 770.6 and 770.1. | 70 | 60 | 50 | Between M.P. 681.0 and 680.5. | 60 | 50 | 40 |
| Garfield Between M.P. 767.5 and 767.2. | 65 | 55 | 45 | Between M.P. 679.2 and 678.9. | 65 | 55 | 45 |
| D. & R. G. W. Crossing M.P. 767.1. | 65 | 55 | 45 | Lynndyl Over old cinder pit on inbound roundhouse lead. | | 5 | 5 |
| American Smelting and Refining Co. highline. | | | 15 | Between M.P. 665.9* and 665.7* (See note). | 70 | 60 | 50 |
| Lake Point Between M.P. 763.3 and 762.8. | 65 | 55 | 45 | Strong Between M.P. 656.4 and 655.8. | 70 | 60 | 50 |
| Between M.P. 761.9 and 760.9. | 70 | 60 | 50 | Between M.P. 653.2 and 652.9. | 70 | 60 | 50 |
| Between M.P. 758.8 and 757.1* (See note). | 55 | 45 | 35 | Between M.P. 651.6 and 651.4. | 70 | 60 | 50 |
| Erda Between M.P. 755.5 and 754.2. | 60 | 50 | 40 | Between M.P. 577.0 and 576.5. | 20 | 20 | 20 |
| | | | | Milford | | | |

THIRD SUBDIVISION

| | | | | | | | |
|--|----|----|----|---|----|----|----|
| Milford Between M.P. 577.0 and 576.5. | 20 | 20 | 20 | Acoma Between M.P. 481.6 and 480.4. | 30 | 25 | 20 |
| Modena Between M.P. 502.4 and 502.0* (See note). | 70 | 60 | 50 | Between M.P. 480.0 and 479.8. | 50 | 40 | 25 |
| Uvada Between M.P. 499.9 and 499.7. | 70 | 60 | 50 | Between M.P. 479.4 and 479.1. | 40 | 30 | 25 |
| Between M.P. 493.5 and 497.6. | 70 | 60 | 50 | Between M.P. 477.2 and 469.1. | 30 | 25 | 20 |
| Maximum speed. Between M.P. 497.3 and Caliente. | 70 | 60 | 50 | Islen to Minto Steam engines backing up. | 12 | 12 | 12 |
| Between M.P. 497.3 and 495.0. | 30 | 25 | 20 | Minto Between M.P. 468.3* and 468.1 (See note). | 55 | 45 | 35 |
| Between M.P. 494.4 and 494.1. | 40 | 30 | 25 | Between M.P. 466.9 and 466.0. | 45 | 35 | 25 |
| Crestline Between M.P. 492.1 and 491.9. | 40 | 30 | 25 | Eccles Between M.P. 463.9 and 461.7. | 45 | 35 | 25 |
| Between M.P. 491.5 and 490.6* (See note). | 50 | 40 | 30 | Between M.P. 461.7 and 461.2. | 30 | 25 | 20 |
| Between M.P. 489.9 and 489.7* (See note). | 45 | 35 | 30 | Between M.P. 460.3* and 460.0 (See note). | 45 | 35 | 25 |
| Brown Between M.P. 489.2 and 489.1. | 50 | 40 | 30 | Caliente Caliente, between public crossing east of passenger depot and Signal 4592. | 20 | 20 | 20 |
| Between M.P. 488.7 and 486.8. | 30 | 30 | 25 | Between M.P. 458.8 and 458.4. | 45 | 35 | 25 |
| Between M.P. 486.6 and 484.5* (See note). | 50 | 40 | 30 | | | | |

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

THIRD SUBDIVISION (Continued)

| Location | Miles Per Hour | | | Location | Miles Per Hour | | |
|--|----------------|------|-----|--|----------------|------|-----|
| | Str. | Psg. | Fr. | | Str. | Psg. | Fr. |
| Etna Maximum Speed. Between Etna and Farrier. | 70 | 60 | 50 | Between M.P. 379.6 and 379.2. | 60 | 50 | 40 |
| Between M.P. 455.1 and 430.1. | 35 | 35 | 25 | Ute Between M.P. 369.4 and 369.1. | 70 | 60 | 50 |
| Elgin Between M.P. 429.2 and 429.1. | 60 | 50 | 40 | Between M.P. 364.2 and 363.9. | 70 | 60 | 50 |
| Leith Between M.P. 428.2* and 428.0 (See note). | 55 | 45 | 35 | Dry Lake Between M.P. 362.5* and 363.2 (See note). | 60 | 50 | 40 |
| Between M.P. 426.2 and 425.5. | 55 | 45 | 35 | Between M.P. 359.4 and 358.8. | 60 | 50 | 40 |
| Between M.P. 425.1 and 425.0. | 60 | 50 | 40 | Between M.P. 358.4 and 358.2* (See note). | 45 | 40 | 30 |
| Between M.P. 419.6 and 419.1. | 35 | 35 | 25 | Between M.P. 357.8 and 357.3. | 70 | 60 | 50 |
| Carp Between M.P. 418.5 and 403.7. | 35 | 35 | 25 | Garnet Between M.P. 356.8 and 356.1. | 50 | 40 | 30 |
| Hoya Between M.P. 398.6 and 397.6. | 45 | 35 | 25 | Apex Between M.P. 351.1 and 348.4. | 40 | 40 | 30 |
| Rox Between M.P. 395.8 and 394.7. | 35 | 35 | 25 | Valley Airport spur. | | 25 | 25 |
| Between M.P. 394.2 and 394.0. | 60 | 50 | 40 | Wann Between M.P. 335.3 and 334.2. | 20 | 20 | 20 |
| Moapa Between M.P. 380.9 and 380.4. | 65 | 55 | 45 | Las Vegas | | | |

PROVO SUBDIVISION

| | | | | | | | |
|--|----|----|----|---|----|----|----------|
| Maximum speed. | 50 | 40 | 40 | American Fork City limits, between M.P. 767.5 and 765.8. | 20 | 20 | 20 |
| Between Salt Lake City and Atwood. | 15 | 15 | 15 | Pleasant Grove City limits, between M.P. 764.0 and 762.9. | 20 | 20 | 20 |
| Between Atwood and Sandy. | 30 | 30 | 30 | Wasatch Oil spur. | | | 10 |
| Through interlocking. | 20 | 20 | 20 | Geneva Over road crossings in steel plant. Between M.P. 758.5 and 754.8. | 20 | 20 | 15 20 |
| All trains and engines using main tracks on Third West Street, Salt Lake City, must consume not less than 6 minutes between First South Street and Ninth South Street. | | | | Provo City limits, between M.P. 754.8 and 751.0. | 20 | 20 | 15 |
| Midvale All tracks except main track. | | | 12 | Payson Between M.P. 733.5 and 732.9. | 40 | 30 | 25 |
| Sandy Between M.P. 784.0 and 781.0 westward. | 20 | 20 | 20 | Nephi City limits, between M.P. 711.8 and 710.0. | 20 | 20 | 20 |
| Between M.P. 781.0 and 783.0 eastward. | 20 | 20 | 20 | Plaster mill spur. | | | 10 |
| Draper Between M.P. 778.0 and 773.5. | 40 | 30 | 20 | Juab Between M.P. 694.4 and 691.8. | 40 | 30 | 25 |
| Cutler Emsco spur, over No. 7 switch. | | | 5 | Mills Between M.P. 685.8 and 674.6. | 40 | 30 | 20 |
| Lehi Sugar Factory trackage. | | | 5 | Lynndyl Between house track switch and standpipe. | 5 | 5 | 5 |

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

BRANCHES

| Location | Miles Per Hour | | Location | Miles Per Hour | |
|-----------------------------------|----------------|-------|---|----------------|-------|
| | Psgr. | Frnt. | | Psgr. | Frnt. |
| Bushnell Hospital spur. | 10 | 10 | Fillmore Branch. | | 30 |
| Syracuse Branch. | | 15 | At M.P. 18.5, account drifting sand, all trains and engines must move prepared to stop if track is not clear. | | |
| Malad Branch. | | | Cedar City Branch. | 30 | 30 |
| Between Brigham City and Garland. | | 30 | Cedar City Loop. | 10 | 10 |
| Between Garland and Malad. | | 20 | Cedar City, oil track No. 12, Commissary spur and freight house lead. | | 5 |
| Roche Beet spur. | | 10 | Iron Mountain Branch. | | 15 |
| Thatcher Branch. | | 10 | Pioche Branch | | 25 |
| Bear River Branch. | | 10 | Between M.P. 0.0 and 17.0 | | |
| Cache Valley Branch. | | 25 | Between M.P. 17.0 and 22.0 | | 10 |
| Neheker | | 15 | Between M.P. 22.0 and 32.7 | | 25 |
| Between M.P. 13.6 and 13.9. | | | Prince Branch. | | 15 |
| Hyrum | | 15 | Mead Lake Branch. | | 25 |
| Between M.P. 17.7 and 18.0. | | | Between M.P. 5.4 and 6.6. | | 16 |
| Benson Branch. | | 15 | | | |
| Fairfield Branch. | | 15 | | | |
| Eureka and Silver City Branches. | | 12 | | | |
| Eureka, within city limits. | | 6 | | | |
| Mammoth Branch. | | 6 | | | |

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

| | |
|----------------|--|
| Salt Lake City | Yardmaster's Office, 13th North |
| Salt Lake City | South Yard Office, 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, Roundhouse, North Yard |
| Salt Lake City | Switchmen's Register Room, North Yard |
| Ogden | Telegraph Office, Union Depot |
| Ogden | YD—21st St. Telegraph Office |
| Ogden | Engine Crew Dispatcher's Office, Roundhouse |
| Ogden | Enginemen's Wash Room |
| Ogden | RD—28th St. Telegraph Office |
| Cache Jct. | Telegraph Office |
| Preston | 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 | Joint Passenger Station |
| Provo | Yard Office |
| Lynndyl | Telegraph Office |
| Milford | Enginemen's Locker Room |
| Milford | Telegraph Office |
| Cedar City | Telegraph Office |
| Caliente | 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 | Location | Mile Post | Car Capacity Etc. See Rule 6-A Page 22 | Switch Connections | Grade Descending |
|---------------------------|-----------|--|--------------------|------------------|-------------------------------|-----------|--|--------------------|------------------|
| First Subdivision | | | | | Cache Valley Branch | | | | |
| Marsh Valley | 103.0 | 2 Mi. P | West | West | Sugar Factory | 21.7 | 1.0 Mile | East | Level |
| Beers | 72.3 | 9 | East | East | Spur | 44.4 | 15 | West | East |
| Thorensen | 68.5 | 21 | West | East | Malad Branch | | | | |
| Anderson | 63.7 | 15 | Both | East | Chase | 3.9 | 28 | West | East |
| Morton | 58.2 | 16 | Both | Level | Roche Beet Spur | 5.6 | 3 Mi. | East | Level |
| Cottle | 55.7 | 22 | Both | East | Roche | 30.5 | 30 | East | Level |
| Collinston (2) | 40.1 | 32 P | Both | East | Halbert | 34.4 | 6 | East | West |
| Madsen | 32.5 | 21 | Both | Level | Washakie | 40.5 | 8 | East | Level |
| Bushnell | 19.3 | Spur 1.4 Mi. Old Siding 52 P | Both | Level | Woodruff | | 8 | East | West |
| Perry (1) | 17.2 | Team Track 25 | Both | Level | | | | | |
| Harrisville | 4.7 | 32 P | Both | Level | Evona Branch | | | | |
| Browning | 2.7 | 29 | Both | West | Ogden | 0.0 | 3.3 Mi. | OUR&D Yard | East |
| Sugar Factory | | 50 X | East | East | | | | | |
| Spur | 13.8 | Old Siding 88 P | Both | East | | | | | |
| Becks | 32.9 | Advance Track 68 | Both | East | Fairfield Branch | | | | |
| | | | | | Dahl Spur | 12.7 | 9 | East | West |
| | | | | | Floyd Spur | 17.4 | 9 | West | West |
| | | | | | | | | | |
| Second Subdivision | | | | | Eureka Branch | | | | |
| Small Arms Spur. | 779.9 | 64 P | West | Level | Eureka | 3.6 | 3.66 Mi. | East | East |
| Bauer | 744.8 | 33 P | Both | East | | | | | |
| Clover | 732.8 | Govt. Yard P | East | East | Silver City Branch | | | | |
| Oasis (3) | 644.4 | 33 P | Both | West | Silver City | 2.4 | 1.94 Mi. | East | East |
| Borden | 620.9 | 4 P | West | East | | | | | |
| Pumice | 604.3 | 16 P | Both | East | Mammoth Branch | | | | |
| | | | | | Mammoth Jct. to Mammoth Mine | | 3.66 Mi. | East | East |
| | | | | | Mammoth Mine to Grand Central | | 0.42 Mi. | East | East |
| | | | | | Mine | | 10 | Both | East |
| | | | | | Mammoth | 1.6 | | | |
| | | | | | Cedar City Branch | | | | |
| Third Subdivision | | | | | Kaiser | 22.5 | 48 | Both | East |
| Laho | 566.6 | 26 P | Both | East | Stock Yards | 29.9 | Stock Track 28 P Stock Spur 0.5 Mi. | West | East |
| Barclay | 478.7 | 18 P | Both | West | | | | | |
| Little Springs | 472.3 | 14 P | East | West | Pioche Branch | | | | |
| Hoya Pit | 401.5 | 70 P | Both | West | Peck | 6.0 | 2 | West | East |
| Arrolime | 353.8 | 31 P | Both | East | | | | | |
| Valley | 342.4 | Old Siding 38 P Industry 14 Nellis Air Field Spur 2.7 Mi | Both | West | Prince Branch | | | | |
| | | | Both | East | Atlanta | 2.6 | 13 | Both | East |
| | | | Both | West | Mendha | 4.2 | 3 | East | East |
| | | | Both | West | Caselton | 6.5 | Yard | East | East |
| | | | Both | West | Prince | 8.6 | 4 | Both | West |
| | | | Both | East | Mead Lake Branch | | | | |
| Provo Subdivision | | | | | Standard Oil Co. | 3.1 | 6 | East | West |
| Officer | 38.9 | 83 P | Both | East | Arrowhead | 3.3 | 20 | West | East |
| Burton | 39.5 | 21 | Both | East | Seven Arrow | | | | |
| Walton | 41.1 | 16 | West | East | Gypsum | 9.3 | 7 | East | West |
| Bentz | 42.2 | 9 | West | West | Amber | 9.5 | 5 | East | West |
| Atwood | 45.9 | Team Track 17 P Spur 11 | Both | West | Virgin | 12.8 | 6 | Both | West |
| | | | Both | West | Glassand | 13.7 | 20 | West | West |
| | | | Both | East | | | | | |
| 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 | | | | | |
| Ironton | 754.1 | 108 | East | West | | | | | |
| Benjamin | 741.6 | 28 | Both | West | | | | | |
| Santaquin | 730.7 | 8 | West | East | | | | | |
| Nephi | | | | | | | | | |
| Plaster Spur | 710.8 | 2.1 Mi. | Both | East | | | | | |
| Sharp | 703.6 | 13 | East | East | | | | | |
| Levan | 699.0 | 5 | East | West | | | | | |
| Mills | 689.3 | 18 PW | East | West | | | | | |
| Soma | 679.0 | 14 P | Both | East | | | | | |
| Uisco | 676.3 | 12 P | East | West | | | | | |
| Leamington | 671.3 | 26 P | Both | West | | | | | |

- (1) Flag stop for Nos. 32-311-312.
- (2) Flag stop for Nos. 31-32-33-34.
- (3) Flag stop for Nos. 37-38.

SET OUT TRACKS

| Location | Mile Post | Car Capacity Etc. See Rule 6-A Page 22 | Switch Connections | Grade Descending | Location | Mile Post | Car Capacity Etc. See Rule 6-A Page 22 | Switch Connections | Grade Descending |
|---------------------------|-----------|---|--------------------|------------------|----------------------------|-----------|---|--------------------|------------------|
| First Subdivision | | | | | Third Subdivision | | | | |
| Arimo | 104.7 | 36 | Both | West | Upton | 571.7 | 14 | Both | East |
| Virginia | 100.0 | Old Siding 54 | Both | West | Thermo | 561.6 | 14 | Both | West |
| Downey | 95.0 | Team Track 12 | Both | West | Nada | 554.8 | 14 | Both | East |
| Swan Lake | 84.7 | Stock 14 | Both | Level | Latimer | 550.7 | 14 | Both | East |
| Oxford | 81.3 | House 57 | Both | Level | Zane | 531.5 | 14 | Both | West |
| Coulam | 78.3 | 21 | Both | Level | Beryl | 526.7 | 36 | Both | Level |
| Clifton | 75.2 | ● Old Siding 42 | Both | Level | Heist | 515.8 | 22 | Both | East |
| Dayton | 71.0 | House 16 | Both | East | Uvada | 501.2 | 22 | Both | East |
| Weston | 65.1 | 30 | Both | East | Crestline | 493.7 | 22 | Both | West |
| Utida | 62.4 | 27 | Both | Level | Brown | 489.3 | 14 | Both | West |
| Cornish | 60.6 | 35 | Both | East | Acoma | 484.6 | 23 | Both | West |
| Trenton | 56.9 | 25 | Both | East | Islen | 475.3 | 22 | Both | West |
| Wheelon | 44.6 | 18 | Both | West | Minto | 468.4 | 14 | Both | West |
| Dewey | 35.9 | 34 | Both | East | Eccles | 464.3 | 14 | Both | West |
| Honeyville | 30.4 | 32 | Both | East | Etna | 454.5 | 11 | East | West |
| Willard | 14.0 | 7 | Both | West | Boyd | 444.9 | 12 | Both | West |
| Hot Springs | 8.8 | 17 | Both | West | Elgin | 438.4 | 22 | Both | West |
| Roy | 6.1 | East spur 8 | East | West | Leith | 429.1 | 17 | Both | West |
| Clearfield | 9.8 | West spur 8 | East | West | Carp | 419.1 | 9 | Both | West |
| Layton | 14.5 | House 15 | West | East | Vigo | 413.5 | 21 | Both | West |
| Kaysville | 16.7 | Stock 48 | Both | East | Hoya | 402.9 | 7 | East | West |
| Farmington | 21.3 | Stock 13 | Both | East | Rox | 397.9 | 18 | West | West |
| Woods Cross | 28.1 | 13 | Both | Level | Ute | 373.5 | 9 | West | East |
| | | Old Siding 49 | Both | West | Dry Lake | 363.0 | 21 | Both | East |
| | | Team Track 5 | West | West | Garnet | 357.5 | 6 | West | East |
| | | Storage 43 | West | West | Apex | 352.0 | 8 | Both | East |
| | | | | | Dike | 347.0 | 8 | East | West |
| | | | | | Wann | 338.7 | 16 | Both | West |
| Second Subdivision | | | | | Provo Subdivision | | | | |
| Buena Vista | 779.2 | 22 | Both | Level | Sandy | 48.9 | 16 | Both | East |
| Erda | 756.4 | 22 | Both | East | Draper | 782.9 | 48 | Both | East |
| St. John | 736.1 | 43 | Both | Level | Mount | 775.5 | 41 | Both | West |
| Faust | 723.3 | 35 | Both | East | Geneva | 758.0 | 73 | Both | West |
| Pehrson | 717.2 | 15 | Both | East | Springville | 748.0 | 25 | Both | East |
| Lofgreen | 709.9 | 22 | Both | East | Spanish Fork | 744.4 | 16 | Both | East |
| Boulter | 704.2 | 22 | Both | East | Starr | 722.0 | 14 | West | West |
| McIntyre | 691.9 | 22 | Both | West | Juab | 696.3 | 34 | Both | West |
| Jericho | 685.3 | 30 | Both | West | Cache Valley Branch | | | | |
| Champlin | 675.0 | 22 | Both | West | Hyrum | 17.6 | House 22 | Both | East |
| Strong | 658.2 | 22 | Both | West | Richmond | 37.4 | House 18 | Both | West |
| Van | 639.9 | 22 | Both | West | Lewiston | 41.5 | Sugar Spur 1.46 Mi. | West | East |
| Clear Lake | 631.0 | 22 | Both | East | Malad Branch | | | | |
| Neels | 625.9 | 22 | Both | East | Corinne | 5.6 | Stock 22 | Both | Level |
| Bloom | 617.5 | 22 | Both | Level | Portage | 36.7 | House 36 | Both | Level |
| Cruz | 609.6 | 23 | Both | Level | | | 16 | East | Level |
| Black Rock | 599.4 | 22 | Both | East | Cedar City Branch | | | | |
| Read | 589.7 | 22 | Both | East | Avon | 9.4 | 2 | West | East |
| Murdock | 585.1 | 22 | Both | East | | | | | |

SYMBOLS AND ABBREVIATIONS
Rule 6 and 6(A)

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:

- Z—track scales;
- AI—Automatic interlocking signals;
- CS—center siding;
- ES—eastward siding;
- WS—westward siding;
- RCS—remote control switch;
- C—coal;
- I—interlocking;
- O—oil;
- P—dispatcher's telephone;
- T—turntable;
- W—water;
- X—cross-over;
- Y—wye.