



UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



UTAH DIVISION
TIME-TABLE
No. 10

Effective Sunday,
September 30, 1951
at 12:01 A. M.

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

Safety Is
No Accident

FOR EMPLOYEES 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

McCammion 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.

G. J. WILDE, Ass't Chief Train Dispatcher
 Las Vegas, Nev.

UNION PACIFIC RAILROAD EMPLOYEES HOSPITAL ASSOCIATION
PHYSICIANS AND SURGEONS ARE LOCATED AS SHOWN BELOW:

NAME	TITLE	PLACE
D. L. Gamette	Medical Director	Los Angeles.
L. J. Taufer	District Surgeon	Salt Lake City.
R. R. Merrell	District Surgeon	Pocatello.
K. E. Noyes	Surgeon	American Fork.
J. E. Trowbridge	Surgeon	Bountiful.
H. L. Pearse	Surgeon	Brigham City.
Wm. M. Vest	Surgeon	Caliente.
L. V. Broadbent	Surgeon	Cedar City.
P. K. Edmunds	Surgeon	Cedar City.
R. W. Farnsworth	Surgeon	Cedar City.
Harry S. Holmes	Surgeon	Eureka.
M. E. Bird	Surgeon	Delta.
Leo G. Burkett	Surgeon	Downey.
H. S. Jensen	Surgeon	Farrington.
Kenneth Hill	Surgeon	Garfield.
B. N. Benson	Surgeon	Garland.
G. D. Rutledge	Surgeon	Kaysville.
J. B. Demman	Surgeon	Las Vegas.
J. J. Hamill	Surgeon	Las Vegas.
C. J. Madsen	Oculist	Las Vegas.
C. G. Scruggs	Surgeon	Las Vegas.
N. Z. Tanner	Surgeon	Layton.
A. K. Hansen	Surgeon	Lewiston.
S. M. Budge	Surgeon	Logan.
O. W. Budge	Surgeon	Logan.
J. Claire Hayward	Surgeon	Logan.
W. H. Hayward	Surgeon	Logan.
O. H. Mabey	Surgeon	Malad.
J. S. Alley	Surgeon	Midvale.
E. N. Davie	Surgeon	Milford.
John M. Ball	Surgeon	Murray.
F. H. Beckstead	Surgeon	Nephi.
J. G. Steele	Surgeon	Nephi.
W. P. Daines	Surgeon	Ogden.
Harold V. DeMare	Oculist & Aurist	Ogden.
R. F. Howe	Surgeon	Ogden.
S. M. Maeser	Surgeon	Ogden.
I. B. McQuarrie	Surgeon	Ogden.
R. W. Pugmire	Oculist	Ogden.
M. P. Southwick	Surgeon	Ogden.
L. S. Sycamore	Surgeon	Ogden.
Milton Wilcox	Surgeon	Ogden.
Max Stewart	Surgeon	Payson.
B. C. Linebaugh	Surgeon	Pleasant Grove.
R. G. Crandall	Surgeon	Pocatello.
H. Dean Hartvigsen	Surgeon	Pocatello.
F. H. Howard	Surgeon	Pocatello.
H. H. Hughart	Surgeon	Pocatello.
Orville E. Merrell, Jr.	Surgeon	Pocatello.
David C. Miller	Surgeon	Pocatello.
D. J. Nelson	Surgeon	Pocatello.
C. T. Parker	Surgeon	Pocatello.
C. W. Pond	Oculist-Aurist	Pocatello.
E. V. Simison	Oculist-Aurist	Pocatello.
L. R. Hawkes	Surgeon	Preston.
Eldon D. Clark	Oculist & Aurist	Provo.
J. J. Welght	Surgeon	Provo.
J. B. Westwood	Surgeon	Provo.
W. G. Noble	Surgeon	Richmond.
John R. Anderson	Surgeon	Salt Lake City.
Harry Berman	Oculist & Aurist	Salt Lake City.
L. W. Condie	Surgeon	Salt Lake City.
Alan S. Crandall	Oculist	Salt Lake City.
Geo. H. Curtis	Surgeon	Salt Lake City.
E. B. Fairbanks	Oculist & Aurist	Salt Lake City.
Sharpe Sanders	Surgeon	Salt Lake City.
Rulon E. Smith	Surgeon	Salt Lake City.
Ralph L. Tingey	Surgeon	Salt Lake City.
F. J. Winget	Surgeon	Salt Lake City.
E. C. Budge	Surgeon	Smithfield.
G. B. Orton	Surgeon	Springville.
T. M. Aldous	Surgeon	Tooele.
G. C. Ficklin	Surgeon	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. 10 September 30, 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	A 6.00	A 7.10	A 9.35	A 6.40
8.25	6.25	5.00	7.00	36.3	MT	SALT LAKE CITY	MT	5.05	6.20	8.50	5.45
9.10	7.10	5.50	8.00	784.0	PT		PT	3.45	5.10	7.40	5.15
11.20	8.14	7.10	11.40	154.4		LYNN DYL		1.25	2.46	5.46	1.30
12.55	9.30	8.40	1.55	243.5		MILFORD		11.55	1.25	4.37	11.40
1.40	9.57	9.10	2.40	278.9		LUND		11.10	12.32	4.00	10.50
4.00	11.30	11.05	4.50	300.8		CALIENTE		9.10	10.25	2.24	8.40
6.55	2.15	2.30	8.45	486.1		LAS VEGAS		6.30	7.45	11.55	5.40
7.10	2.25	2.45	9.15	657.1		YERMO		6.15	7.30	11.45	5.10
10.30	5.10	6.00	1.25	670.5		BARSTOW		2.53	4.12	8.45	12.40
10.53	5.28	6.25	2.00	751.3		SAN BERNARDINO		2.25	3.47	8.27	12.10
1.00	7.25	8.35	4.20	761.8		COLTON		12.20	1.50	6.38	9.55
1.10	7.33	8.45	4.30	787.3		POMONA		12.07	1.37	6.25	9.32
1.25	7.45	9.00	4.50	813.6		EAST LOS ANGELES		11.55	1.25	6.13	9.15
1.48	8.03	9.23	5.23	821.0	PT	LOS ANGELES	PT	11.28	1.00	5.53	8.40
1.57	8.11	9.32	5.35					11.20	12.50	5.46	8.32
2.30	8.40	10.10	6.25					10.50	12.20	5.20	7.55
A 3.00	A 9.00	A 10.40	A 7.00					10.30	12.01	5.00	7.30
						(821.0)		Daily	Daily	Daily	Daily
(19.35) 41.9	(15.35) 32.7	(18.40) 44.0	(25.00) 32.8			Thru Time		(18.30) 44.3	(18.09) 45.2	(15.35) 52.7	(22.10) 37.0
						Average speed per hour					

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS				Distance from Salt Lake City New Main Line	Time-Table No. 10 September 30, 1951	Mile Post	FIRST CLASS		
33 Passenger	29 Passenger	31 Passenger	30 Passenger				32 Passenger	34 Passenger	
Daily	Daily	Daily		0.0			A 7.35	A 8.50	A 10.00
11.30	8.00	5.25		36.3			6.40	7.50	8.10
12.20	8.50	6.15		21.1			6.15	7.20	8.30
12.45	9.20	6.45		48.8			5.45	6.45	8.20
1.15	9.55	7.02		111.2			5.05	6.04	7.38
2.05	10.45	7.45		213.9			3.45	4.45	6.05
3.40	12.10	9.20					3.15	4.15	5.35
A 4.15	A 12.45	A 9.55				(170.2)	Daily	Daily	Daily
(4.45) 35.8	(4.45) 35.8	(4.30) 37.8				Thru Time	(4.20) 39.2	(4.35) 37.1	(4.25) 38.5
						Average speed per hour			

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

WESTWARD

FIRST SUBDIVISION

SECOND CLASS

Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 10 September 30, 1951			
	254	277	251	311
	Time Freight Daily	Time Freight Daily	Time Freight Daily	Mixed Daily Except Sunday
P				
COPT WYZ	10.30PM	8.10PM	4.00AM	
PX	10.40	8.20	4.10	
LX				
PX				
WS 72 WPX	10.56	8.33	4.27	
CS 133 PX	11.04	8.40	4.35	
	11.08	8.43	4.39	
WS 66 PX	11.18	8.49	4.49	
ES 115				
ES 41 PX	11.28	8.54	4.59	
P	11.36PM	9.01	5.07	
COPT WYZ	A 12.05AM	9.20	5.30	5.50AM
		10.00	6.15 ³⁰	
122 P		10.15	6.40	6.04 ³⁰
120 P		10.28	6.59 ³²	6.20
120 P		10.35	7.14	6.30
WS 114 ES 67 PWY		10.45	7.24	A 6.45AM ³²
120 P		10.58	7.35	
122 P		11.05	7.42	
121 P		11.25 ²⁷⁰	7.58	
WS 106 ES 70 WYZ		11.45	8.35	
123 P		11.58PM	8.51	
P				
P				
121 P		12.10AM	9.04	
121 P		12.25	9.17	
PW				
121 P		12.34	9.29	
P				
121 PW		12.43	9.40	
121 PW		12.59	9.57	
P				
122 P		1.11	10.13	
ES 123 WS 126 IPWY		A 1.20AM	A 10.30AM	

Time-Table No. 10
September 30, 1951

STATIONS	
DN-R SALT LAKE CITY YL SA	DS
DN-R NORTH YARD YL C	C
NORTH SALT LAKE	
BAMBERGER R. R. CROSS.	
D WOODS CROSS WC	WC
FARMINGTON	
D KAYSVILLE K	K
D LAYTON NY	NY
D CLEARFIELD CF	CF
ROY	
BRIDGE JCT. YL	
OGDEN YL YD RD	OG YD RD
D. & R. G. W. CROSSING YL	
S. P. JCT. YL	
HOT SPRINGS	
WILLARD	
DN BRIGHAM CITY YL BM	BM
D HONEYVILLE HX	HX
DEWEY	
WHEELON	
DN CACHE JCT. YL CJ	CJ
TRENTON	
D CORNISH CG	CG
UTIDA	
D WESTON WI	WI
DN DAYTON CN	CN
CLIFTON	
COULAM	
OXFORD	
SWAN LAKE	
DN DOWNEY DO	DO
VIRGINIA	
D ARIMO A	A
DN-R McCAMMON YL MC	MC

Double Track

BLOCK SIGNALS

(147.5)
..... 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 S-72.
Between Salt Lake City and Ogden 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

FIRST SUBDIVISION

FIRST CLASS

Distance from Salt Lake City	Time-Table No. 10 September 30, 1951						
	33	29	38	31	104	2	10
	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Streamliner Passenger Daily	Passenger Daily	Passenger Daily
0.0	11.30PM	8.00PM	5.45PM	5.25PM	8.50AM	6.20AM	5.05AM
2.6	11.40	8.10	5.55	5.35	8.58	6.30	5.15
5.2	11.43	8.13	5.59	5.38	9.01	6.33	5.18
5.3	11.49	8.19	6.05	5.44		6.39	5.24
8.2	11.53	8.23	6.10	5.48	9.10	6.43	5.28
15.0	11.55	8.25	6.13	5.50		6.45	5.30
21.8	11.59PM	8.29	6.17	5.54		6.49	5.34
26.5	12.02AM	8.32	6.21	5.57	9.19	6.52	5.37
30.2	12.07	8.37	6.26	6.02	9.23	6.57	5.42
35.3	12.20	8.50	A 6.40PM	6.15	A 9.35AM	A 7.10AM	A 6.00AM
36.3	12.45	9.20		6.35			
37.0							
37.9	12.52	9.27		6.40			
45.1	12.58	9.34		6.46			
50.3	1.03	9.39		6.51			
57.4	s 1.15	s 9.55		s 7.02			
66.7	1.25	10.07		7.12			
72.2	s 1.35	10.14		7.17			
80.9	1.46	10.26		7.26			
85.1	s 2.05	s 10.45 ²⁷⁰		7.38 ³⁴			
93.2	2.15	10.56		7.45			
96.9	s 2.20	11.00		s 8.04			
98.7	2.22	11.02		8.06			
101.4	2.30	11.05		8.10			
107.3	2.40	11.13		8.20			
111.5	2.45	11.18		8.25			
114.6	2.50	11.21		8.28			
117.6	2.54	11.25		8.32			
121.0	2.59	11.29		8.36			
131.3	s 3.15	f 11.45		s 8.52			
136.3	3.20	11.51		8.57			
141.0	3.27	11.57PM		9.05 ²⁷⁰			
147.5	A s 3.40AM	A f 12.10AM		A 9.20PM			

STATIONS	
DN-R SALT LAKE CITY YL SA	DS
DN-R NORTH YARD YL C	C
NORTH SALT LAKE	
BAMBERGER R. R. CROSS.	
D WOODS CROSS WC	WC
FARMINGTON	
D KAYSVILLE K	K
D LAYTON NY	NY
D CLEARFIELD CF	CF
ROY	
BRIDGE JCT. YL	
OGDEN YL YD RD	OG YD RD
D. & R. G. W. CROSSING YL	
S. P. JCT. YL	
HOT SPRINGS	
WILLARD	
DN BRIGHAM CITY YL BM	BM
D HONEYVILLE HX	HX
DEWEY	
WHEELON	
DN CACHE JCT. YL CJ	CJ
TRENTON	
D CORNISH CG	CG
UTIDA	
D WESTON WI	WI
DN DAYTON CN	CN
CLIFTON	
COULAM	
OXFORD	
SWAN LAKE	
DN DOWNEY DO	DO
VIRGINIA	
D ARIMO A	A
DN-R McCAMMON YL MC	MC

DOUBLE TRACK

BLOCK SIGNALS

(147.5)
..... 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 S-72.
Between Salt Lake City and Ogden 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.

FIRST SUBDIVISION

EASTWARD

Time-Table No. 10
September 30, 1951

FIRST CLASS

30 Passenger	37 Passenger	32 Passenger	1 Passenger	103 Streamliner Passenger	9 Passenger	34 Passenger	
36.3	A 7.35AM	A 8.00AM	A 8.50AM	A 5.50PM	A 7.10PM	A 9.20PM	A 10.00PM
33.7							
31.1	7.19	7.42	8.37	5.38	7.01	9.03	9.48
31.0							
28.1	7.15	7.38	8.30	5.34	6.58	8.59	9.44
21.3	7.08	7.30	8.23	5.28		8.53	9.38
16.7	7.03	7.25	8.17	5.24		8.49	9.34
14.5	7.00	7.22	8.13	5.22	6.47	8.47	9.32
9.8	6.55	7.17	8.08	5.17		8.42	9.27
6.1	6.50	7.12	8.00	5.12	6.40	8.37	9.22
1.0	6.45	7.05	7.55	5.05		8.30	9.15
0.0	6.40 6.15 ²⁵¹	7.00AM	7.50 7.20	5.00PM	6.25PM	8.25PM	9.10 8.50
0.7							
1.6	6.04 ³¹¹		7.06				8.38
8.8	5.57		6.59 ²⁵¹				8.32
14.0	5.52		6.52				8.27
21.1	s 5.45		6.45 ¹¹¹				s 8.20
30.4	5.33		6.33				8.04
35.9	5.28		s 6.28				7.59
44.6	5.19		6.17				7.50
48.8	s 5.05		s 6.04				s 7.38 ³¹
56.9	4.46		5.50				s 7.20
60.6	4.42		s 5.44				s 7.12
62.4	4.39		5.39				7.06
65.1	4.36		5.36				s 7.03
71.0	4.30		5.30				s 6.55
75.2	4.26		5.25				6.49
78.3	4.23		5.22				6.46
81.3	4.20		5.19				6.43
84.7	4.17		5.16				6.40
95.0	4.07		s 5.05				s 6.30
100.0	3.59		4.58				6.21
104.7	3.54		4.53				s 6.15
111.2	3.45AM		s 4.45AM				s 6.05PM

BLOCK SIGNALS

Double Track

Thru Time (8.50) (1.00) (1.05) (0.50) (0.46) (0.55) (3.15)
Average speed per hour 35.4 36.3 36.1 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. 10
September 30, 1951

SECOND CLASS

278 Stack Special	259 Time Freight	312 Mixed	270 Time Freight
A 9.00PM	A 5.00PM		A 2.30AM
8.45	4.40		2.00
8.28	4.23		1.47
8.20	4.15		1.40
8.15	4.10		1.36
8.05	4.00		1.30
7.55	3.50		1.22
7.40	3.35		1.15
7.30		A 3.00PM	1.00
6.30	3.30PM		12.30
5.56		t 2.28	12.16
5.47		t 2.17	12.10
5.35		2.00PM	12.01AM
5.15			11.48PM
5.06			11.40
4.50			11.25 ²⁷⁷
4.30			10.45 ²⁹
3.52			10.23
3.38			10.12
3.28			10.04
3.16			9.54
3.06			9.44
2.50			9.30
2.35			9.05 ³¹
2.20PM			8.40PM

BLOCK SIGNALS

DOUBLE TRACK

Thru Time (6.40) (1.30) (1.00) (5.50)
Average speed per hour 22.1 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
							1.2
I							2.3
P							4.4
P			9.10PM	6.20PM	5.00PM	8.40AM	0.0
							1.3
I							1.5
IP							1.7
122 P			9.21	6.31	5.11	8.55	4.8
126 P			9.30		5.20	9.07	15.7
AI							16.8
122 P			9.34	6.44	5.24	9.15	19.6
122 PW			9.42	6.51	5.32	9.28	27.6
122 FY			9.52	6.59	5.43	9.45	35.8
131 PW			10.00	7.05	5.50	10.00	41.4
122 P			10.06	7.10	5.56	10.10	47.9
143 PW			10.17	7.20	6.07	10.25	60.7
122 P			10.24	7.25	6.13	10.33	66.8
127 PW			10.33	7.33	6.22	10.42	74.1
122 P			10.40	7.40	6.30	10.50	79.8
122 FWYZ			10.47	7.45	6.36	11.00	85.4
123 P			10.55	7.51	6.42	11.08	92.1
126 PW			11.02	7.57	6.49	11.16	98.7
139 P			11.11	8.06	6.58	11.26	109.0
OPTWY			11.20	8.14	7.10	11.40	118.1
122 P			11.27	8.20	7.17	11.48AM	125.8
124 186 PWY			11.37	8.27	7.25	12.03PM	134.6
122 P			11.46		7.33	12.15	144.1
122 P			11.54	8.42	7.41	12.25	153.0
123 P			11.59PM	8.46	7.45	12.35 ³⁸	158.1
122 P			12.06AM	8.53	7.52	12.45	166.5
124 P			12.12	8.59	7.58	12.53	174.4
123 PW			12.20 ¹⁰	9.07	8.07	1.05	184.6
122 P			12.30		8.15	1.20	194.3
122 P			12.35	9.18	8.19	1.27	198.9
OPTWYZ	A 4.00AM	A 5.45PM	A 12.45AM	A 9.26PM	A 8.30PM	A 1.40PM	207.2

CENTRALIZED TRAFFIC CONTROL

Time-Table No. 10
September 30, 1951

STATIONS

DN-R NORTH YARD YL C } Freight Line
0.7
D. & R. G. W. CROSSING YL }
0.5
D. & R. G. W. CROSSING YL }
1.1
WEST. PAC. CROSSING YL }
2.1

BUENA VISTA

DN R SA } Passenger Line
SALT LAKE CITY YL }
1.3
EIGHTH SO. ST. YL }
0.2
D. & R. G. W. CROSSING YL }
0.2
D. & R. G. W. CROSSING YL }
3.1

BUENA VISTA

D GARFIELD GF }
1.2
D. & R. G. W. CROSSING }
2.7
LAKE POINT }
8.0
ERDA }
8.2
D WARNER DU }
5.6
STOCKTON }
6.5
D ST. JOHN SJ }
12.8
FAUST }
6.1
PEHRSON }
7.3
LOFGREEN }
5.7
BOULTER }
5.6

D TINTIC U }
6.7
McINTYRE }
6.6
JERICHO }
10.3
CHAMPLIN }
9.1

DN LYNNDYL NY }
7.7
STRONG }
8.8

DN DELTA AK }
9.5
VAN }
8.9
CLEAR LAKE }
5.1
NEELS }
8.4
BLOOM }
7.9
CRUZ }
10.2

D BLACK ROCK KO }
9.7
READ }
4.6
MURDOCK }
8.3

DN-R MILFORD YL FD

(207.2)

(8.00) (6.15) (3.35) (3.06) (3.30) (5.00)
25.9 39.4 67.8 66.8 59.2 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.	Time-Table No. 10 September 30, 1951	Main Part	FIRST CLASS				SECOND CLASS			
			2	104	38	10	260	256		
			Passenger	Streamliner Passenger	Passenger	Passenger	Time Freight	Time Freight		
COPT WYZ										
I									A 10.30AM	A 1.30AM
I										
P										
P										
P										
P										
IP										
122 P										
126 P										
AI										
122 P										
122 PW										
122 FY										
131 PW										
122 P										
143 PW										
122 P										
127 PW										
122 P										
122 FWYZ										
123 P										
126 PW										
139 P										
OPTWY										
122 P										
124 186 PWY										
122 P										
122 P										
123 P										
122 P										
124 P										
123 PW										
122 P										
122 P										
OPTWYZ										

CENTRALIZED TRAFFIC CONTROL

Time-Table No. 10
September 30, 1951

STATIONS

DN-R NORTH YARD YL C } Freight Line
0.7
D. & R. G. W. CROSSING YL }
0.5
D. & R. G. W. CROSSING YL }
1.1
WEST. PAC. CROSSING YL }
2.1

BUENA VISTA

DN R SA } Passenger Line
SALT LAKE CITY YL }
1.3
EIGHTH SO. ST. YL }
0.2
D. & R. G. W. CROSSING YL }
0.2
D. & R. G. W. CROSSING YL }
3.1

BUENA VISTA

D GARFIELD GF }
1.2
D. & R. G. W. CROSSING }
2.7
LAKE POINT }
8.0
ERDA }
8.2
D WARNER DU }
5.6
STOCKTON }
6.5
D ST. JOHN SJ }
12.8
FAUST }
6.1
PEHRSON }
7.3
LOFGREEN }
5.7
BOULTER }
5.6

D TINTIC U }
6.7
McINTYRE }
6.6
JERICHO }
10.3
CHAMPLIN }
9.1

DN LYNNDYL NY }
7.7
STRONG }
8.8

DN DELTA AK }
9.5
VAN }
8.9
CLEAR LAKE }
5.1
NEELS }
8.4
BLOOM }
7.9
CRUZ }
10.2

D BLACK ROCK KO }
9.7
READ }
4.6
MURDOCK }
8.3

DN-R MILFORD YL FD

(207.2)

(3.45) (3.03) (4.35) (3.50) (8.40) (9.00)
55.2 67.9 45.2 54.0 23.9 23.0

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.

WESTWARD

THIRD SUBDIVISION

Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS			FIRST CLASS			Distance from Salt Lake City
	299	259	103	1	37	9	
	Stock Special	Time Freight	Streamliner Passenger	Passenger	Passenger	Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	
OPTWYZ	6.00PM	4.40AM	9.30PM	8.40PM	1.55PM	12.55AM	207.2
123 P				8.45	2.03	1.05 ²	212.3
122 P				8.53	2.12	1.13	222.4
122 P				8.58	2.18	1.18	229.2
122 P				9.02	2.22	1.22	233.5
122 188 FWY			9.57	9.10	s 2.40	s 1.40	242.6
122 P				9.19	2.50	1.52	252.5
122 PW				9.23	f 2.57	1.57	257.3
122 P				9.33	3.08	2.08	268.2
122 122 FWY			10.21	9.40	f 3.18	s 2.17	274.2
122 P			10.28 ¹⁰	9.48	3.28	2.29	282.8
127 FY			10.38	10.00	3.40	2.45	290.3
122 P				10.43	10.06 ¹⁰	3.46	294.7
122 FW				10.50	10.14	3.54	309.4
133 P			11.04 ²	10.29	4.08	3.21	308.7
83 P			11.18	10.44 ²	4.23	3.36	315.6
122 P			11.22	10.55	4.30	3.42	319.7
ES 119 WS 113 OPWY			11.30	11.05	s 4.50	s 4.00	324.5
122 P				11.35	11.11	4.57	329.5
122 P				11.52PM	11.28	5.14	339.1
122 FW			12.04AM	11.40	5.29	4.35	345.6
122 P				12.20	11.56PM	5.46	354.9
102 77 FW				12.29	12.06AM	5.58	364.9
122 P				12.38	12.17	6.07	370.5
69 P				12.47	12.28	6.16	375.5
122 P			12.58 ¹⁰⁴	12.39	6.25	5.30	381.1
136 FW			1.04	12.53 ¹⁰⁴	6.30	5.35	386.1
122 P			1.10	1.00	6.37	5.41	390.6
122 FWY			1.19	1.10	s 6.52	5.50	400.9
122 P				1.28	1.20	7.09 ¹⁰	410.5
122 FW				1.37	1.30	7.30	421.0
74 P				1.44	1.39	7.45	426.5
122 P				1.51	1.47	8.07 ²	432.0
122 P				1.58	1.55	8.17	437.0
122 P			2.08 ¹	2.08 ¹⁰³	8.25	6.45	445.3
OPTWYZ	A 1.00AM	A 1.30PM	A 2.15AM	A 2.30AM	A 8.45PM	A 6.55AM	449.8

Time-Table No. 10
September 30, 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	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	VG
(242.6)	

CENTRALIZED TRAFFIC CONTROL

Thru Time Average speed per hour

(8.50)	(5.35)	(4.45)	(5.50)	(6.50)	(6.00)
27.4	43.4	51.0	41.5	35.5	40.4

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. 10 September 30, 1951	Miles Traveled	FIRST CLASS				SECOND CLASS			
			38	10	2	104	256	260		
			Passenger	Passenger	Passenger	Streamliner Passenger	Time Freight	Time Freight		
OPTWYZ	DN-R MILFORD YL	FD	576.8	A 11.30AM	A 11.45PM	A 1.15AM	A 4.33AM	A 3.30PM	A 12.45AM	
123 P	5.1		571.7	11.21	11.35	1.05 ⁹	4.24			
122 P	UPTON		561.6	11.12	11.26	12.52	4.16			
122 P	10.1		554.8	11.05	11.21	12.45	4.11			
122 P	THERMO		550.5	11.00	11.17	12.41	4.07			
122 P	6.8									
122 P	NADA									
122 P	4.3									
122 P	LATIMER									
122 P	9.1									
122 188 FWY	DN LUND	UN	541.4	s 10.50	s 11.10	12.32	4.00			
122 P	9.9		531.5	10.34	10.53	12.23				
122 P	ZANE		526.7	f 10.29	10.49	12.18				
122 P	4.8		515.8	10.18	10.40	12.08	3.40			
122 P	BERYL									
122 P	10.9									
122 P	HEIST									
122 P	6.0									
122 122 OPWY	D MODENA	NA	509.8	f 10.10	10.35	12.02AM				
122 P	8.6		501.2	9.58	10.28 ¹⁰³	11.55PM	3.29			
122 P	UVADA									
127 PY	7.5		493.7	9.46	10.13	11.37	3.19			
122 P	CRESTLINE									
122 P	4.4		489.3	9.36	10.06 ¹	11.29	3.13			
122 P	BROWN		484.6	9.23	9.56	11.20	3.06 ⁹			
122 P	4.7									
122 P	ACOMA		475.3	9.11	9.41	11.04 ¹⁰³	2.52			
133 P	9.3		468.4	8.55	9.26	10.44 ¹	2.37			
83 P	ISLEN									
122 P	6.9		464.3	8.48	9.20	10.35	2.32			
122 P	4.1									
ES 119 WS 113 OPWY	DN CALIENTE	YL CS	459.5	s 8.40	s 9.10	10.25	2.24			
122 P	5.0		454.5	8.25	8.57	10.17	2.17			
122 P	ETNA		444.9	8.08	8.40	10.00	2.00			
122 P	9.6									
122 P	BOYD		438.4	f 7.55	8.28	9.47	1.49			
122 P	6.5		429.1	7.38	8.12	9.31	1.34			
122 P	ELGIN									
122 P	9.3		419.1	f 7.28	8.03	9.22	1.25			
102 77 FW	LEITH									
122 P	10.0		413.5	7.18	7.54	9.13	1.16			
122 P	CARP		408.5	7.09	7.45	9.04	1.07			
69 P	5.6		402.9	7.00	7.36	8.55	12.58 ¹⁰³			
122 P	VIGO		397.9	f 6.53	7.31	8.50	12.53 ¹			
136 FW	5.0									
122 P	GALT		393.4	6.45	7.26	8.45	12.48			
122 P	5.6									
122 P	HOYA		383.1	s 6.35	7.17	8.36	12.40			
122 P	5.0									
122 P	ROX		373.5	6.21	7.09 ³⁷	8.27	12.32			
122 P	9.6									
122 P	UTE		363.0	f 6.12 ⁹	7.00	8.18	12.24			
122 P	10.5									
74 P	DRY LAKE		357.5	6.06	6.55	8.13	12.19			
122 P	5.5		352.0	6.00	6.50	8.07 ³⁷	12.14			
122 P	GARNET		347.0	5.53	6.43	7.59	12.08			
122 P	5.5									
122 P	APEX		338.7	5.46	6.36	7.51	12.01AM			
122 P	5.0									
122 P	DIKE									
122 P	8.3									
122 P	WANN									
122 P	4.5									
OPTWYZ	DN-R LAS VEGAS	YL VG	334.2	5.40AM	6.30PM	7.45PM	11.55PM	5.35AM	2.45PM	
	(242.6)			Daily	Daily	Daily	Daily	Daily	Daily	

Thru Time Average speed per hour

(6.50)	(5.15)	(5.30)	(4.38)	(9.55)	(10.00)
41.5	46.2	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. 10 September 30, 1951	Mile Post	SECOND CLASS				
	307 Mixed	305 Mixed	Daily Except Sunday				306 Mixed	308 Mixed	Daily Except Saturday		Daily Except Sunday
CPPT WYZ			3.00AM	0.0	DN R	SALT LAKE CITY YL C	36.3	A	11.15PM		
				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 PWY		f	5.20	29.0		CUTLER YL	771.0	f	9.30		
31 P		f	5.40	30.6	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. & R. G. W. CROSSING	757.3				
CPPT WYZ		8.00AM	A 7.00AM	47.3	DN-R	PROVO YL VO	752.7	8.00PM	A 4.30PM		
		f	8.10	52.0		SPRINGVILLE	748.0	f	4.15		
29 P		s	8.30	55.0	D	SPANISH FORK SF	744.4	f	4.05		
116 PW		s	9.00	63.2	D	PAYSON CN	736.8	f	3.50		
126 PW		f	9.50	78.0		STARR	722.0	f	3.25		
132 PY		s	10.40	89.2	DN	NEPHI NI	710.8	s	3.05		
75 P		f	11.20AM	103.7		JUAB	696.3	f	2.40		
125 P		f	12.05PM	118.9		PARLEY	681.1	f	2.05		
60 P		f	12.40	130.1		MACK	669.9	f	1.36		
OPWY		A	1.00PM	134.1	DN-R	LYNNDYL YL NY	665.9		1.30PM		
				(134.1)							
		(5.00) 17.4	(4.00) 11.8	Thru Time		(3.15) 14.5	(3.00) 23.9				
				Average speed per hour							

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. 10 September 30, 1951	Mile Post	SECOND CLASS				
	303 Mixed	Daily Except Sunday	Daily Except Sunday				304 Mixed				
								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				
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		
				33.4		BAUGH (Spur)	33.4				
9				36.5		HODGES (Spur)	36.5				
23 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	LEWISTONYL (Spur)	41.5				
36	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 Sunday
		(4.00) 12.7		Thru Time		(4.00) 12.7					
				Average speed per hour							

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. 10 September 30, 1951			Mile Post	SECOND CLASS	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 10 September 30, 1951			Mile Post
	311 Mixed Daily Except Sunday		312 Mixed	STATIONS			STATIONS					
ws114 ES 67 RWY	f 7.30AM	0.0	DN-R	BRIGHAM CITY YL	EM	0.0	A	1.30PM			0.0	
51	f 7.45	5.6		CORINNE YL	YL	5.6	f	12.55	11		5.2	
10	f 8.02	13.7		CROPLEY		13.7	f	12.35				
46	s 8.15	17.8	D	TREMONTON YL	MU	17.8	s	12.25				
19	WY s 8.30	19.8	D	GARLAND YL	AJ	19.8	s	12.15PM				
20	f 8.46	25.0		FIELDING		25.0	f	11.56AM				
14	f 9.25	36.7		PORTAGE		36.7	f	11.20				
12	f 9.50	44.5		CHERRY CREEK (Spur)		44.5	f	10.55				
30	WY A 10.15AM	51.5	D-R	MALAD YL	MV	51.5		10.30AM				
			(51.5)						(5.2)			
(2.45)			Thru Time			(3.00)						
18.7			Average speed per hour			17.1						

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. 10 September 30, 1951		Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 10 September 30, 1951		Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 10 September 30, 1951		Mile Post			
	STATIONS	STATIONS			STATIONS	STATIONS								
ws 66 ES 115 PX	D	CLEARFIELD YL	CF	0.0	19	WY D	GARLAND YL	AJ	0.0	46	D	TREMONTON YL	MU	0.0
		D. & R. G. W. CROSSING YL	YL	0.3			GARLAND JCT. YL	YL	1.1	22		SUNSET YL	YL	5.1
45		BARNES YL (Spur)		2.1	9		HAWS YL	YL	3.4			END OF TRACK YL	YL	5.6
3		SYRACUSE YL		4.7	11		BUSH YL	YL	7.5					
					22		BRADFORD YL	YL	9.2					
							END OF TRACK YL	YL	9.9					
(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 Cedar City	Time-Table No. 10 September 30, 1951			Mile Post	SECOND CLASS	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 10 September 30, 1951			Mile Post
	417 Local Freight Daily Except Sunday		418 Local Freight	STATIONS			STATIONS					
122 188 RWY	4.00PM	0.0	DN-R	LUND YL	UN	0.0	A	1.50PM	WYZ	DN-R	IRON SPRINGS YLGS	0.0
76	4.25	9.4		AVON		9.4		1.30			DESERT MOUND	4.5
WYZ	5.05	20.3	DN-R	IRON SPRINGS YLGS	YLGS	20.3		1.00	Y	DN	IRON MOUNTAIN YL	14.9
20	5.20	25.2		HALIVAH		25.2		12.20				
Loop 43 ow	A 5.45PM	32.5	DN-R	CEDAR CITY YL	CL	32.5		12.05PM				
			(32.5)						(15.3)			
(1.45)			Thru Time			(1.45)						
18.2			Average speed per hour			18.2						

WESTWARD			MEAD LAKE BRANCH			EASTWARD						
Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS	Distance from Moapa	Time-Table No. 10 September 30, 1951			Mile Post	SECOND CLASS	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 10 September 30, 1951			Mile Post
	313 Local Freight Daily Except Sunday		314 Local Freight	STATIONS			STATIONS					
122 13 11 11 Y	PWY 8.00AM 8.25 8.50 9.15 A 9.40AM	0.0 5.1 10.2 14.8 16.7	D-R	MOAPA	MA	0.0	A	11.40AM				
				NARROWS		5.1		11.25				
				LOGANDALE		10.2		10.55				
				OVERTON		14.8		10.30				
				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. 10 September 30, 1951		Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 10 September 30, 1951		Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 10 September 30, 1951		Mile Post						
	STATIONS	STATIONS			STATIONS	STATIONS											
73 WY R	CUTLER YL	0.0	ES 123 WS116 OPWY	403 Local Freight Daily Except Sunday	6.30AM	DN-R	CALIENTE	CS	0.0	A	1.45PM	124 186 PW Y	DN-R	DELTA YL	AK	0.0	
15	CLINTON	4.9	26	s	7.20		PANACA		14.5	s	12.30PM	10		GREENWOOD (Spur)		21.7	
20	FAIRFIELD	20.3	Y	A	8.45AM	D	PIOCHE YL	RM	32.7		11.00AM	26	Y	D	FILLMORE YL	FI	32.2
16	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.	Psg.	Frt.		Str.	Psg.	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. On curves, where not otherwise restricted.			60 50	Trains handling company roadway machines on their own wheels, except wrecking derricks. Straight track. On curves. On branch lines.			30 25 15
Inspection bus cars.		40	40	Trains handling scale test cars— On main line. On branch lines.			30 20
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling water cars converted from Vanderbilt (round) type tender on secondary tracks and branch lines.			20
Within yard limits— Protected by continuous block signal system. Not protected by continuous block signal system. At North Yard. On branch lines.	60 50 50 30	50 40 40 30	25 25 25 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 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 Provo. 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. All other class locomotives; Forward movement. Back-up movement.			10 10 6 15 15 15 10 10 10
Diesel-electric yard switch locomotives in road service.	35	35	35	When using No. 14 turn-outs.	25	20	20
Steam locomotives running backward.		20	20	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
3800 class locomotives.		60	50	On wye tracks.	6	6	6
3900 class locomotives.		65	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
4000, 9000, 2-10-2 and 4-10-2 type locomotives.		50	50				
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	
	Psg.	Frt.		Psg.	Frt.
Maximum Speed.	70	50	Between M.P. 51.4 and 51.1.	45	35
McCammon Between M.P. 111.2 and 110.8.	40	25	Between M.P. 49.3 and 49.0.	30	25
Between M.P. 107.7 and 107.4.	60	50	Cache Jct. Between M.P. 47.1 and 46.5.	30	30
Arimo Between M.P. 102.6 and 102.4.	60	50	Between M.P. 46.4 and 44.6.	12	12
Virginia Between M.P. 99.6 and 99.4.	50	40	Wheelon Between M.P. 44.4 and 43.5.	40	30
Downey Between M.P. 93.9 and 92.3.	60	50	Between M.P. 42.2 and 42.0.	40	30
Between M.P. 90.4 and 90.2.	50	40	Between M.P. 41.4 and 41.0.	60	50
Between M.P. 86.7 and 85.6.	60	50	Between M.P. 38.0 and 37.8.	45	35
Swan Lake Between M.P. 83.0 and 82.7.	45	35	Honeyville Between M.P. 23.4 and 23.1.	60	50
Dayton Between M.P. 67.1 and 66.1.	50	40	Brigham City Between M.P. 21.1 and 20.9.	35	25
Weston Between M.P. 64.5 and 64.1.	60	50	Between M.P. 19.4 and 19.2.	60	50
Trenton Between M.P. 53.9 and 53.5.	60	50	Willard Between M.P. 14.0 and 13.7.	60	50
			Between M.P. 12.7 and 12.3.	60	50
			Between M.P. 10.6 and 10.3.	60	50
			Hot Springs		

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

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Frt.		Str.	Psg.	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. 8.7 and 9.1.	79	65	50	Between M.P. 26.6 and 26.8.	70	60	50
Naval Supply Depot area.			12	Bamberger R. R. Crossing, M.P. 31.0	65	50	40
Naval Supply Depot wye.			8	North Yard Between M.P. 34.9 and Fifth North Street.	30	30	20
Kaysville Between M.P. 20.9 and 21.2.	70	60	50	Between Fifth North Street and passenger depot. Salt Lake City	12	12	12

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

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	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.	Psgr.	Frnt.		Str.	Psgr.	Frnt.	
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	
				Between M.P. 699.9 and 699.6.	70	60	50	
Western Pacific Railroad Crossing M.P. 36.0 (Freight Line.)	20	20	20	Tintic Between M.P. 693.4 and 692.8.	70	60	50	
D. & R. G. W. Railroad Crossing, Ninth South Street, M.P. 37.8.	20	20	20	McIntyre Between M.P. 688.9 and 685.7.	60	50	40	
Between Buena Vista and North Yard, (Freight Line).	20	20	20	Jericho Between M.P. 684.5 and 682.5.	60	50	40	
Between M.P. 779.6 and 779.2.	70	60	50	Between M.P. 681.0 and 680.5.	60	50	40	
Buena Vista Between M.P. 770.6 and 770.1.	70	60	50	Between M.P. 679.2 and 678.9.	65	55	45	
Garfield Between M.P. 767.5 and 767.2.	65	55	45	Lynndyl Over old cinder pit on inbound roundhouse lead.		5	5	
	D. & R. G. W. Crossing M.P. 767.1.	65	55		45			
American Smelting and Refining Co. bighline.			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. 498.5 and 497.6.	70	60	50	Between M.P. 477.2 and 469.1.	30	25
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	25	20
	Between M.P. 489.9 and 489.7* (See note).	45	35		30	25	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	20	20
	Between M.P. 486.6 and 484.5* (See note).	50	40		30	45	35

*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.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
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. Plaster mill spur.	20	20	20 10
Between M.P. 781.0 and 783.0 eastward.	20	20	20	Juab Between M.P. 694.4 and 691.8.	40	30	25
Draper Between M.P. 778.0 and 773.5.	40	30	20	Mills Between M.P. 685.8 and 674.6.	40	30	20
Cutler Emsco spur, over No. 7 switch.			5	Lynndyl Between house track switch and standpipe.	5	5	5
Lehi Sugar Factory trackage.			5				

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

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Pagr.	Frnt.		Pagr.	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 Between M.P. 0.0 and 17.0		25
Bear River Branch.	10		Between M.P. 17.0 and 22.0		10
Cache Valley Branch.			Between M.P. 22.0 and 32.7.		25
Between Cache Jct. and Logan.	35		Prince Branch.		15
Between Logan and Preston.	25		Mead Lake Branch.		25
Nebeker Between M.P. 13.6 and 13.9.	15		Between M.P. 5.4 and 6.6.		15
Hyrum Between M.P. 17.7 and 18.0.	15				
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
80"	120.	52"	69.2	1'15"	48.
81"	116.1	53"	67.9	1'20"	45.
82"	112.5	54"	66.6	1'25"	42.8
83"	109.1	55"	65.4	1'30"	40.
84"	105.9	56"	64.2	1'35"	37.9
85"	102.9	57"	63.1	1'40"	36.
86"	100.	58"	62.	1'45"	34.8
87"	97.8	59"	61.	1'50"	32.7
88"	94.7	1'	60.	1'55"	31.8
89"	92.8	1' 1"	59.	2'	30.
90"	90.	1' 2"	58.	2'15"	26.6
91"	87.8	1' 3"	57.1	2'30"	24.
92"	85.7	1' 4"	56.2	2'45"	21.8
93"	83.7	1' 5"	55.3	3'	20.
94"	81.8	1' 5"	54.5	3'30"	17.1
95"	80.	1' 7"	53.7	4'	16.
96"	78.3	1' 8"	52.9	5'	12.
97"	76.6	1' 9"	52.1	6'	10.
98"	75.	1'10"	51.4	7'	8.6
99"	73.5	1'11"	50.7	8'	7.5
100"	72.	1'12"	50.	10'	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	West
Collinston (2)	40.1	32 P	Both	East	Halbert	34.4	6	East	Level
Madsen	32.5	21	Both	East	Washakie	40.5	8	East	West
Bushnell	19.3	Spur 1.4 Mi.	Both	Level	Evona Branch				
Perry (1)	17.2	Old Siding 52 P	Both	Level	Ogden	0.0	3.3 Mi.	OUR&D Yard	East
Harrisville	4.7	Team Track 25	Both	Level					
Browning	2.7	32 P	Both	West	Fairfield Branch				
Sugar Factory	13.8	29	Both	East	Dahl Spur	12.7	9	East	West
Becks	32.9	50 X	Both	East	Floyd Spur	17.4	9	West	East
		Old Siding 88 P			Eureka Branch				
		Advance Track 68			Eureka	3.6	3.66 Mi.	East	East
Second Subdivision					Silver City Branch				
Small Arms Spur	779.9	64 P	West	East	Silver City	2.4	1.94 Mi.	East	East
Bauer	744.8	33 P	Both	East	Mammoth Branch				
Clover	732.8	Govt. Yard P	Both	East	Mammoth Jct. to Mammoth Mine		3.66 Mi.	East	East
Oasis (3)	644.4	33 P	Both	West	Mammoth Mine to Grand Central		0.42 Mi.	East	East
Borden	620.9	4 P	West	East	Mammoth	1.6	10	Both	East
Pumice	604.3	16 P	Both	East	Cedar City Branch				
					Kaiser	22.5	48	Both	East
					Stock Yards	29.9	Stock Track 28 P Stock Spur 0.5 Mi.	West	East
Third Subdivision					Pioche Branch				
Laho	566.6	26 P	Both	East	Peck	6.0	2	West	East
Barclay	478.7	18 P	Both	West	Prince Branch				
Little Springs	472.3	14 P	East	West	Atlanta	2.6	13	Both	East
Hoya Pit	401.5	70 P	Both	West	Mendha	4.2	3	East	East
Arrolime	353.8	31 P	Both	East	Casleton	6.5	Yard	East	West
Valley	342.4	Old Siding 38 P	Both	West	Prince	8.6	4	Both	West
		Industry 14			Mead Lake Branch				
		Nellis Air Base Spur 2.7 Mi	West	West	Standard Oil Co.	3.1	6	East	East
					Arrowhead	3.3	20	West	East
Provo Subdivision					Seven Arrow				
Officer	38.9	83 P	Both	East	Gypsum	9.3	7	East	West
Burton	39.5	21	Both	East	Amber	9.5	5	East	West
Walton	41.1	16	West	East	Virgin	12.8	6	Both	West
Bentz	42.2	9	West	West	Glassand	13.7	20	West	West
Atwood	45.9	Team Track 17 P Spur 11	Both	West					
Cushing	47.5	27	Both	East					
Mellen Sand Spur	781.3	10	East	East					
Rideout	778.0	7 P	East	East					
Lehi Sugar Spur	769.1	98	East	West					
Hardy Beet Spur	761.8	27	West	East					
Bunker Spur	759.9	12	East	East					
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	East	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	19	Both	East	Islen	475.3	22	Both	West
Wheelon	44.6	27	Both	East	Minto	468.4	14	Both	West
Dewey	35.9	35	Both	Level	Eccles	464.3	14	Both	West
Honeyville	30.4	25	Both	East	Etna	454.5	11	East	West
Willard	14.0	18	Both	West	Boyd	444.9	12	Both	West
Hot Springs	8.8	34	Both	East	Elgin	438.4	22	Both	West
Roy	6.1	32	Both	East	Leith	429.1	17	Both	West
Clearfield	9.8	7	Both	West	Carp	419.1	9	Both	West
Layton	14.5	17	Both	West	Vigo	413.5	21	Both	West
Kaysville	16.7	East spur 8	Both	West	Hoya	402.9	7	East	West
Farmington	21.3	West spur 8	Both	West	Rox	397.9	18	West	West
Woods Cross	28.1	House 15	Both	East	Ute	373.5	9	West	East
		Stock 48	Both	East	Dry Lake	363.0	21	Both	East
		Stock 13	West	East	Garnet	357.5	6	West	East
		13	Both	Level	Apex	352.0	8	Both	East
		Old Siding 49	Both	West	Dike	347.0	8	East	West
		Team Track 5	West	West	Wann	338.7	16	Both	West
		Storage 43	West	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					
Champlin	675.0	22	Both	West	Cache Valley Branch				
Strong	658.2	22	Both	West	Hyrum	17.6	House 22	Both	East
Van	639.9	22	Both	West	Richmond	37.4	House 18	Both	West
Clear Lake	631.0	22	Both	East	Lewiston	41.5	SugarSpur 1.46Mi.	West	East
Neels	625.9	22	Both	East					
Bloom	617.5	22	Both	Level	Malad Branch				
Cruz	609.6	23	Both	Level	Corinne	5.6	Stock 22	Both	Level
Black Rock	599.4	22	Both	East	Portage	36.7	House 36	Both	Level
Read	589.7	22	Both	East			16	East	Level
Murdock	585.1	22	Both	East	Cedar City Branch				
					Avon	9.4	2	West	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.