

UNION PACIFIC RAILROAD COMPANY
 South-Central District

Safety Is  No Accident

UTAH DIVISION
TIME-TABLE
No. 18

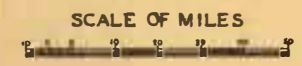
Effective Saturday,
June 12, 1954
 at 12:01 A.M. MOUNTAIN TIME

Careful Handling
Prevents Damage

FOR EMPLOYEES ONLY

SOUTH CENTRAL DISTRICT

UTAH DIVISION
 CORRECTED TO OCT. 1, 1952



A. D. HANSON General Manager
H. E. SHUMWAY General Superintendent Transportation
C. C. LARKIN General Superintendent

W. B. GROOME, Superintendent,
Salt Lake City, Utah

H. S. JENSEN, Ass't Superintendent . . . Salt Lake City, Utah
A. E. STRAND, Terminal Superintendent
Salt Lake City, Utah
G. H. BAKER, Trainmaster Salt Lake City, Utah
A. W. KIRKEBY, Trainmaster Salt Lake City, Utah
K. P. VARLEY, Trainmaster Milford, Utah
A. R. NELSON, Master Mechanic Pocatello, Idaho
F. D. ACORD, Master Mechanic Los Angeles, Calif.
M. DEVEREAUX, Terminal Road Foreman
of Engines Salt Lake City, Utah
J. E. DRUMMOND, Road Foreman of Engines
Salt Lake City, Utah
K. S. RUSSEY, Road Foreman of Engines
Salt Lake City, Utah
J. J. SCHNACKENBERG, Road Foreman of Engines
Milford, Utah
R. M. BROWN, Division Engineer Salt Lake City, Utah
M. E. BYRNE, General Roadmaster Salt Lake City, Utah
C. E. LUCAS, Safety Representative Salt Lake City, Utah

First, Second and Third Subdivisions and Branches
McCammion to Caliente

D. DURHAM, Chief Train Dispatcher
Salt Lake City, Utah
C. E. WEICHERS, 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
R. D. BRINK, Ass't Chief Train Dispatcher
Salt Lake City, Utah
R. L. MAUGHAN, Ass't Chief Train Dispatcher
Salt Lake City, Utah
W. B. DUMAS, Ass't Chief Train Dispatcher
Salt Lake City, Utah

Third Subdivision and Branches
Caliente to Las Vegas

R. A. FORBES, Chief Train Dispatcher . . . Las Vegas, Nev.
R. L. GUNDY, Ass't Chief Train Dispatcher
Las Vegas, Nev.
J. T. HOLYOAK, Ass't Chief Train Dispatcher
Las Vegas, Nev.
W. A. McCALL, Jr., Ass't Chief Train Dispatcher
Las Vegas, Nev.

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

NAME	TITLE	PLACE
L. J. Tanfer	District Surgeon	Salt Lake City.
R. R. Merrell	District Surgeon	Pocatello.
E. L. Turner	District Surgeon	Los Angeles.
K. E. Noyes	Surgeon	American Fork.
J. E. Trowbridge	Surgeon	Bountiful.
H. L. Pearse	Surgeon	Brigham City.
R. L. Stewart	Surgeon	Caliente.
L. V. Broadbent	Surgeon	Cedar City.
P. K. Edmunds	Surgeon	Cedar City.
R. W. Farnsworth	Surgeon	Cedar City.
M. E. Bird	Surgeon	Delta.
M. A. Lyman	Surgeon	Delta.
L. G. Burkett	Surgeon	Downey.
H. S. Jensen	Surgeon	Farmington.
Kenneth Hill	Surgeon	Garfield.
R. D. Preston	Surgeon	Garland.
V. R. Kelly	Surgeon	Kaysville.
J. B. Demman	Surgeon	Las Vegas.
J. J. Hamill	Surgeon	Las Vegas.
G. J. Madsen	Oculist	Las Vegas.
C. G. Scruggs	Surgeon	Las Vegas.
N. Z. Tanner	Surgeon	Layton.
Robt. Skabeluud	Surgeon	Lewiston.
R. N. Barlow	Surgeon	Logan.
S. M. Budge	Surgeon	Logan.
O. W. Budge	Surgeon	Logan.
J. Claire Hayward	Surgeon	Logan.
R. O. Porter	Oculist & Aurist	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	Physician	Ogden.
Harold V. DeMars	Oculist & Aurist	Ogden.
John Dixon	Surgeon	Ogden.
R. F. Howe	Surgeon	Ogden.
G. H. Keyes	Surgeon	Ogden.
I. B. McQuarrie	Surgeon	Ogden.
R. W. Pugmire	Oculist	Ogden.
M. P. Southwick	Surgeon	Ogden.
K. A. Stratford	Surgeon	Ogden.
F. W. Seager	Surgeon	Ogden.
Max Stewart	Surgeon	Pnyson.
B. C. Linebaugh	Surgeon	Pleasant Grove.
R. R. Merrell	District Surgeon	Pocatello.
R. G. Crandall	Surgeon	Pocatello.
H. Dean Hartvigsen	Surgeon	Pocatello.
F. H. Howard	Surgeon	Pocatello.
H. H. Hughart	Surgeon	Pocatello.
R. K. Gorton	Surgeon	Pocatello.
David C. Miller	Physician	Pocatello.
D. J. Nelson	Surgeon	Pocatello.
C. T. Parker	Surgeon	Pocatello.
C. W. Pond	Oculist & Aurist	Pocatello.
E. V. Simison	Oculist & Aurist	Pocatello.
M. J. Sharp	Surgeon	Pocatello.
L. R. Hawkes	Surgeon	Preston.
Eldon D. Clark	Oculist & Aurist	Provo.
J. J. Weight	Surgeon	Provo.
J. B. Westwood	Surgeon	Provo.
W. G. Noble	Surgeon	Richmond.
L. J. Tauffer	District Surgeon	Salt Lake City.
Harry Berman	Oculist & Aurist	Salt Lake City.
L. W. Condie	Surgeon	Salt Lake City.
Alan S. Crandall	Oculist	Salt Lake City.
Geo. H. Curtis	Physician	Salt Lake City.
E. B. Fairbanks	Oculist & Aurist	Salt Lake City.
B. J. Fairbanks	Oculist & Aurist	Salt Lake City.
Sharp Sanders	Surgeon	Salt Lake City.
S. C. Sharp	Surgeon	Salt Lake City.
Rulon E. Smith	Surgeon	Salt Lake City.
F. J. Winget	Surgeon	Salt Lake City.
W. W. Lowe	Surgeon	Salt Lake City.
E. C. Budge	Surgeon	Smithfield.
Robert S. Budge	Surgeon	Smithfield.
G. B. Orton	Surgeon	Springville.
T. M. Aldous	Surgeon	Tooele.
G. C. Ficklin	Surgeon	Tremonton.

MILEAGE

Main Line	734.6
Branches	275.0
Grand Total	1009.6

WESTWARD CONDENSED TIME-TABLE EASTWARD

FIRST CLASS					Distance from Ogden	Time-Table No. 18 June 12, 1954			Mile Post	FIRST CLASS				
9 Passenger Daily	103 Streamliner Passenger Daily	5 Mail and Express Daily	107 Streamliner Passenger Daily	37 Daily		STATIONS				10 Passenger	108 Streamliner Passenger	104 Streamliner Passenger	38 Passenger	6 Mail and Express
9.05	6.25	8.15	8.10	6.35	0.0	MT	OGDEN	MT	0.0	A 6.05	A 6.30	A 9.35	A 6.25	A 8.05
10.30	7.40	A 9.10	8.55 9.05	7.35 7.45	36.3		SALT LAKE CITY		36.3 784.0	5.05 4.45	5.45 5.35	8.50 8.40	5.30 5.20	7.15
12.30	9.14		10.53	12.20	154.4		LYNNDYL		665.9	2.20	3.39	6.46	2.10	
2.10	10.30		12.08	2.25	243.5		MILFORD		576.8	12.50	2.30	5.37	12.35	
3.00	10.57		12.35	3.10	278.9		LUND		541.4	12.05	1.56	5.00	11.40	
5.08	12.31		2.12	5.25	360.8		CALIENTE		459.5	10.15	12.17	3.24	9.30	
8.05 7.20	3.15 2.25		4.50 4.00	8.45 8.15	486.1	MT PT	LAS VEGAS	MT PT	334.2	7.30 6.15	8.50 8.40	12.55 11.45	6.30 5.00	
10.45	5.10		6.43	12.45	657.1		YERMO		163.2	2.53	5.38	8.45	12.30	
11.08	5.28		7.00	1.15	670.5		BARSTOW		150.1	2.25	5.20	8.27	11.55	
1.15	7.25		8.55	3.40	751.3		SAN BERNARDINO		67.3	12.20	3.30	6.38	9.35	
1.25	7.33		9.03	3.50	754.3		COLTON		64.5	12.07	3.20	6.25	9.15	
1.40	7.45		9.15	4.15	761.8		RIVERSIDE		57.5	11.55	3.07	6.13	8.55	
2.01				5.00	781.5		ONTARIO		37.8	11.28			8.15	
2.11	8.10			5.20	787.3		POMONA		32.0	11.20		5.45	8.05	
2.50	8.40		10.10	6.25	813.6		EAST LOS ANGELES		5.7	10.50	2.20	5.20	7.25	
A 3.15	A 9.00		A 10.30	A 7.00	821.0	PT	LOS ANGELES	PT	0.0	10.30	2.00	5.00	7.00	
							(821.0)			Daily	Daily	Daily	Daily	Daily
(19.10) 42.8	(15.35) 62.7	(0.65) 39.6	(15.20) 53.5	(26.25) 32.3			Thru Time		(18.35) 44.0	(15.30) 52.9	(15.35) 52.7	(22.25) 36.6	(0.50) 43.5	
							Average speed per hour							

WESTWARD CONDENSED TIME-TABLE EASTWARD

FIRST CLASS			Distance from Salt Lake City	Time-Table No. 18 June 12, 1954			Mile Post	FIRST CLASS		
35 Passenger Daily	29 Passenger Daily	33 Passenger Daily		STATIONS				36 Passenger	30 Passenger	34 Passenger
8.00	6.00	5.30	0.0				A 7.00	A 8.25	A 9.45	
8.55	6.50	6.20 6.50	36.3			36.3	6.00 5.40	7.30 7.10	8.50 8.30	
9.45	7.55	7.22	57.4			21.1	4.58	6.35	7.55	
10.30	8.40	8.02	85.1			48.8	4.15	5.50	7.07	
12.05	10.10	9.35	147.5			111.2	2.55	4.30	5.40	
A 12.40	A 10.45	A 10.10	170.2			213.9	2.25	3.55	5.10	
							Daily	Daily	Daily	
(4.40) 36.0	(4.45) 35.8	(4.40) 36.0					Thru Time	(4.35) 37.1	(4.30) 37.8	(4.35) 37.1
							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. 18 June 12, 1954				
	254	277	279	251	311
	Time Freight	Time Freight	Time Freight	Time Freight	Mixed
	Daily	Daily	Daily	Daily	Daily Except Sunday
P					
CDOPT WYZ	10.30PM	10.00PM	7.30PM	4.00AM	
PX	10.40	10.10	7.40	4.10	
IX					
PX					
WS 72 WPX	10.56	10.25	7.53	4.27	
CS 133 PX	11.04	10.32	7.59	4.35	
	11.08	10.36	8.02	4.40	
WS 56 PX	11.18	10.43	8.08	4.50	
ES 115 PX	11.25	10.50	8.12	4.55	
ES 4 PX	11.36PM	10.59	8.19	5.04	
P					
CDOPT WYZ	A 12.05AM	11.15PM	8.30	5.25	5.50AM
		12.15AM	8.55	6.05	
122 P		12.25 ²⁷⁰	9.05	6.25	6.04
120 P		12.40	9.14	6.48 ³⁰	f 6.20
120 P		12.50	9.20	7.00	f 6.43 ³⁰
WS 114 PWY		1.20	9.30	7.22 ³⁰	A 7.00AM
ES 67					
120 P		1.33	9.41	7.37	
122 P		1.40	9.47	7.45	
121 P		1.55	9.57	8.01	
WS 106 DOCP		2.35	10.11	8.35	
ES 70 WYZ					
123 P		2.55 ²⁸⁰	10.23 ²⁷⁰	8.52	
P					
P					
121 P		3.15	10.34	9.05	
121 P		3.42 ³⁰	10.43	9.20	
PW					
121 P		3.55	10.52	9.31	
P					
121 PW		4.15	11.01	9.41	
121 PW		4.50 ³⁰	11.15	10.01	
P					
122 P		5.15	11.27	10.16	
ES 123 IPWY		A 5.45AM	A 11.40PM	A 10.30AM	
WS 125					

Time-Table No. 18

June 12, 1954

STATIONS

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

Double Track

BLOCK SIGNALS

(147.5)

(1.35) 21.3 (7.45) 19.0 (4.10) 36.4 (6.30) 22.3 (1.10) 18.0 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. Rules 251 to 254 inclusive apply between Ogden and Salt Lake City. Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden. For stations not shown on schedule pages.—See Page 21. For setout tracks.—See Page 22.

WESTWARD

FIRST SUBDIVISION

FIRST CLASS

Distance from Salt Lake City	35	6	29	38	104	108	33	10
	Passenger	Mail and Express	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	8.00PM	7.15PM	6.00PM	5.30PM	8.50AM	5.45AM	5.30AM	5.05AM
2.6								
5.2								
5.3								
8.2								
15.0								
19.6								
21.8								
26.5								
30.2								
35.3								
36.3								
37.0								
37.9								
45.1								
50.3								
57.4								
66.7								
72.2								
80.9								
85.1								
93.2								
96.9								
98.7								
101.4								
107.3								
111.5								
114.6								
117.6								
121.0								
131.3								
136.3								
141.0								
147.5								

Time-Table No. 18

June 12, 1954

STATIONS

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

Double Track

BLOCK SIGNALS

(147.5)

(4.05) 36.1 (0.50) 43.5 (4.10) 35.4 (0.55) 39.6 (0.45) 48.4 (0.45) 48.4 (4.05) 36.1 (1.00) 36.3 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. Rules 251 to 254 inclusive apply between Ogden and Salt Lake City. Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden. For conditional stops to discharge or pick up revenue passengers.—See Page 14. For stations not shown on schedule pages.—See Page 21. For setout tracks.—See Page 22. No. 33 will not stop at Dayton or Dewey on Sundays, or at Coulam and Virginia on Sundays and holidays, for mail and express. The time of Nos. 104 and 108 must be cleared by Nos. 10, 33, 38, 29, 6 and 35 as provided by Operating Rules 86 and S-89.

FIRST SUBDIVISION

EASTWARD

Time-Table No. 18 June 12, 1954		FIRST CLASS								
STATIONS		36 Passenger	37 Passenger	30 Passenger	107 Streamliner Passenger	5 Mail and Express	103 Streamliner Passenger	34 Passenger	9 Passenger	
DN-R SALT LAKE CITY YL SA	36.3	A 7.00AM	A 7.35AM	A 8.25AM	A 8.55AM	A 9.10AM	A 7.10PM	A 9.45PM	A 10.00PM	
DN-R NORTH YARD YL C	33.7									
NORTH SALT LAKE	31.1	6.42	7.17	8.10	8.45	8.53	7.00	9.31	9.43	
BAMBERGER R. R. CROSS.	31.0									
D WOODS CROSS WC	28.1	6.38	7.13	8.05	8.42	8.49	6.57	9.25	9.39	
FARMINGTON	21.3	6.30	7.05	7.59		8.43		9.19	9.33	
D KAYSVILLE K	16.7	6.25	7.00	7.55		8.39		9.14	9.29	
D LAYTON NY	14.5	6.22	6.57	7.53	8.30	8.37	6.45	9.12	9.27	
D CLEARFIELD CF	9.8	6.17	6.52	7.47		8.32		9.07	9.22	
ROY	6.1	6.12	6.47	7.42	8.22	8.27	6.37	9.02	9.17	
BRIDGE JCT. YL	1.0	6.05	6.40	7.35	8.15	8.20	6.30	8.55	9.10	
DN-R OGDEN YL YD RD	0.0	6.00 5.40	6.35AM	7.30 7.10	8.10AM	8.15AM	6.25PM	8.50 8.30	9.05PM	
D. & R. G. W. CROSSING YL	0.7									
S. P. JCT. YL	1.6	5.20		6.58 ³³				8.17		
HOT SPRINGS	8.8	5.11		6.48 ²⁶¹				8.09		
WILLARD	14.0	5.06		6.43 ³¹¹				8.04		
DN BRIGHAM CITY YL BM	21.1	s 4.58		s 6.35			s 7.55 ²⁹			
D HONEYVILLE HX	30.4	4.44		6.20			7.36			
DEWEY	35.9	4.39		s 6.14			7.31			
WHEELON	44.6	4.30		6.03			7.21			
DN CACHE JCT. YL CJ	48.8	s 4.15		s 5.50			s 7.07			
TRENTON	56.9	3.58		5.32			s 6.50			
D CORNISH CG	60.6	3.54		f 5.27			s 6.44			
UTIDA	62.4	3.52		5.25			6.39			
D WESTON WI	65.1	3.49		5.22			s 6.36			
D DAYTON CN	71.0	f 3.42 ²⁷⁷		s 5.15			s 6.29			
CLIFTON	75.2	3.36		5.10			6.23			
COULAM	78.3	3.33		5.07			6.20			
OXFORD	81.3	3.30		5.04			6.17			
SWAN LAKE	84.7	3.26		5.00			6.13			
DN DOWNEY DO	95.0	f 3.16		s 4.50 ²⁷⁷			s 6.02			
VIRGINIA	100.0	3.08		4.43			5.54			
D ARIMO A	104.7	3.03		4.38			s 5.49			
DN-R McCAMMON YL MC	111.2	s 2.55AM		s 4.30AM			s 5.40PM			
(147.5)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	

Thru Time	(4.05)	(1.00)	(3.55)	(0.45)	(0.55)	(0.45)	(4.05)	(0.55)
Average speed per hour	36.1	36.3	37.6	48.4	39.6	48.4	36.1	39.6

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FIRST SUBDIVISION

EASTWARD

Time-Table No. 18 June 12, 1954		SECOND CLASS					Car capacity of sidings (a) See Page 61
STATIONS		280 Time Freight	312 Mixed	259 Time Freight	278 Stock Special	270 Time Freight	
DN-R SALT LAKE CITY YL SA							P
DN-R NORTH YARD YL C		A 6.25AM		A 5.00PM	A 9.00PM	A 2.30AM	CDOPT WYZ
NORTH SALT LAKE		6.10		4.40	8.45	2.18	PX
BAMBERGER R. R. CROSS.							IX
D WOODS CROSS WC		6.05		4.34	8.39	2.13	PX
FARMINGTON		5.55		4.23	8.28	2.03	WS 72 WPX
D KAYSVILLE K		5.48		4.15	8.20	1.55	CS 133 PX
D LAYTON NY		5.44		4.10	8.15	1.50	
D CLEARFIELD CF		5.37		4.00	8.05	1.40	WS 56 ES 115 PX
ROY		5.32		3.50	7.55	1.30	ES 41 PX
BRIDGE JCT. YL		5.24		3.35	7.40	1.15	P
DN-R OGDEN YL YD RD		5.10 4.40	A 3.00PM	3.30PM	7.30 6.30	1.00 12.30	CDOPT WYZ
D. & R. G. W. CROSSING YL							
S. P. JCT. YL		4.30	2.45		6.10	12.25 ²⁷⁷	122 P
HOT SPRINGS		4.17	f 2.28		5.56	12.12	120 P
WILLARD		4.10	f 2.17		5.47	12.05AM	120 P
DN BRIGHAM CITY YL BM		4.01	2.00PM		5.35	11.55PM	WS 114 ES 67 P WY
D HONEYVILLE HX		3.49			5.15	11.40	120 P
DEWEY		3.42			5.06	11.32	122 P
WHEELON		3.30			4.50	11.20	121 P
DN CACHE JCT. YL CJ		3.10			4.30	11.00	WS 106 ES 67 DDCP WYZ
TRENTON		2.55 ²⁷⁷			3.52	10.44 ³⁵ 10.23 ²⁷⁹	123 P
D CORNISH CG							P
UTIDA							P
D WESTON WI		2.44			3.38	9.59	121 P
D DAYTON CN		2.35			3.28	9.50	121 P
CLIFTON							PW
COULAM		2.26			3.16	9.40	121 P
OXFORD							P
SWAN LAKE		2.16			3.06	9.26 ²⁹	121 PW
DN DOWNEY DO		2.02			2.50	9.09	121 PW
VIRGINIA							P
D ARIMO A		1.48			2.35	8.55	122 P
DN-R McCAMMON YL MC		1.35AM			2.20PM	8.40PM	ES 122 WS 120 IPWY
(147.5)		Daily	Daily Except Sunday	Daily	Daily	Daily	

Thru Time	(4.50)	(1.00)	(1.30)	(6.40)	(5.50)
Average speed per hour	30.5	21.1	22.4	22.1	25.2

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. Rules 251 to 254 inclusive apply between Ogden and Salt Lake City. Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden. For stations not shown on schedule pages.—See Page 21. For setout tracks.—See Page 22.

WESTWARD

SECOND SUBDIVISION

Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS		FIRST CLASS					Distance from Salt Lake City	Time-Table No. 18	
	259	299	309	9	103	37	107		June 12, 1954	
	Time Freight	Stock Special	Passenger	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger		STATIONS	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily		DN-R NORTH YARD YL C	
CDOPT WYZ	9.00PM	1.30PM						0.0	D. & R. G. W. CROSSING YL	
I								0.7	D. & R. G. W. CROSSING YL	
								1.2	WEST. PAC. CROSSING YL	
I								2.3	BUENA VISTA	
P								4.4	DN-R SALT LAKE CITY YL	
P			11.00PM	10.30PM	7.20PM	9.45AM	9.05AM	0.0	EIGHTH SO. ST. YL	
								1.3	D. & R. G. W. CROSSING YL	
AIP								1.5	D. & R. G. W. CROSSING YL	
AIP								1.7	BUENA VISTA	
122 P								4.8	D GARFIELD GF	
125 P								15.7	D. & R. G. W. CROSSING	
AI								16.8	LAKE POINT	
122 P								19.6	ERDA	
122 PW								27.6	D WARNER DU	
122 PY								35.8	STOCKTON	
131 PW								41.4	D ST. JOHN SJ	
122 P								47.0	FAUST	
143 PW								60.7	PEHRSON	
122 P								66.8	LOFGREEN	
137 PW								74.1	BOULTER	
122 P								79.8	D TINTIC U	
122 PWYZ								85.4	McINTYRE	
123 P								92.1	JERICHO	
126 PW								98.7	CHAMPLIN	
139 P								109.0	D LYNNDYL NY	
118 118 PWY			f 1.30AM	12.30AM	9.14	s 12.20	10.53	118.1	STRONG	
122 P								125.8	DN DELTA AK	
124 186 PWY			s 1.50	s 12.48		s 12.45		134.6	VAN	
122 P								144.1	CLEARLAKE	
122 P								153.0	NEELS	
123 P								158.1	BLOOM	
122 P								166.5	CRUZ	
124 P								174.4	BLACK ROCK	
123 PW								184.6	READ	
122 P								194.3	MURDOCK	
122 P			2.55	1.45	10.16	1.55	11.55AM	198.9	DN-R MILFORD YL FD	
DOPTWYZ	A 5.00AM	A 6.45PM	A 3.15AM	A 2.00AM	A 10.26PM	A 2.10PM	A 12.05PM	207.2		

CENTRALIZED TRAFFIC CONTROL

(8.00) 26.9 (6.15) 39.4 (4.15) 48.7 (3.30) 59.2 (3.06) 66.8 (4.25) 46.2 (3.00) 69.6 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.	SECOND CLASS		FIRST CLASS					Distance from Salt Lake City	Time-Table No. 18	
	10	108	104	38	310	260	256		June 12, 1954	
	Passenger	Passenger Streamliner	Streamliner Passenger	Passenger	Passenger	Time Freight	Time Freight		STATIONS	
									DN-R NORTH YARD YL C	
CDOPT WYZ								35.3	D. & R. G. W. CROSSING YL	
I								36.0	D. & R. G. W. CROSSING YL	
								36.5	WEST. PAC. CROSSING YL	
I								781.3	BUENA VISTA	
P								779.2	DN-R SALT LAKE CITY YL	
P								36.3	EIGHTH SO. ST. YL	
AIP								37.6	D. & R. G. W. CROSSING YL	
AIP								37.8	D. & R. G. W. CROSSING YL	
122 P								38.0	BUENA VISTA	
125 P								708.3	D GARFIELD GF	
AI								707.1	D. & R. G. W. CROSSING	
122 P								704.4	LAKE POINT	
122 PW								756.4	ERDA	
122 PY								748.2	D WARNER DU	
131 PW								742.0	STOCKTON	
122 P								736.1	D ST. JOHN SJ	
143 PW								723.3	FAUST	
122 P								717.2	PEHRSON	
137 PW								709.9	LOFGREEN	
122 P								704.2	BOULTER	
122 PWYZ								698.0	D TINTIC U	
123 P								691.9	McINTYRE	
126 PW								685.3	JERICHO	
139 P								675.0	CHAMPLIN	
118 118 PWY								665.9	D LYNNDYL NY	
122 P								658.2	STRONG	
124 186 PWY								649.4	DN DELTA AK	
122 P								639.9	VAN	
122 P								631.0	CLEARLAKE	
123 P								625.9	NEELS	
122 P								617.5	BLOOM	
124 P								609.6	CRUZ	
123 PW								599.4	BLACK ROCK	
122 P								589.7	READ	
122 P								585.1	MURDOCK	
DOPTWYZ								576.8	DN-R MILFORD YL FD	

CENTRALIZED TRAFFIC CONTROL

(3.55) 54.2 (3.06) 67.2 (3.06) 67.9 (4.25) 46.9 (4.40) 44.4 (3.40) 23.9 (9.00) 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

Cap. capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS		FIRST CLASS					Distance from Salt Lake City
	299 Stock Special	259 Time Freight	103 Streamliner Passenger	37 Passenger	107 Streamliner Passenger	309 Passenger	9 Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
DOPTWYZ	7.00PM	5.40AM	10.30PM	2.25PM	12.08PM	4.15AM	2.10AM	207.2
123 P								212.3
122 P				2.43				222.4
122 P								229.2
122 P								233.5
122 188 PWY			10.57PM	s 3.10	12.35	A 5.00AM	f 3.00	242.6
122 P				3.22				252.5
122 PW				f 3.28				257.3
122 P								268.2
122 122 PWY				f 3.48			s 3.30	274.2
122 P								282.8
127 PY				4.12				290.3
122 P								294.7
122 PW				4.28				299.4
133 P				4.43				308.7
44 P								311.7
83 P								315.6
122 P				5.05				319.7
BS 119 WS 113 DOPWY			12.31AM	s 5.25	2.12		s 5.08	324.5
122 P				5.33				329.5
122 P								334.1
122 P								339.1
122 PW				6.05				345.6
145 P								349.5
122 P				6.23				354.9
102 77 PW				6.36				364.9
122 P								370.5
69 P				6.55				375.5
122 P				7.05				381.1
136 PW				7.12				386.1
122 P								390.6
122 PWY				s 7.33			6.58	400.9
122 P								410.5
122 PW				7.58				421.0
74 P				8.06				426.5
122 P								432.0
122 P								437.0
122 P				3.07	8.30	4.42	7.50	445.3
DOPTWYZ	A 2.00AM	A 2.30PM	A 3.15AM	A 8.45PM	A 4.50PM		A 8.05AM	449.8

CENTRALIZED TRAFFIC CONTROL

Time-Table No. 18
June 12, 1954

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
3.0
LITTLE SPRINGS
3.9
MINTO
4.1
ECCLES
4.8
DN CALIENTE YL CS
5.0
ETNA
4.6
STINE
5.0
BOYD
6.5
ELGIN
3.9
KYLE
5.4
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-RLAS VEGAS YL VG

(242.6)
Thru Time
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

Cap. capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS		FIRST CLASS					Distance from Salt Lake City
	256 Time Freight	260 Time Freight	104 Streamliner Passenger	38 Passenger	10 Passenger	108 Streamliner Passenger	310 Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
DOPTWYZ	4.30PM	1.45AM	5.33AM	12.25PM	12.40AM	2.27AM	11.20PM	576.8
123 P			5.24	12.15	12.30	2.17	11.05	571.7
122 P				12.01PM				561.6
122 P								554.8
122 P								550.5
122 188 PWY			5.00	s 11.40AM	s 12.05AM	1.56	10.25PM	541.4
122 P				11.22				531.5
122 PW				f 11.16				526.7
122 P								515.8
122 122 PWY				f 11.00				509.8
122 P				10.48				501.2
127 PY				10.36				493.7
122 P								489.3
122 PW				10.20				484.6
133 P				10.03				475.3
44 P								472.3
83 P								468.4
122 P				9.40				464.8
BS 119 WS 113 DOPWY			3.24	s 9.30	s 10.15PM	12.17AM		459.5
122 P				9.13				454.5
122 P								449.9
122 P								444.9
122 PW				f 8.44				438.4
145 P								434.5
122 P				8.27				429.1
102 77 PW				f 8.14				419.1
122 P								413.5
69 P				7.55				408.5
122 P				7.46				402.9
136 PW				f 7.40				397.9
122 P								393.4
122 PWY				s 7.24	8.17			383.1
122 P								373.5
122 PW				f 7.01				363.0
74 P				6.55				357.5
122 P								352.0
122 P								347.0
122 P				6.36				338.7
DOPTWYZ	6.35AM	3.45PM	12.55AM	6.30AM	7.30PM	9.50PM		334.2

CENTRALIZED TRAFFIC CONTROL

(242.6)
Thru Time
Average speed per hour

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. 18 June 12, 1954	Mile Post	SECOND CLASS	
	307	305				306	308
	Mixed	Mixed				Mixed	Mixed
	Daily Except Sunday	Daily Except Sunday		STATIONS			
CDOPRT WYZ		2.00AM	0.0	DN R SALT LAKE CITY YL C	36.3	A 12.15AM	
		2.06	1.3	1.3 EIGHTH SOUTH ST. YL	37.6	12.05AM	
IP			2.1	0.8 D. & R. G. W. CROSSING YL	38.4		
			3.4	1.3 D. & R. G. W. CROSSING YL	39.7		
77 P		2.20	4.7	1.3 HUSLERS YL	41.0	11.50PM	
47 P	f	2.30	7.3	2.6 MURRAY YL FN	43.0	f 11.40	
60 PW		2.35	7.9	0.6 PALLAS YL	44.2	11.35	
AI			11.4	3.5 D. & R. G. W. GAUNTLET	47.7		
AI			12.3	0.9 D. & R. G. W. CROSSING	48.6		
102 P	f	2.45	12.6	0.3 SANDY	48.9	f 11.20	
48 PW	s	3.05	17.1	4.5 DRAPER A	782.9	s 11.10	
WS 73 P	f	3.25	24.5	7.4 MOUNT	775.5	f 10.50	
BS 70				4.5 CUTLER YL	771.0	f 10.30	
73 PWY	f	3.45	29.0	1.5 LEHI YL HI	769.5	f 10.20	
31 P	f	4.05	30.5	3.0 AMERICAN FORK AF	766.5	f 10.00	
45 P	f	4.15	33.5	3.0 PLEASANT GROVE GO	763.5	f 9.40	
73 P	f	4.35	36.5	5.5 D GENEVA YL G	758.0	f 9.20	
100 P	f	4.45	42.0	0.7 D. & R. G. W. CROSSING	757.3		
AI			42.7	4.6 DN-R PROVO YL VO	752.7	9.00PM A 4.45PM	
CDOPRT WYZ	f	9.40	47.3	4.7 SPRINGVILLE	748.0	f 4.34	
	s	9.55	55.6	3.6 SPANISH FORK SF	744.4	f 4.28	
29 P				7.6 PAYSON CN	736.8	f 4.17	
116 PW	s	10.15	63.2	14.8 STARR	722.0	f 3.52	
126 PW	f	10.55	78.0	11.2 NEPHI NI	710.8	s 3.35	
132 PY	s	11.35AM	89.2	14.5 JUAB	696.3	f 3.10	
75 P	f	12.05PM	103.7	15.2 PARLEY	681.1	f 2.40	
125 P	f	12.45	118.9	11.2 MACK	669.9	f 2.16	
60 P	f	1.15	130.1	4.0 LYNN DYL YL NY	665.9	2.10PM	
PWY	A	1.30PM	134.1				
				(134.1)		Daily Except Saturday	Daily Except Sunday
	(4.00) 21.7	(3.15) 14.5	Thru Time	(3.16) 14.5	(2.35) 33.6		
			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. 18 June 12, 1954	Mile Post	SECOND CLASS	
	303	304					
	Mixed	Mixed					
	Daily Except Sunday		STATIONS				
CDOPWYZ	6.10AM	0.0	DN-R	CACHE JCT. YL CJ	0.0	A 3.00PM	
10		4.8	4.8	PETERSBORO (Spur)	4.8		
35	f 6.35	8.6	3.8	MENDON	8.6	f 2.15	
7		12.4	1.4	NEBEKER (Spur)	12.4		
19 w	f 6.55	13.8	0.7	WELLSVILLE WV	13.8	f 1.55	
25		14.5	3.1	HILLS	14.5		
22	f 7.10	17.6	2.6	HYRUM	17.6	f 1.30	
13		20.2	3.0	HOLT	20.2		
85 wyz	s 7.35	24.1	0.3	LOGAN YL Q	24.1	s 1.10	
		24.4	2.0	BENSON JCT. YL	24.4		
20		26.4	5.1	GREENVILLE	26.4		
15	f 8.02	31.5	1.9	SMITHFIELD YL SM	31.5	f 12.30	
9		33.4	3.1	BAUGH (Spur)	33.4		
9		36.5	0.9	HODGES (Spur)	36.6		
33 w	f 8.25	37.4	2.2	RICHMOND YL RN	37.4	f 12.01PM	
10		39.6	1.4	MERRILLS YL	39.6		
6	f 8.34	41.0	0.5	WEBSTER YL	41.0	f 11.30AM	
		41.5	2.3	LEWISTON YL (Spur)	41.5		
35	f 9.05	43.8	4.2	FRANKLIN YL F	43.8	f 11.20	
24	f 9.15	48.0	2.8	WHITNEY YL	48.0	f 11.08	
22 wY	A 10.10AM	50.8		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			

One Yard Limit between M.P. 36.76 east of Richmond and M.P. 44.64 west of Franklin.

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					
SECOND CLASS		Distance from Brigham City	Time-Table No. 18 June 12, 1954				SECOND CLASS		Mile Post	Time-Table No. 18 June 12, 1954			
311 Mixed			STATIONS				312 Mixed			STATIONS			
WS 114 ES 67	PWY	7.30AM	0.0	DN-R	BRIGHAM CITY YL	BM	0.0	A	1.30PM				
51	f	7.45	5.6		CORINNE	YL	5.6	f	12.55				
24	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	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				
				(61.5)									
				(2.45) Thru Time				(3.00)					
				18.7 Average speed per hour				17.1					

WESTWARD				CEDAR CITY BRANCH				EASTWARD				Westward IRON MOUNTAIN BRANCH Eastward					
SECOND CLASS		Distance from Cedar City	Time-Table No. 18 June 12, 1954				FIRST CLASS		Mile Post	SECOND CLASS		Distance from Iron Springs	Time-Table No. 18 June 12, 1954				
417 Local Freight			STATIONS				310 Passenger			418 Local Freight			STATIONS				
122 188	PWY	7.30AM	0.0	DN-R	LUND YL	UN	0.0	A	10.10PM	A	1.50PM	120	WYZ	DN-R	IRON SPRINGS YL	GS	0.0
120		7.50	5.30		AVON		9.4		9.50		1.25				DESERT MOUND		4.5
120	WYZ	8.30	5.50	DN-R	IRON SPRINGS YL	GS	20.3		9.30		12.55		Y		COMSTOCK		10.9
20		8.45	6.00		HALIVAH		25.2		9.20		12.20		Y	D	IRON MOUNTAIN YL	MN	14.9
Loop 43	W	A 9.10AM	A 6.30AM	DN-R	CEDAR CITY YL	CD	32.5		9.00PM		12.05PM						
				(32.5)								(14.9)					
				(1.40) Thru Time				(1.10)				(1.45)					
				19.6 Average speed per hour				24.3				27.8					

Westward SYRACUSE BRANCH Eastward				Westward BEAR RIVER BRANCH Eastward				Westward THATCHER BRANCH Eastward									
SECOND CLASS		Distance from Syracuse	Time-Table No. 18 June 12, 1954				SECOND CLASS		Mile Post	SECOND CLASS		Mile Post	SECOND CLASS		Mile Post		
311 Mixed			STATIONS				312 Mixed			311 Mixed			312 Mixed				
WS 56 ES 115	PX	0.3	D	CLEARFIELD YL	CF	0.0	19	WY	D	GARLAND YL	AJ	0.0	46	D	TREMONTON YL	MU	0.0
	I	0.3		D. & R. G. W. CROSSING	YL	0.3				GARLAND JCT. YL		1.1	22		SUNSET	YL	5.1
46		2.1		BARNES YL (Spur)		2.1	9			HAWS	YL	3.4			END OF TRACK YL		5.6
3		2.4		END OF TRACK YL		2.4	11			BUSH	YL	7.5					
				(2.4)				(9.9)				(5.6)					

WESTWARD				MEAD LAKE BRANCH				EASTWARD				
SECOND CLASS		Distance from Meade	Time-Table No. 18 June 12, 1954				SECOND CLASS		Mile Post	SECOND CLASS		Mile Post
311 Mixed			STATIONS				312 Mixed			311 Mixed		
122 188	PWY	0.0	D	MOAPA	MA	0.0						
		5.1		NARROWS		5.1						
11		10.2		LOGANDALE		10.2						
11		14.8		OVERTON		14.8						
	Y	10.7		MEAD LAKE (Spur)		16.7						
				(16.7)								

WESTWARD				PIOCHE BRANCH				EASTWARD				Westward FILLMORE BRANCH Eastward				
SECOND CLASS		Distance from Pioche	Time-Table No. 18 June 12, 1954				SECOND CLASS		Mile Post	SECOND CLASS		Distance from Fillmore	Time-Table No. 18 June 12, 1954			
403 Local Freight			STATIONS				404 Local Freight			311 Mixed			STATIONS			
WS 123 ES 116	OPWY	7.30AM	0.0	DN-R	CALIENTE YL	CS	0.0	A	2.45PM	124 186	PW Y	DN	DELTA YL	AK	0.0	
		8.20	14.5		PANACA		14.5	s	1.30	10			GREENWOOD (Spur)		21.7	
	Y	A 9.45AM	32.7	D	PIOCHE YL	RM	32.7		12.01PM	26	Y	D	FILLMORE YL	FI	32.2	
				(32.7)								(32.2)				
				(2.15) Thru Time				(2.44)								
				14.0 Average speed per hour				11.9								

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.	Pocatello and beyond.	
* 33	Any Station.	Any Station.	Any Station.
* 34	Any Station.	Any Station.	Any Station.
35	Any Station.	Any Station.	Idaho Falls and beyond.
36	Any Station.	Idaho Falls and beyond.	Any Station.
9	Moapa.	Salt Lake City.	Los Angeles.
10	Moapa.	Los Angeles.	Salt Lake City and beyond.
* 37	Any Station.	Any Station.	Any Station.
* 38	Any Station.	Any Station.	Any Station.

* Will stop for non-revenue passengers.

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 403 is superior to No. 404, and No. 417 is superior to No. 418.—See Rule 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.

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.
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	Trains handling wrecking derricks: Derricks with 6-wheel trucks.			40
DLS and Stock Special: Ogden to Las Vegas. On straight track, where not otherwise restricted.			60	Derricks with 4-wheel trucks.			35
On curves, where not otherwise restricted.			50	For first five miles after leaving initial terminal with derricks not equipped with roller bearings.			20
Inspection bus cars.		40	40	(All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling company roadway machines on their own wheels, except wrecking derricks.			30
Within yard limits— Protected by continuous block signal system.	60	50	25	Straight track.			25
Not protected by continuous block signal system.	50	40	25	On curves.			15
At North Yard.	50	40	25	On branch lines.			
On branch lines.	30	30	15	Trains handling scale test cars— On main line.			30
Diesel-electric passenger locomotive operated without train.			25	On branch lines.			20
All lesser speed restrictions specified for passenger trains will govern.				Trains handling water cars converted from Vanderbilt (round) type tender on secondary tracks and branch lines.			20
Diesel-electric locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Trains handling air-dump cars.			35
Diesel-electric locomotives in road or helper service— Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling train.	40	40	40	Jordan spreaders and other machines of spreader type, when in operation			15
Backing up light.			40	Trains handling 5 or more cars of ore from Cedar City Branch: Between Lund and Milford.			40
1500 class Diesel-electric road freight locomotives.		50	50	Between Milford and Black Rock.			30
Diesel-electric freight and road switch locomotives.		65		Between Black Rock and Lynndyl.			40
Diesel-electric yard switch locomotives in road service.	35	35	35	Between Lynndyl and Salt Lake via Tintic.			30
Steam locomotives running backward.		20	20	Between Lund and Modena.			40
3800 class locomotives.		60	50	Between Modena and Las Vegas.			
3900 class locomotives.		65	50	When using cross-overs or turn-outs: 9000 class locomotives; Forward movement:		10	10
4000, 9000, 2-10-2 and 4-10-2 type locomotives.		50	50	Back-up movement.		6	6
7000-7800 class locomotives. Between Salt Lake and McCammon.		75	50	All other class locomotives; Forward movement.	15	15	15
MacArthur type locomotives with 63-inch drivers.		55	50	Back-up movement.	10	10	10
MacArthur type locomotives with 57-inch drivers.		35	35	When using No. 14 turn-outs.	25	20	20
Other Ten Wheeler type locomotives and Consolidation type locomotives.		35	35	Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch except at S.P. Jct.			
Mallet type locomotives, 3500 to 3599 incl.		30	30	On wye tracks.	6	6	6
0-6-0 type yard locomotives.		20	20	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line.			25
Trains handling dead steam locomotives: With a side rod or main rod removed.			15	On branch lines.			15
With side rods and main rods in place.			25	(Slower speed must be observed where conditions require.)			

**FIRST SUBDIVISION
Between Ogden and McCammon**

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Maximum speed.	79	50	Utida Between M.P. 64.1 and 64.5.	60	50
Hot Springs Between M.P. 10.3 and 10.6.	60	50	Weston Between M.P. 66.1 and 67.1.	45	35
Between M.P. 12.3 and 12.7.	60	50	Between M.P. 68.6 and 68.8.	70	50
Between M.P. 13.7 and 14.0.	60	50	Oxford Between M.P. 82.7 and 83.0.	45	35
Willard Between M.P. 19.2 and 19.4.	60	50	Swan Lake Between M.P. 85.6 and 85.8.	60	50
Between M.P. 20.9 and 21.1.	35	25	Between M.P. 86.5 and 87.5.	60	50
Brigham City Between M.P. 23.1 and 23.4.	60	50	Between M.P. 90.2 and 90.4.	50	40
Dewey Between M.P. 37.8 and 38.0.	40	30	Between M.P. 92.3 and 93.9* (See Note).	60	50
Between M.P. 41.0 and 41.4.	60	50	Downey Between M.P. 99.4 and 99.6.	50	40
Between M.P. 42.0 and 42.2.	40	30	Virginia Between M.P. 102.4 and 102.6.	60	50
Between M.P. 43.5 and 44.4.	40	30	Arimo Between M.P. 107.4 and 107.7.	60	50
Wheelon Between M.P. 44.6* and 46.4 (See Note).	12	12	Between M.P. 110.8 and 111.2.	40	25
Between M.P. 46.5 and 47.2.	30	30	McCammon		
Cache Junction Between M.P. 49.0 and 49.3.	25	25			
Between M.P. 51.1 and 51.4.	45	35			
Between M.P. 53.5 and 53.9.	60	50			

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

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	79	50	Between M.P. 26.6 and 26.8.	70	60	50
Trains consisting of 50% or more ore.			30	Woods Cross Bamberger R. R. Crossing, M.P. 31.0.	60	50	40
Roy Between M.P. 8.7 and 9.1.	79	70	50	North Yard Between M.P. 34.5 and Fifth North Street.	25	25	15
Kaysville Between M.P. 20.9 and 21.2.	70	60	50	Between Fifth North Street and passenger station. Salt Lake City	12	12	12
Farmington Between M.P. 22.3 and 22.5.	70	60	50				

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

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

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

SECOND SUBDIVISION
Between Milford and Salt Lake City

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Maximum speed.	79	79	50	Erda			
Milford Between M.P. 576.5* and 577.2 (See Note).	20	20	20	Between M.P. 757.1* and 758.9 (See Note).	55	45	35
Delta Between M.P. 651.4 and 651.6.	70	60	50	Between M.P. 760.9 and 761.9.	70	60	50
Between M.P. 652.9 and 653.2.	70	60	50	Between M.P. 762.8 and 763.3.	65	55	45
Between M.P. 655.8 and 656.4.	70	60	50	Lake Point			
Lynnndyl Between M.P. 665.7* and 665.9* (See Note).	70	60	50	A.S.&R. Co. Highline Trackage.			15
Over old Cinder Pit on inbound roundhouse lead.		5	5	D&RGW Crossing at M.P. 767.1.	65	55	45
Champlin Between M.P. 678.9 and 679.2.	65	55	45	Between M.P. 767.2 and 767.5.	65	55	45
Between M.P. 680.5 and 681.0.	60	50	40	Garfield			
Between M.P. 682.5 and 684.5.	60	50	40	Between M.P. 770.1 and 770.5.	70	60	50
Jericho Between M.P. 685.6 and 689.0.	60	50	40	Buena Vista			
McIntyre Between M.P. 692.8 and 693.4.	70	60	50	Between M.P. 779.2** and 779.6 (See Note).	70	60	50
Tintic Between M.P. 699.6 and 699.9.	70	60	50	Freight Line Between Buena Vista and North Yard.	20	20	20
Between M.P. 702.1 and 703.8.	70	60	50	Salt Lake City—within Grant Tower Interlocking Limits.	12	12	12
Boulter Between M.P. 705.8 and 715.9.	55	45	35	Passenger Line—D&RGW railroad crossings on Ninth South Street.	20	20	20
Pehrson Between M.P. 719.6 and 721.0.	60	50	40	Salt Lake City—Between Fifth North and Ninth South Streets; and between Third West and Fourth West Streets.	12	12	12
St. John Between M.P. 742.1 and 744.1.	55	45	35	Salt Lake City—When pushing cars between Fifth North and Twenty-First South Streets.			5
Warner Between M.P. 754.2 and 755.6.	60	50	40	Salt Lake City—All trains and engines using main tracks along Third West Street must consume no less than six minutes between First South Street and Ninth South Street.			
				Salt Lake City			

THIRD SUBDIVISION
Between Las Vegas and Caliente

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Maximum speed.	79	79	50	Ute			
Maximum speed at Any Point between Farrier and M.P. 500 near Uvada.	70	60	50	Between M.P. 379.2 and 379.6.	60	50	40
Las Vegas Between M.P. 332.5 and 335.3.	20	20	20	Between M.P. 380.4 and 380.9.	65	55	45
Wann Nellis Air Base Spur.		25	25	Farrier			
Lovell Government Ordnance Spur.			25	Maximum Speed at Any Point between Farrier and M.P. 500 near Uvada.	70	60	50
Dike Between M.P. 348.4 and 351.1.	40	40	30	Between M.P. 394.0 and 394.2.	60	50	40
Apex Between M.P. 356.1 and 356.8.	50	40	30	Between M.P. 394.6 and 395.9.	35	35	25
Garnet Between M.P. 357.3 and 357.8* (See Note).	70	60	50	Between M.P. 397.5 and 398.6.	45	35	25
Between M.P. 358.2* and 358.5 (See Note).	45	40	30	Hoya			
Between M.P. 358.8 and 359.4.	60	50	40	Between M.P. 403.7 and 419.7.	35	35	25
Between M.P. 362.2 and 362.5* (See Note).	60	50	40	Carp			
Dry Lake Between M.P. 363.9 and 364.3.	70	60	50	Between M.P. 425.4 and 426.2.	55	45	35
Between M.P. 369.1 and 369.4.	70	60	50	Between M.P. 427.9 and 428.2.	55	45	35
				Between M.P. 429.1 and 429.2.	60	50	40
				Leith			
				Between M.P. 430.0 and 455.2.	35	35	25
				Etna			
				Between M.P. 458.4 and 458.8.	45	35	25
				Caliente			
				Between Signal 459.2 and Switch to Oil Spur at M.P. 460.0.	20	20	20

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

THIRD SUBDIVISION (Continued)
Between Caliente and Milford

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Caliente Between M.P. 460.0 and 460.3* (See Note).	45	35	25	Acoma			
Between M.P. 461.2 and 461.7.	30	25	20	Between M.P. 484.5* and 486.6 (See Note).	50	40	30
Between M.P. 461.7 and 463.9.	45	35	25	Between M.P. 486.8 and 488.7.	30	30	25
Eccles Between M.P. 466.0 and 466.9.	40	35	25	Between M.P. 489.1 and 489.2.	50	40	30
Minto Between M.P. 468.1 and 468.3* (See Note).	55	45	35	Brown			
Between M.P. 469.1 and 471.2.	30	25	20	Between M.P. 489.7* and 489.9 (See Note).	45	35	30
Little Springs Between M.P. 471.3 and 475.0* (See Note).	30	25	20	Between M.P. 490.6* and 492.1 (See Note).	50	40	30
Islen Between M.P. 475.4 and 477.3.	30	25	20	Crestline			
Between M.P. 479.1 and 479.5.	40	30	25	Between M.P. 494.1 and 494.4.	40	30	25
Between M.P. 479.8 and 480.0.	50	40	25	Between M.P. 495.0 and 497.3.	30	25	20
Between M.P. 480.4 and 481.6.	30	25	20	Maximum Speed at Any Point between M.P. 500.0 near Uvada and Farrier.	70	60	50
				Uvada			
				Between M.P. 502.0* and 502.5 (See Note).	70	60	50
				Milford			
				Between M.P. 576.5* and 577.2 (See Note).	20	20	20

PROVO SUBDIVISION
Between Lynnndyl and Salt Lake City

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Maximum Speed.	50	40	40	Lehi			
Through interlocking.	20	20	20	Sugar Factory Trackage.			5
Lynnndyl Between House Track Switch and Standpipe.	5	5	5	Cutler			
Between M.P. 666.0 and 667.3.	40	30	20	Emsco Spur, over No. 7 Switch.			5
Mack Between M.P. 674.6 and 686.3.	30	30	25	Between M.P. 773.4 and 778.1.	30	30	20
Mills Between M.P. 691.8 and 694.4.	40	30	25	Draper			
Nephi (See Note). City Limits, between M.P. 710.0 and 711.8**.	20	20	20	Between M.P. 780.8 and 783.5.	20	20	20
Starr Between M.P. 732.6 and 733.5.	40	30	25	Sandy			
Provo (See Note). City Limits, between M.P. 751.0* and 754.8.	20	20	15	Maximum Speed at Any Point between Sandy and Atwood.	30	30	30
Between M.P. 754.8 and 758.8.	20	20	20	Atwood			
Geneva Over Road Crossings in Steel Plant.			15	Midvale Smelter Trackage.			12
Pleasant Grove City Limits, between M.P. 762.9 and 764.0.	20	20	20	Maximum Speed at Any Point between Atwood and Salt Lake City.	15	15	15
Wasatch Oil Spur.			10	Salt Lake City—When pushing cars between Fifth North and Twenty-First South Streets.			5
American Fork City Limits, between M.P. 765.5 and 767.5.	20	20	20	Salt Lake City—Between Fifth North and Ninth South Street.	12	12	12
				Salt Lake City—All trains and engines using main tracks along Third West Street must consume no less than six minutes between First South Street and Ninth South Street.			
				Salt Lake City			

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

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

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Bushnell Hospital spur.	10	10	Cedar City Branch	45	35
Malad Branch.		30	Between Lund and Iron Springs.		
Syracuse Branch			Between Iron Springs and Cedar City.	30	30
Maximum Speed.		15	Between Iron Springs and Cedar City with trains having GP-7 or GP-9 Diesel units.	25	20
Clearfield			Cedar City Loop Track.	10	10
Naval Supply Depot area.		12	Cedar City, oil track No. 12, Commissary spur and freight house lead.	5	5
Naval Supply Depot wye.		8	Iron Mountain Branch.		15
Roche Beet Spur.		10	Pioche Branch		25
Thatcher Branch.		10	Between M.P. 0.0 and 17.0.		10
Bear River Branch.		10	Between M.P. 17.0 and 22.5.		20
Cache Valley Branch			Between M.P. 22.5 and 25.5.		25
Maximum Speed.		35	Between M.P. 25.5 and 32.7.		15
Between M.P. 13.6 and 13.9.		15	Prince Branch.		10
Between M.P. 17.7 and 18.0.		15	Caselton Spur.		25
Between M.P. 42.7 and 43.3.		25	Mead Lake Branch		20
Ironton Spur.		15	Maximum Speed.		10
Eureka and Silver City Branches.		12	Between M.P. 1.6 and 2.3.		10
Eureka, within city limits.		6	Between M.P. 5.0 and 6.7.		20
Mammoth Branch.		6	Between M.P. 7.0 and 9.0.		
Fillmore Branch.		30			

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

Salt Lake City	Yardmaster's Office, 18th 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
Milford	Enginemen's Locker Room
Milford	Telegraph Office
Cedar City	Men's Wash Room, Depot
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"	42.8
33"	109.1	55"	65.4	1'30"	40.
34"	105.9	56"	64.2	1'35"	37.9
35"	102.9	57"	63.1	1'40"	36.
36"	100.	58"	62.	1'45"	34.3
37"	97.3	59"	61.	1'50"	32.7
38"	94.7	1'	60.	1'55"	31.3
39"	92.3	1' 1"	59.	2'	30.
40"	90.	1' 2"	58.	2'15"	26.6
41"	87.8	1' 3"	57.1	2'30"	24.
42"	85.7	1' 4"	56.2	2'45"	21.8
43"	83.7	1' 5"	55.3	3'	20.
44"	81.8	1' 6"	54.5	3'30"	17.1
45"	80.	1' 7"	53.7	4'	15.
46"	78.3	1' 8"	52.9	5'	12.
47"	76.6	1' 9"	52.1	6'	10.
48"	75.	1'10"	51.4	7'	8.6
49"	73.5	1'11"	50.7	8'	7.5
50"	72.	1'12"	50.	10'	6.

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity Etc. See Rule 6-A Page 22	Switch Connections	Grade Descending	Location	Mile Post	Car Capacity Etc. See Rule 6-A Page 22	Switch Connections	Grade Descending
Marsh Valley	103.0	2 Mi.	P	West	Cache Valley Branch				
Beers	72.3	9		East	Sugar Factory Spur	21.7	1.0 Mile	East	Level
Thorensen	68.5	21		West	Mill Spur	44.4	15	West	East
Anderson	63.7	15		Both	Malad Branch				
Morton	58.2	16		Both	Chase	3.9	28	West	East
Cottle	55.7	22		Both	Roche Beet Spur	5.6	3 Miles	East	Level
Collinston (2)	40.1	32	P	Both	Roche		30	East	Level
Madsen	32.5	21		Both	Washakie	34.4	8	East	Level
Bushnell	19.3	21		Both	Woodruff	40.5	8	East	West
Perry (1)	17.2	21		Both	Eureka Branch				
Harrisville	4.7	50	X	East	Eureka	3.6	3.66 Miles	East	East
Browning	2.7	60		Both	Silver City Branch				
Sugar Factory Spur	13.8	60		Both	Silver City	2.4	1.94 Miles	East	East
Pioneer	29.7	88	P	Both	Mammoth Branch				
Becks	32.9	68		Both	Mammoth Jct. to Mammoth Mine		3.66 Miles	East	East
					Mammoth	1.6	10	Both	East
Second Subdivision					Cedar City Branch				
Small Arms Spur	779.9	64	P	West	Kaiser	22.5	48	Both	East
Bauer	744.8	33	P	Both	Stock Yards	29.9	Stock Track 28 P Stock Spur 0.5 Mi.	West	East
Clover	732.8	Gov't Yard	P	East	Pioche Branch				
Oasis (3)	644.4	33	P	Both	Peck	6.0	2	West	East
Borden	620.9	4	P	West	Prince Branch				
Pumice	604.3	16	P	Both	Atlanta	2.6	13	Both	East
					Mendha	4.2	3	East	East
Third Subdivision					Caselton	6.5	Yard	East	West
Barclay	478.7	18	P	Both	Prince	8.6	4	Both	West
Hoya Pit	401.5	70	P	Both	Mead Lake Branch				
Arrolime	353.8	31	P	Both	Standard Oil Co.	3.1	6	East	East
Lovell	344.6	Spur 11	P	West	Arrowhead	3.3	20	West	East
		Gov't Ordnance Spur 4.0 Mi.			Seven Arrow				
Valley	342.4	Old Siding 38 P	P	Both	Gypsum	9.3	7	East	West
		Industry 14		Both	Amber	9.5	5	East	West
		Nellis Air Base Spur 2.7 Mi.		West	Virgin	12.8	6	Both	West
					Glassand	13.7	20	West	West
Provo Subdivision									
Officer	38.9	83	P	Both					
Burton	39.5	21		Both					
Walton	41.1	16		West					
Bentz	42.2	9		West					
Atwood	45.9	Team Track 17 P	P	Both					
		Spur 11		West					
Cushing	47.5	27		Both					
Mellon Sand Spur	781.3	10		East					
Rideout	778.0	7	P	East					
Lehi Sugar Spur	769.1	98		East					
Hardy Beet Spur	761.8	27		West					
Bunker Spur	759.9	12		East					
Gatex	756.1	Industrial Spur		West					
Ironton	754.1	108		East					
Benjamin	741.6	28		Both					
Santaquin	730.7	8		West					
Sharp	703.6	13		East					
Mills	689.3	18	PW	East					
Soma	679.0	14	P	Both					
Uisco	676.3	12	P	East					
Leamington	671.3	5	P	East					

- (1) Flag stop for Nos. 311-312.
- (2) Flag stop for Nos. 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
		Team Track 12	Both	West	Nada	554.8	14	Both	East
Downey	95.0	Stock 14	Both	Level	Latimer	550.7	14	Both	East
		House 57	Both	Level	Zane	531.5	14	Both	West
Swan Lake	84.7	21	Both	Level	Beryl	526.7	36	Both	Level
Oxford	81.3	Old Siding 42	Both	East	Heist	515.8	22	Both	East
		House 16	Both	East	Uvada	501.2	22	Both	East
Coulam	78.3	30	Both	East	Crestline	493.7	22	Both	West
Clifton	75.2	27	Both	Level	Brown	489.3	14	Both	West
Dayton	71.0	35	Both	East	Acoma	484.6	23	Both	West
Weston	65.1	19	Both	East	Islen	475.3	22	Both	West
Utida	62.4	27	Both	East	Minto	468.4	14	Both	West
Cornish	60.6	35	Both	Level	Eccles	464.3	14	Both	West
Trenton	56.9	25	Both	East	Etna	454.5	11	East	West
Wheelon	44.6	18	Both	West	Stine	449.4	22	Both	West
Dewey	35.9	34	Both	East	Boyd	444.9	12	Both	West
Honeyville	30.4	32	Both	East	Elgin	438.4	22	Both	West
Willard	14.0	7	Both	West	Kyle	434.1	21	Both	West
Hot Springs	8.8	17	Both	West	Leith	429.1	17	Both	West
Roy	6.1	East Spur 8	East	West	Carp	419.1	9	Both	West
		West Spur 8	East	West	Vigo	413.5	21	Both	West
Clearfield	9.8	House 15	West	East	Hoya	402.9	7	East	West
Layton	14.5	Stock 48	Both	East	Rox	397.9	18	West	West
Kaysville	16.7	Stock 13	West	East	Ute	373.5	9	West	East
Farmington	21.3	13	Both	Level	Dry Lake	363.0	21	Both	East
Woods Cross	28.1	Old Siding 49	Both	West	Garnet	357.5	6	West	East
		Team Track 5	West	West	Apex	352.0	22	Both	East
		Storage 43	West	West	Dike	347.0	8	East	West
Sure Seal	29.3	11	East	East	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)

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;
- D—Diesel fuel;
- I—interlocking;
- O—oil;
- P—dispatcher's telephone;
- T—turntable;
- W—water;
- X—cross-over;
- Y—wye.