



UNION PACIFIC RAILROAD COMPANY

South-Central District

Safety Is  No Accident

UTAH DIVISION
TIME-TABLE
No. 20

Effective Sunday,
November 7, 1954
at 12:01 A.M. MOUNTAIN TIME

Careful Handling
Prevents Damage

FOR EMPLOYEES ONLY

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

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

NAME	TITLE	PLACE
L. J. Taufer	District Surgeon	Salt Lake City.
R. R. Merrell	District Surgeon	Pocatello.
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. Brnkett	Surgeon	Downey.
H. S. Jensen	Surgeon	Farmlington.
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. Scroggs	Surgeon	Las Vegas.
N. Z. Tanner	Surgeon	Layton.
Robt. Skabelund	Surgeon	Lewiston.
R. N. Barlow	Surgeon	Logan.
S. M. Budge	Surgeon	Logan.
O. W. Budge	Surgeon	Logan.
J. Clare Hayward	Surgeon	Logan.
R. O. Porter	Oculist & Aurist	Logan.
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	Payson.
R. R. Merrell	District Surgeon	Pocatello.
R. K. Gorton	Asst. to District Surgeon	Pocatello.
R. G. Crandall	Surgeon	Pocatello.
H. Dean Hartvigsen	Surgeon	Pocatello.
F. H. Howard	Surgeon	Pocatello.
H. H. Hughart	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. Taufer	District Surgeon	Salt Lake City.
Harry Berman	Oculist & Aurist	Salt Lake City.
L. W. Condie	Surgeon	Salt Lake City.
Alan S. Crandall	Oculist	Salt Lake City.
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. 20			Mile Post	FIRST CLASS				
9 Passenger	103 Streamliner Passenger	107 Streamliner Passenger	5 Mail and Express	November 7, 1954			10 Passenger	108 Streamliner Passenger		104 Streamliner Passenger	6 Mail and Express			
Daily	Daily	Daily	Daily		STATIONS									
9.05	6.25	8.10	7.55	0.0	MT	OGDEN	MT	0.0	A 6.05	A 6.30	A 9.35	A 6.40		
10.30	7.20	8.55	8.45	36.3		SALT LAKE CITY		36.3	5.05	5.45	8.45	5.25		
12.39	9.14	10.53	12.15	154.4		LYNN DYL		665.9	2.20	3.39	6.41	2.55		
2.10	10.30	12.08	2.05	243.5		MILFORD		576.8	12.50	2.30	5.33	1.20		
3.00	10.57	12.35	2.45	278.9		LUND		541.4	12.05	1.56	5.00	12.30		
5.08	12.31	2.12	4.50	380.8		CALIENTE		459.5	10.15	12.17	3.24	10.30		
8.05	3.15	4.50	8.05	486.1	MT	LAS VEGAS	MT	334.2	7.30	8.20	12.55	7.35		
7.20	2.25	4.50	8.35		PT		PT							
10.40	5.10	6.43	11.45	657.1		YERMO		163.2	2.53	5.38	8.45	2.40		
11.03	5.28	7.00	12.10	670.5		BARSTOW		150.1	2.25	5.20	8.27	2.15		
1.05	7.25	8.52	2.30	751.3		SAN BERNARDINO		67.3	12.20	3.30	6.38	12.05		
1.15	7.33	9.00	2.40	754.8		COLTON		04.5	12.07	3.20	6.25	11.45		
1.30	7.45	9.15	3.00	761.8		RIVERSIDE		57.5	11.55	3.07	6.13	11.32		
1.52			3.45	781.5		ONTARIO		37.8	11.28			11.10		
2.03	8.10		4.05	787.3		POMONA		32.0	11.20		5.45	11.00		
2.50	8.40	10.10	5.00	813.6		EAST LOS ANGELES		5.7	10.50	2.20	5.20	10.20		
A 3.15	A 9.00	A 10.30	A 5.30	821.0	PT	LOS ANGELES	PT	0.0	10.30	2.00	5.00	10.00		
						(821.0)			Daily	Daily	Daily	Daily		
(19.10)	(15.35)	(15.20)	(22.35)		Thru Time				(18.35)	(15.30)	(15.35)	(19.40)		
42.8	52.7	53.5	36.4		Average speed per hour				44.0	52.9	52.7	41.4		

WESTWARD					CONDENSED TIME-TABLE					EASTWARD				
FIRST CLASS					Distance from Salt Lake City	Time-Table No. 20			Mile Post	FIRST CLASS				
	29 Passenger	33 Passenger		November 7, 1954			30 Passenger	34 Passenger						
	Daily	Daily		STATIONS										
	6.00	5.30	0.0		SALT LAKE CITY		36.3	A 8.00	A 9.45					
	7.20	6.20	36.3		OGDEN		0.0	7.05	8.30					
	7.55	7.22	57.4		BRIGHAM CITY		21.1	6.10	7.55					
	8.40	8.02	85.1		CACHE JCT.		48.8	5.25	7.07					
	10.10	9.35	147.5		McCAMMON		111.2	4.05	5.40					
	A 10.45	A 10.10	170.2		POCATELLO		213.9	3.30	5.10					
					(170.2)			Daily	Daily					
	(4.45)	(4.40)		Thru Time				(4.30)	(4.35)					
	35.8	38.0		Average speed per hour				37.8	37.1					

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 21.	Time-Table No. 20				
	November 7, 1954				
	254	277	279	251	311
	Time Freight	Time Freight	Time Freight	Time Freight	Mixed
	Daily	Daily	Daily	Daily	Daily Except Sunday
P					
DOFT WYZ	10.30PM	9.00PM	7.00PM	6.00AM	
FX	10.40	9.10	7.10	6.10	
IX					
FX					
WS 72 FWX	10.56	9.25	7.22	6.27	
CS 133 FX	11.04	9.32	7.28	6.35	
	11.08	9.36	7.31	6.40	
WS 56 ES 115 FX	11.18	9.43	7.38	6.50	
ES 41 FX	11.25	9.50	7.43	6.55	
P	11.36PM	9.59	7.50	7.04	
CDFOPT WYZ	A 12.05AM	10.10	8.00	7.25	5.50AM
		11.15	8.30 ³⁴	8.15	
122 P		11.25	8.40	8.25	6.04
120 P		11.37	8.49	8.37	6.23 ³⁰
120 P		11.45	8.55	8.45	6.40
WS 114 ES 67 FWY		11.55PM	9.04	8.55	A 7.00AM
120 P		12.10AM	9.15	9.10	
122 P		12.20	9.21 ²⁷⁰	9.20	
121 P		12.40	9.32	9.40	
WS 106 ES 70 DP WYZ		1.30	9.50	10.01	
123 P		1.45	10.02	10.20	
P					
P					
121 P		2.04 ²⁸⁰	10.14	10.40	
121 P		2.25	10.25	11.00	
PW					
121 P		2.35	10.35	11.10	
P					
121 PW		2.45	10.44	11.20	
121 PW		3.05	10.58	11.40	
P					
122 P		3.20	11.10	11.55AM	
ES 123 WS 125 IPWY		A 3.35AM	A 11.20PM	A 12.10PM	

Time-Table No. 20
November 7, 1954

STATIONS

DN-R SALT LAKE CITY YLSA DS
2.6
DN-R NORTH YARD YL C
2.6
NORTH SALT LAKE
0.1
BAMBERGER R. R. CROSS.
2.9
D WOODS CROSS WC
6.8
FARMINGTON
4.6
D KAYSVILLE K
2.2
D LAYTON NY
4.7
D CLEARFIELD CF
3.7
ROY
5.1
BRIDGE JCT. YL
1.0
DN-R OGDEN YL OG YD RD
0.7
D. & R. G. W. CROSSING YL
0.9
S. P. JCT. YL
7.2
HOT SPRINGS
5.2
WILLARD
7.1
DN BRIGHAM CITY YL EM
9.3
D HONEYVILLE HX
5.5
DEWEY
8.7
WHEELON
4.2
DN CACHE JCT. YL CJ
8.1
D TRENTON ON
3.7
CORNISH
1.8
UTIDA
2.7
D WESTON WI
5.9
DN DAYTON CN
4.2
CLIFTON
3.1
COULAM
3.0
OXFORD
3.4
SWAN LAKE
10.3
DN DOWNEY DO
5.0
VIRGINIA
4.7
D ARIMO A
6.5
DN-R McCAMMON YLMC

Double Track

Block Signals

(1.35) (6.35) (4.20) (6.10) (1.10) Thru Time
21.3 22.4 34.0 23.9 18.0 Average speed per hour

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

WESTWARD

FIRST SUBDIVISION

FIRST CLASS

Time-Table No. 20							
November 7, 1954							
29	6	104	108	33	10	Distance from Salt Lake City	
Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger		
Daily	Daily	Daily	Daily	Daily	Daily		
	6.00PM	5.50PM	8.45AM	5.45AM	5.30AM	5.05AM	0.0
	6.10	6.00	8.54	5.53	5.40	5.15	2.6
	6.13	6.03	8.57	5.56	5.43	5.18	5.2
	6.19	6.09			5.49	5.24	5.3
	6.23	6.13	9.07	6.05	5.53	5.29	5.8
	6.25	6.15			5.55	5.32	6.8
	6.29	6.19			6.00	5.37	7.8
	6.32	6.22	9.17	6.14	6.03	5.41	8.8
	6.37	6.27	9.22	6.18	6.08	5.47	9.8
	6.50				6.20		10.8
	7.20	A 6.40PM	A 9.35AM	A 6.30AM	6.50	A 6.05AM	11.8
							12.8
	7.28				6.58		13.8
	7.35				7.06		14.8
	7.40				7.11		15.8
					7.22		16.8
							17.8
							18.8
							19.8
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							145.8
							146.8
							147.5

(4.10) (0.50) (0.50) (0.45) (4.06) (1.00) Thru Time
35.4 43.6 43.6 48.4 36.1 36.3 Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Rules 251 to 254 inclusive apply between Ogden and Salt Lake City.
Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden.
For conditional stops to discharge or pick up revenue passengers.—See Page 14.
For stations not shown on schedule pages.—See Page 21.
For setout tracks.—See Page 22.
No. 33 will not stop at Trenton, Weston, Dayton, Swan Lake or Arimo on Sundays, or at Coulam and Virginia on Sundays and holidays, for mail and express.

FIRST SUBDIVISION EASTWARD

Time-Table No. 20
November 7, 1954

FIRST CLASS

STATIONS	Mile Post	FIRST CLASS						
		30 Passenger	5 Mail and Express	107 Streamliner Passenger	103 Streamliner Passenger	34 Passenger	9 Passenger	
DN-R SALT LAKE CITY YL SA	38.3	A 8.00AM	A 8.45AM	A 8.55AM	A 7.10PM	A 9.45PM	A 10.00PM	
DN-R NORTH YARD YL C	33.7							
NORTH SALT LAKE	31.1	7.45	8.32	8.45	7.00	9.31	9.43	
BAMBERGER R. R. CROSS.	31.0							
D WOODS CROSS WC	28.1	7.40	8.29	8.42	6.57	9.25	9.39	
FARMINGTON	21.3	7.34	8.23			9.19	9.33	
D KAYSVILLE K	16.7	7.30	8.19			9.14	9.29	
D LAYTON NY	14.5	7.28	8.17	8.30	6.45	9.12	9.27	
D CLEARFIELD CF	9.8	7.22	8.12			9.07	9.22	
ROY	6.1	7.17	8.07	8.22	6.37	9.02	9.17	
BRIDGE JCT. YL	1.0	7.10	8.00	8.15	6.30	8.55	9.10	
DN-R OGDEN YL YD RD	0.0	7.05 6.45	7.55AM	8.10AM	6.25PM	8.50 8.30 ²⁷⁹	9.05PM	
D. & R. G. W. CROSSING YL	0.7							
S. P. JCT. YL	1.6	6.31				8.17		
HOT SPRINGS	8.8	6.23 ³¹¹				8.09		
WILLARD	14.0	6.18				8.04		
DN BRIGHAM CITY YL BM	21.1	s 6.10				s 7.55 ²⁹		
D HONEYVILLE HX	30.4	5.55				7.36		
DEWEY	35.9	5.49				7.31		
WHEELON	44.6	5.38				7.21		
DN CACHE JCT. YL CJ	48.8	s 5.25				s 7.07		
D TRENTON ON	56.9	5.08				s 6.50		
CORNISH	60.6	f 5.03				s 6.44		
UTIDA	62.4	5.00				6.39		
D WESTON WI	65.1	4.57				s 6.36		
DN DAYTON CN	71.0	s 4.50				s 6.29		
CLIFTON	75.2	4.45				6.23		
COULAM	78.3	4.42				6.20		
OXFORD	81.3	4.39				6.17		
SWAN LAKE	84.7	4.35				6.13		
DN DOWNEY DO	95.0	s 4.25				s 6.02		
VIRGINIA	100.0	4.18				5.54		
D ARIMO A	104.7	4.13				s 5.49		
DN-R McCAMMON YL MC	111.2	s 4.05AM				s 5.40PM		

BLOCK SIGNALS

DOUBLE TRACK

(147.5)	Daily	Daily	Daily	Daily	Daily	Daily
Thru Time	(3.55)	(0.50)	(0.45)	(0.45)	(4.05)	(0.55)
Average speed per hour	37.6	43.6	48.4	48.4	36.1	39.6

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 Rules 251 to 254 inclusive apply between Ogden and Salt Lake City.
 Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden.
 For conditional stops to discharge or pick up revenue passengers.—See Page 14.
 For stations not shown on schedule pages.—See Page 21.
 For setout tracks.—See Page 22.
 No. 34 will not stop at Dayton on Sundays, or at Arimo, Weston and Trenton on Sundays and holidays, for mail and express.

FIRST SUBDIVISION EASTWARD

Time-Table No. 20
November 7, 1954

SECOND CLASS

STATIONS	SECOND CLASS					Car capacity of siding, etc. See Rule 6(A) Page 22.
	280 Time Freight	278 Stock Special	312 Mixed	259 Time Freight	270 Time Freight	
DN-R SALT LAKE CITY YL SA						P
DN-R NORTH YARD YL C	A 5.20AM	A 8.50PM		A 5.00PM	A 1.00AM	DOPT WYZ
NORTH SALT LAKE	5.08	8.35		4.40	12.45	PX
BAMBERGER R. R. CROSS.						IX
D WOODS CROSS WC	5.03	8.25		4.34	12.35	PX
FARMINGTON	4.54	8.15		4.23	12.25	WS 72 PWX
D KAYSVILLE K	4.47	8.05		4.15	12.15	CS 133 PX
D LAYTON NY	4.44	8.00		4.10	12.10	
D CLEARFIELD CF	4.38	7.50		4.00	12.01AM	WS 56 ES 115 PX
ROY	4.33	7.40		3.50	11.50PM	ES 41 PX
BRIDGE JCT. YL	4.25	7.30		3.35	11.40	P
DN-R OGDEN YL YD RD	4.15 3.50	7.20 6.20	A 3.00PM	3.30PM	11.30 10.30	CSFOPT WYZ
D. & R. G. W. CROSSING YL						
S. P. JCT. YL	3.40	6.05	2.45		10.15	122 P
HOT SPRINGS	3.30	5.50	f 2.28		10.01	120 P
WILLARD	3.24	5.40	f 2.17		9.54	120 P
DN BRIGHAM CITY YL BM	3.15	5.30	2.00PM		9.45	WS 114 ES 67 PWY
D HONEYVILLE HX	3.03	5.15			9.31	120 P
DEWEY	2.57	5.05			9.21 ²⁷⁹	122 P
WHEELON	2.45	4.50			9.00	121 P
DN CACHE JCT. YL CJ	2.30	4.30			8.40 ²⁹	WS 105 ES 70 WYZ
D TRENTON ON	2.15	3.30			7.25	123 P
CORNISH						P
UTIDA						P
D WESTON WI	2.04 ²⁷⁷	3.15			7.15	121 P
DN DAYTON CN	1.55	3.05			7.05	121 P
CLIFTON						PW
COULAM	1.45	2.55			6.55	121 P
OXFORD						P
SWAN LAKE	1.36	2.45			6.45	121 PW
DN DOWNEY DO	1.23	2.30			6.30	121 PW
VIRGINIA						P
D ARIMO A	1.10	2.15			6.15	122 P
DN-R McCAMMON YL MC	1.00AM	2.00PM			6.00PM	ES 123 WS 125 IPWY

BLOCK SIGNALS

DOUBLE TRACK

(147.5)	Daily	Daily	Daily Except Sunday	Daily	Daily
Thru Time	(4.20)	(6.50)	(1.00)	(1.30)	(7.00)
Average speed per hour	34.0	21.6	21.1	22.4	21.1

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

WESTWARD SECOND SUBDIVISION

Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS		FIRST CLASS				Distance from Salt Lake City
	259 Time Freight	299 Stock Special	9 Passenger	103 Streamliner Passenger	5 Mail and Express	107 Streamliner Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	
DOPT WYZ	9.00PM	1.30PM					0.0
I							0.7
							1.2
I							2.3
P							4.4
P			10.30PM	7.20PM	9.45AM	9.05AM	0.0
							1.3
AIP							1.5
AIP							1.7
122 P					9.58		4.8
125 P					s 10.10		15.7
AI							10.8
122 P							19.0
122 PW					10.25		27.6
122 PY					s 10.36		35.8
131 PW					f 10.43		41.4
122 P					f 10.51		47.9
143 PW					f 11.03		60.7
122 P							66.8
137 PW					11.21		74.1
122 P							79.8
122 PWYZ					f 11.39		85.4
123 P							92.1
126 PW					11.53AM		98.7
139 P					12.05PM		109.0
118 PWY			12.39AM	9.14	s 12.15	10.53	118.1
122 P							125.8
124 PWY			s 12.56		s 12.37		134.0
122 P							144.1
122 P					12.56		153.0
123 P							158.1
122 P							160.5
124 P							174.4
123 PW					f 1.27		184.6
123 P							194.3
123 P			1.46	10.16	1.42	11.55AM	198.9
DPTWYZ	A 5.00AM	A 6.45PM	A 2.00AM	A 10.26PM	A 1.55PM	A 12.05PM	207.2

(8.00) 25.9 (5.15) 39.4 (3.30) 59.2 (3.06) 66.8 (4.10) 49.7 (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.	FIRST CLASS				SECOND CLASS		Mile Post
	10 Passenger	108 Streamliner Passenger	104 Streamliner Passenger	6 Mail and Express	260 Time Freight	256 Time Freight	
	Daily	Daily	Daily	Daily	Daily	Daily	
DOPT WYZ					A 11.30AM	A 2.30AM	35.3
I							36.0
							36.5
I							781.3
P							779.2
P	A 4.45AM	A 5.35AM	A 8.35AM	A 5.25PM			36.3
AIP							37.6
AIP							37.8
122 P					4.25	5.06	779.2
125 P					5.20	8.20	768.3
AI						f 4.55	707.1
122 P							764.4
122 PW							756.4
122 PY						s 4.32	748.2
131 PW						f 4.22	742.6
122 P						f 4.14	736.1
143 PW						4.01	723.3
122 P							717.2
137 PW						3.45	709.9
122 P							704.2
122 PWYZ						f 3.31	698.6
123 P							691.9
126 PW						3.15	685.3
139 P						3.04	675.0
118 PWY	D 2.20	3.39	6.41	s 2.55			665.9
122 P							658.2
124 PWY	s 2.01			s 2.35			649.4
122 P							639.9
122 P						2.12	631.0
123 P							625.9
122 P							617.5
124 P							609.6
123 PW						f 1.42	599.4
122 P							589.7
122 P							585.1
DPTWYZ	12.50AM	2.30AM	5.33AM	1.20PM	2.50AM	5.30PM	576.8

Thru Time (3.55) 54.2 (3.16) 67.2 (3.02) 68.3 (1.06) 60.7 (8.40) 23.9 (9.00) 23.0 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 Stock Special	259 Time Freight	103 Streamliner Passenger	5 Mail and Express	107 Streamliner Passenger	9 Passenger		
	Daily	Daily	Daily	Daily	Daily	Daily		
DPTWYZ	7.00PM	5.40AM	10.30PM	2.05PM	12.08PM	2.10AM	207.2	
123 P							212.3	
122 P				2.20			222.4	
122 P							229.2	
122 P							233.5	
122 PWY			10.57PM	s 2.45	12.35	s 3.00	242.6	
122 P				2.57			252.5	
122 PW				f 3.03			257.3	
122 P							268.2	
122 PWY				f 3.22		s 3.30	274.2	
122 P				3.31			282.8	
127 PY				3.45			290.3	
122 P							294.7	
122 PW				4.00			299.4	
133 P				4.15			308.7	
44 P							311.7	
83 P							315.6	
122 P				4.36			319.7	
ES 119 WS 113 DPWY			12.31AM	s 4.50	2.12	s 5.08	324.5	
122 P				4.58			329.5	
122 P							334.1	
122 P							339.1	
122 PW				5.28			345.6	
145 P							349.5	
122 P				5.45			354.9	
102 77 PW				5.58			364.9	
122 P							370.5	
69 P				6.16			375.5	
122 P				6.25			381.1	
136 PW				6.32			386.1	
122 P							390.6	
122 PWY				f 6.53		6.58	400.9	
122 P							410.5	
122 PW				7.16			421.0	
74 P				7.24			426.5	
122 P							432.0	
122 P							437.0	
122 P				3.07	7.53	4.42	7.50	445.3
DPTWYZ	A 2.00AM	A 2.30PM	A 3.15AM	A 8.05PM	A 4.50PM	A 8.05AM	449.8	

CENTRALIZED TRAFFIC CONTROL

Time-Table No. 20
November 7, 1954

STATIONS

DN-R MILFORD YL FD

5.1 UPTON

10.1 THERMO

6.8 NADA

4.3 LATIMER

9.1 LUND UN

9.9 ZANE

4.8 BERYL

10.9 HEIST

6.0 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 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 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

(7.00) (8.50) (4.46) (6.00) (4.42) (5.55) Thru Time
34.6 23.4 61.0 40.4 51.6 41.0 Average speed per hour

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

THIRD SUBDIVISION

EASTWARD

Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 20 November 7, 1954	Mile Post	FIRST CLASS				SECOND CLASS	
			104 Streamliner Passenger	6 Mail and Express	10 Passenger	108 Streamliner Passenger	256 Time Freight	260 Time Freight
DPTWYZ	DN-R MILFORD YLFD	576.8	A 5.30AM	A 1.10PM	A 12.40AM	A 2.27AM	A 4.30PM	A 1.45AM
123 P	5.1 UPTON	571.7	5.23	1.01	12.30	2.17		
122 P	10.1 THERMO	561.6		12.51				
122 P	6.8 NADA	554.8						
122 P	4.3 LATIMER	550.5						
122 PWY	DN LUND UN	541.4	5.00	s 12.30	s 12.05AM	1.56		
122 P	9.9 ZANE	531.5		12.13				
122 PW	4.8 BERYL	526.7		f 12.08PM				
122 P	10.9 HEIST	515.8						
122 PWY	D MODENA NA	509.8		f 11.53AM				
122 P	8.6 UVADA	501.2		11.43				
127 PY	7.5 CRESTLINE	493.7		11.30				
122 P	4.4 BROWN	489.3						
122 PW	4.7 ACOMA	484.6		11.16				
133 P	9.3 ISLEN	475.3		11.01				
44 P	3.0 LITTLE SPRINGS	472.3						
83 P	3.9 MINTO	468.4						
122 P	4.1 ECCLES	464.3		10.39				
ES 119 WS 113 DPWY	DN CALIENTE YL CS	459.5	3.24	s 10.30	s 10.15PM	12.17AM		
122 P	5.0 ETNA	454.5		10.13				
122 P	4.6 STINE	449.9						
122 P	5.0 BOYD	444.9						
122 PW	6.5 ELGIN	438.4		f 9.44				
145 P	3.9 KYLE	434.5						
122 P	5.4 LEITH	429.1		9.28				
102 77 PW	10.0 CARP	419.1		f 9.15				
122 P	5.6 VIGO	413.5						
69 P	5.0 GALT	408.5		8.57				
122 P	5.6 HOYA	402.9		8.48				
136 PW	5.0 ROX	397.9		f 8.42				
122 P	4.5 FARRIER	393.4						
122 PWY	D MOAPA MA	383.1		s 8.26	8.17			
122 P	9.6 UTE	373.5						
122 PW	10.5 DRY LAKE	363.0		f 8.05				
74 P	5.5 GARNET	357.5		7.59				
122 P	5.5 APEX	352.0						
122 P	5.0 DIKE	347.0						
122 P	8.3 WANN	338.7						
DPTWYZ	DN-RLAS VEGAS YL VG	334.2	12.55AM	7.35AM	7.30PM	9.50PM	6 35AM	3.45PM
	(242.6)		Daily	Daily	Daily	Daily	Daily	Daily

Thru Time (4.36) (5.35) (5.10) (4.37) (9.55) (10.00)
Average speed per hour 52.9 43.5 46.9 52.6 24.4 24.2

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

WESTWARD				PROVO SUBDIVISION				EASTWARD			
Car capacity of siding, etc. See Rule 6(A) Page 22.	SECOND CLASS			Miles from Salt Lake City	Time-Table No. 20 November 7, 1954	Miles Past	SECOND CLASS			Miles Past	
	DEPT WYZ	307	305				308	306			
		Mixed	Mixed				Mixed	Mixed			
	Daily Except Sunday	Daily Except Sunday		STATIONS							
		2.00AM	0.0	DN R	SALT LAKE CITY YL C	36.3		A 12.15AM			
		2.06	1.3		EIGHTH SOUTH ST. YL	37.6		12.05AM			
IP			2.1		D. & R. G. W. CROSSING YL	38.4					
			3.4		D. & R. G. W. CROSSING YL	39.7					
77 P		2.20	4.7		HUSLERS YL	41.0		11.50PM			
47 P		f 2.30	7.3	D	MURRAY YL FN	43.6		f 11.40			
60 PW		2.35	7.9		PALLAS YL	44.2		11.35			
AI			11.4		D. & R. G. W. GAUNTLET	47.7					
AI			12.3		D. & R. G. W. CROSSING	48.6					
102 P		f 2.45	12.6		SANDY	48.9		f 11.20			
48 PW		s 3.05	17.1	D	DRAPER A	782.9		s 11.10			
WS ES 73 70 P		f 3.25	24.5		MOUNT	775.5		f 10.50			
73 PWY		f 3.45	29.0		CUTLER	771.0		f 10.30			
31 P		f 4.05	30.5	D	LEHI HI	769.5		f 10.20			
45 P		f 4.15	33.5	D	AMERICAN FORK AF	766.5		f 10.00			
73 P		f 4.35	36.5	D	PLEASANT GROVE GO	763.5		f 9.40			
50 P			38.7		PIPEMILL	761.3					
100 P		f 4.45	42.0	D	GENEVA YL G	758.0		f 9.20			
AI			42.7	D	D. & R. G. W. CROSSING	757.3					
CDPT WYZ		9.30AM	A 5.15AM	47.3	DN-R PROVO YL VO	752.7	A 4.45PM	9.00PM			
P		f 9.40	52.0		SPRINGVILLE	748.0	f 4.34				
29 P		s 9.55	55.6	D	SPANISH FORK SF	744.4	f 4.28				
116 PW		s 10.15	63.2	D	PAYSON CN	736.8	f 4.17				
125 PW		f 10.55	78.0		STARR	722.0	f 3.52				
132 PY		s 11.35AM	89.2	D	NEPHI NI	710.8	s 3.35				
75 P		f 12.05PM	103.7		JUAB	696.3	f 3.10				
125 P		f 12.45	118.9		PARLEY	681.1	f 2.40				
60 P		f 1.15	130.1		MACK	669.9	f 2.16				
PWY		A 1.30PM	134.1	D	LYNNDYL YL NY	665.9	2.10PM				
			(134.1)				Daily Except Sunday	Daily Except Saturday			
	(4.00)	(3.16)	Thru Time	(2.35)	(3.15)				(4.00)		
	21.7	14.6	Average speed per hour	33.6	14.5				12.7		

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

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

For setout tracks.—See Page 22.

Westward				CACHE VALLEY BRANCH				Eastward			
Car capacity of siding, etc. See Rule 6(A) Page 22.	SECOND CLASS			Miles from Cache Jct.	Time-Table No. 20 November 7, 1954	Miles Past	SECOND CLASS			Miles Past	
	DEPT WYZ	303	304				308	306			
		Mixed	Mixed				Mixed	Mixed			
	Daily Except Sunday	Daily Except Sunday		STATIONS							
		6.10AM	0.0	DN-R	CACHE JCT. YL CJ	0.0	A	3.00PM			
10			4.8		PETERSBORO (Spur)	4.8					
35	f	6.35	8.6		MENDON	8.6	f	2.15			
7			12.4		NEREKER (Spur)	12.4					
19 w	f	6.55	13.8	D	WELLSVILLE WV	13.8	f	1.55			
25			14.5		HILLS	14.5					
22	f	7.10	17.6		HYRUM	17.6	f	1.30			
13			20.2		HOLT	20.2					
85 WYZ	s	7.35	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	8.02	31.5	D	SMITHFIELD YL SM	31.5	f	12.30			
9			33.4		BAUGH (Spur)	33.4					
9			36.5		HODGES (Spur)	36.5					
33 w	f	8.25	37.4	D	RICHMOND YL RN	37.4	f	12.01PM			
10			39.6		MERRILLS YL	39.6					
6	f	8.34	41.0		WEBSTER YL	41.0	f	11.30AM			
			41.5	D	LEWISTON YL (Spur)	41.5					
35	f	9.05	43.8		FRANKLIN YL	43.8	f	11.20			
24	f	9.15	48.0		WHITNEY YL	48.0	f	11.08			
22 WY	A	10.10AM	50.8	D-R	PRESTON YL PN	50.8		11.00AM			
					(50.8)			Daily Except Sunday			
	(4.00)		Thru Time	(4.00)					(4.00)		
	12.7		Average speed per hour	12.7					12.7		

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 72.

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

For setout tracks.—See Page 22.

WESTWARD			MALAD BRANCH			EASTWARD		
Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS	Distance from Brigham City	Time-Table No. 20			Mile Post	SECOND CLASS	Mile Post
	311		November 7, 1954				312	
	Mixed						Mixed	
	Daily Except Sunday		STATIONS					
WS 114 ES 67	PWY 7.30AM	0.0	DN-R	BRIGHAM CITY YL	BM	0.0	A	1.30PM
	f 7.45	5.6		CORINNE YL	YL	5.6	f	12.55
	f 8.02	13.7		CROPLEY		13.7	f	12.35
	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	38.7		PORTAGE		38.7	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)				Daily Except Sunday
	(2.45)			Thru Time		(3.00)		
	18.7			Average speed per hour		17.1		

One Yard Limit between M.P. 16.89 east of Tremonton and M.P. 20.79 west of Garland.

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. 20		Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 20		Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 20		Mile Post
	November 7, 1954				November 7, 1954				November 7, 1954		
	STATIONS				STATIONS				STATIONS		
WS 65 ES 115	PX	D	CLEARFIELD YL	CF	0.0	19	WY	D	GARLAND YL	AJ	0.0
			D. & R. G. W. CROSSING	YL	0.3				GARLAND JCT. YL	YL	1.1
			BARNES YL (Spur)		2.1	9			HAWS YL	YL	3.4
			END OF TRACK YL		2.4	11			BUSH YL	YL	7.5
						22			BRADFORD YL	YL	9.2
									END OF TRACK YL		9.9
			(2.4)						(9.9)		
											(5.6)

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
For stations not shown on schedule pages.—See Page 21.
For setout tracks.—See Page 22.

Conditional Stops to Discharge or Pick Up Revenue Passengers			
Train	At	Discharge passengers from	Pick up passengers destined to
30	Any Station.	Pocatello and beyond.	
* 33	Any Station.	Any Station.	Any Station.
* 34	Any Station.	Any Station.	Any Station.
9	Moapa.	Salt Lake City.	Los Angeles.
10	Moapa.	Los Angeles.	Salt Lake City and beyond.
* 5	Any Station.	Any Station.	Any Station.
* 6	Any Station.	Any Station.	Any Station.

* Will stop for non-revenue passengers.

WESTWARD			CEDAR CITY BRANCH			EASTWARD			Westward IRON MOUNTAIN BRANCH Eastward						
Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS	Mile Post	Time-Table No. 20			Mile Post	SECOND CLASS	Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 20		Mile Post			
	417		November 7, 1954				418			November 7, 1954					
	Local Freight						Local Freight								
	Daily Except Sunday		STATIONS						STATIONS						
122 188	PWY	7.00AM	DN-R	LUND YL	UN	0.0	A	1.50PM	120	WYZ	DN-R	IRON SPRINGS YL	GS	0.0	
		7.20		AVON		9.4		1.25				DESERT MOUND		4.5	
		8.00	DN-R	IRON SPRINGS YL	GS	20.3		12.55			Y	COMSTOCK		10.9	
		8.15		HALIVAH		25.2		12.20			Y	D	IRON MOUNTAIN YL	MN	14.9
L0op 43	W	A 8.40AM	DN-R	CEDAR CITY YL	CD	32.5		12.05PM							
				(32.5)				Daily Except Sunday					(14.9)		
		(1.40)		Thru Time		(1.45)									
		19.5		Average speed per hour		18.2									

WESTWARD			MEAD LAKE BRANCH			EASTWARD		
Car capacity of sidings, etc. See Rule 6(A) Page 22.	Distance from Moapa	Time-Table No. 20			Mile Post			
		November 7, 1954						
		STATIONS						
122	PWY	0.0	D	MOAPA	MA	0.0		
13		5.1		NARROWS		5.1		
11		10.2		LOGANDALE		10.2		
11		14.8		OVERTON		14.8		
	Y	16.7		MEAD LAKE (Spur)		16.7		
				(16.7)				

WESTWARD			PIOCHE BRANCH			EASTWARD			Westward FILLMORE BRANCH Eastward					
Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS	Mile Post	Time-Table No. 20			Mile Post	SECOND CLASS	Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 20		Mile Post		
	403		November 7, 1954				404			November 7, 1954				
	Local Freight						Local Freight							
	Daily Except Sunday		STATIONS						STATIONS					
BS 123 VS 116 DPWY	7.30AM	DN-R	CALIENTE YL	CS	0.0	A	2.45PM	124 186	PW Y	DN	DELTA YL	AK	0.0	
				PANACA		14.5		1.30	10		GREENWOOD (Spur)		21.7	
				PIOCHE YL	RM	32.7		12.01PM	26	Y	D	FILLMORE YL	FI	32.2
				(32.7)				Daily Except Sunday				(32.2)		
		(2.15)		Thru Time		(2.44)								
		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 417 is superior to No. 418.—See Rule 72.
For stations not shown on schedule pages.—See Page 21.
For setout tracks.—See Page 22.

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:

Designation "Str."—Train with Diesel locomotive and all light-weight roller-bearing passenger train equipment.

Designation "Psgr."—Train with steam locomotive and all passenger train equipment; train with Diesel locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.

Designation "Frt."—Train with freight cars; train with caboose only; locomotive without cars.

When a Diesel passenger locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified for "Psgr." trains will govern.

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

GENERAL

Location	Miles Per Hour			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. Derricks with 4-wheel trucks. For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35 20
DLS and Stock Special: Ogden to Las Vegas. On straight track, where not otherwise restricted.				Trains handling company roadway machines on their own wheels, except wrecking derricks: Straight track. On curves. On branch lines.			30 25 15
On curves, where not otherwise restricted.			60 50	Trains handling scale test cars— On main line. On branch lines.			30 20
Inspection bus cars.		40	40	Trains handling water cars converted from Vanderbilt (round) type tender on secondary tracks and branch lines.			20
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling UP ore cars Nos. 8000-8499 under load or empty.			45
Within yard limits— Protected by continuous block signal system. Not protected by continuous block signal system.	60	50	25	Trains handling air-dump cars.			35
At North Yard.	50	40	25	Jordan spreaders and other machines of spreader type, when in operation.			15
On branch lines.	30	30	15	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 Lund and Modena. Between Modena and Las Vegas.			40 30 40 40 30 40
Diesel passenger locomotive operated without train.			25	When using cross-overs or turn-outs: 9000 class locomotives; Forward movement. Back-up movement.		10 6	10 6
All lesser speed restrictions specified for passenger trains will govern.				All other class locomotives; Forward movement. Back-up movement.	15 10	15 10	15 10
Diesel locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	When using No. 14 turn-outs.	25	20	20
Diesel 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	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.			
1500 class Diesel road freight locomotives.		50	50	On wye tracks.	6	6	6
Diesel freight and road switch locomotives.		65		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
Diesel yard switch locomotives in road service.	35	35	35				
Steam locomotives running backward.		20	20				
3800 class locomotives.		60	50				
3900 class locomotives.		65	50				
4000, 9000, 2-10-2 and 4-10-2 type locomotives.		50	50				
7000-7800 class locomotives. Between Salt Lake and McCammon.		75	50				
MacArthur type locomotives with 63-inch drivers.		55	50				
MacArthur type locomotives with 57-inch drivers.		35	35				
Other Ten Wheeler type locomotives and Consolidation type locomotives.		35	35				
Mallet type locomotives, 3500 to 3599 incl.		30	30				
0-6-0 type yard locomotives.		20	20				
Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15 25				

**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. 89.2 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.	12	12	12
Farmington Between M.P. 22.3 and 22.5.	70	60	50	Salt Lake City			

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.	Psg.	Fr.		Str.	Psg.	Fr.
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
Overold 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

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

PROVO SUBDIVISION
Between Lynnndyl and Salt Lake City

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 Emsco Spur, over No. 7 Switch.			5
Between M.P. 666.0 and 667.3.	40	30	20	Between M.P. 773.4 and 778.1.	30	30	20
Mack Between M.P. 674.6 and 686.3.	30	30	25	Draper Between M.P. 780.8 and 783.5.	20	20	20
Mills Between M.P. 691.8 and 694.4.	40	30	25	Sandy Maximum Speed at Any Point between Sandy and Atwood.	30	30	30
Nephi (See Note). City Limits, between M.P. 710.0 and 711.8**.	20	20	20	Atwood Midvale Smelter Trackage.			12
Starr Between M.P. 732.6 and 733.5.	40	30	25	Maximum Speed at Any Point between Atwood and Salt Lake City.	15	15	15
Provo (See Note). City Limits, between M.P. 751.0* and 754.8.	20	20	15	Salt Lake City—When pushing cars between Fifth North and Twenty-First South Streets.			5
Between M.P. 754.8 and 758.8.	20	20	20	Salt Lake City—Between Fifth North and Ninth South Street.	12	12	12
Geneva Over Road Crossings in Steel Plant.			15	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.			
Pleasant Grove City Limits, between M.P. 762.9 and 764.0.	20	20	20	Salt Lake City			
Wasatch Oil Spur.			10				
American Fork City Limits, between M.P. 765.5 and 767.5.	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.

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.
Bushnell Hospital spur.	10	10	Cedar City Branch Between Lund and Iron Springs.	45	35
Malad Branch.		30	Between Iron Springs and Cedar City.	30	30
Syracuse Branch Maximum Speed.		15	Between Iron Springs and Cedar City with trains having GP-7 or GP-9 Diesel units.	25	20
Clearfield Naval Supply Depot area.		12	Cedar City Loop Track.	10	10
Naval Supply Depot wye.		8	Cedar City, oil track No. 12, Commissary spur and freight house lead.	5	5
Roche Beet Spur.		10	Iron Mountain Branch.		15
Thatcher Branch.		10	Pioche Branch		
Bear River Branch.		10	Between M.P. 0.0 and 17.0.		25
Cache Valley Branch Maximum Speed.		35	Between M.P. 17.0 and 22.5.		10
Between M.P. 13.6 and 13.9.		15	Between M.P. 22.5 and 25.5.		20
Between M.P. 17.7 and 18.0.		15	Between M.P. 25.5 and 32.7.		25
Between M.P. 42.7 and 43.3.		25	Prince Branch.		15
Ironton Spur.		15	Caselton Spur.		10
Eureka and Silver City Branches. Eureka, within city limits.		6	Mead Lake Branch Maximum Speed.		25
Mammoth Branch.		6	Between M.P. 1.6 and 2.3.		20
Fillmore Branch. All trains and engines must move prepared to stop at M.P. 18.5 if track is obstructed with drifting sand at that point.		30	Between M.P. 5.0 and 6.7.		10
			Between M.P. 7.0 and 9.0.		20

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

Salt Lake City	Yardmaster's Office, 13th North
Salt Lake City	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"	42.3
33"	109.1	55"	65.4	1'30"	40.
34"	105.9	56"	64.2	1'35"	37.9
35"	102.9	57"	63.1	1'40"	36.
36"	100.	58"	62.	1'45"	34.3
37"	97.3	59"	61.	1'50"	32.7
38"	94.7	1'	60.	1'55"	31.3
39"	92.3	1' 1"	59.	2'	30.
40"	90.	1' 2"	58.	2'15"	26.6
41"	87.8	1' 3"	57.1	2'30"	24.
42"	85.7	1' 4"	56.2	2'45"	21.8
43"	83.7	1' 5"	55.3	3'	20.
44"	81.8	1' 6"	54.5	3'30"	17.1
45"	80.	1' 7"	53.7	4'	15.
46"	78.3	1' 8"	52.9	5'	12.
47"	76.6	1' 9"	52.1	6'	10.
48"	75.	1'10"	51.4	7'	8.6
49"	73.5	1'11"	50.7	8'	7.5
50"	72.	1'12"	50.	10'	6.

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 Spur	21.7	1.0 Mile	East	Level
Beers	72.3	9	East	East	Mill 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 Miles	East	Level
Cottle	55.7	22	Both	East	Roche		30	East	Level
Collinston (2)	40.1	32 P	Both	East	Washakie	34.4	8	East	Level
Madsen	32.5	21	Both	East	Woodruff	40.5	8	East	West
Bushnell	19.3	Spur 1.4 Mi. P	Both	Level	Eureka Branch				
Perry (1)	17.2	Old Siding 52 P	Both	Level	Eureka	3.6	3.66 Miles	East	East
		Team Track 25	Both	Level	Silver City Branch				
Harrisville	4.7	32 P	Both	Level	Silver City	2.4	1.94 Miles	East	East
Browning	2.7	29	Both	West	Mammoth Branch				
Sugar Factory Spur	13.8	50 X	East	East	Mammoth Jct. to Mammoth Mine	1.6	3.66 Miles	East	East
Pioneer	29.7	60	Both	East	Mammoth		10	Both	East
Becks	32.9	Old Siding 88 P	Both	East	Cedar City Branch				
		Advance Track 68	Both	East	Kaiser	22.5	48	Both	East
Second Subdivision					Stock Yards	29.9	Stock Track 28 P	West	East
Small Arms Spur	779.9	64 P	West	East			Stock Spur 0.5 Mi.	West	East
Bauer	744.8	33 P	Both	East	Pioche Branch				
Clover	732.8	Gov't Yard P	East	East	Peck	6.0	2	West	East
Oasis (3)	644.4	33 P	Both	West	Prince Branch				
Borden	620.9	4 P	West	East	Atlanta	2.6	13	Both	East
Pumice	604.3	16 P	Both	East	Mendha	4.2	3	East	East
					Caselton	6.5	Yard	East	West
Third Subdivision					Prince	8.6	4	Both	West
Barclay	478.7	18 P	Both	West	Mead Lake Branch				
Hoya Pit	401.5	70 P	Both	West	Standard Oil Co.	3.1	6	East	East
Arrolime	353.8	31 P	Both	East	Arrowhead	3.3	20	West	East
Lovell	344.6	Spur 11 P	West	West	Seven Arrow Gypsum	9.3	7	East	West
		Gov't Ordnance Spur 4.0 Mi. P			Amber	9.5	5	East	West
Valley	342.4	Old Siding 38 P	Both	West	Virgins	12.8	6	Both	West
		Industry 14	Both	West	Glassand	13.7	20	West	West
		Nellis Air Base Spur 2.7 Mi. P	West	West					
Provo Subdivision									
Officer	38.9	83 P	Both	East					
Burton	39.5	21	Both	East					
Walton	41.1	16	West	East					
Bentz	42.2	9	West	West					
Atwood	45.9	Team Track 17 P	Both	West					
		Spur 11	West	West					
Cushing	47.5	27	Both	East					
Mellon Sand Spur	781.3	10	East	East					
Rideout	778.0	7 P	East	East					
Lehi Sugar Spur	769.1	98	East	West					
Hardy Beet Spur	761.8	27	West	East					
Bunker Spur	759.9	12	East	East					
Gatex	756.1	Industrial Spur	West	West					
Ironton	754.1	108	East	West					
Benjamin	741.6	28	Both	West					
Santaquin	730.7	8	West	East					
Sharp	703.6	13	East	East					
Mills	689.3	18 PW	East	West					
Soma	679.0	14 P	Both	East					
Uisco	676.3	12 P	East	West					
Leamington	671.3	5	East	West					

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

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

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

SET OUT TRACKS

Location	Mile Post	Car Capacity Etc. See Rule 6-A Page 22	Switch Connections	Grade Descending	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			House 36	Both	Level
Cruz	609.6	23	Both	Level	Portage	36.7	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

The following letters placed before figures of a schedule indicate:

- s—regular stop;
- f—flag stop to receive or discharge traffic;
- A—arrive.

Rule 6(A)

The following letters placed in column with station name in time-table indicate:

- D—day operator;
- N—night operator;
- DN—day and night operator;
- R—train register;
- YL—yard limits.

The following letters placed in columns provided in time-table indicate:

- C—coaling station;
- D—diesel oil station;
- F—turbine fuel station;
- I—interlocking;
- O—fuel oil station;
- P—telephone;
- T—turntable;
- W—waterstation;
- X—cross-over;
- Y—wye;
- Z—track scales;
- AI—automatic interlocking;
- CS—center siding;
- ES—eastward siding;
- WS—westward siding.