

**UNION PACIFIC RAILROAD COMPANY**

South-Central District

Stay Alive  In '55

**UTAH DIVISION  
TIME-TABLE  
No. 21**

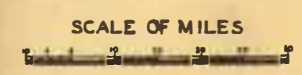
**Effective Sunday,  
January 9, 1955  
at 12:01 A.M. MOUNTAIN TIME**

*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  
M. W. GUSTIN, Division Engineer Salt Lake City, Utah  
E. D. 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.  
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. Tauffer	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. Pearce	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. 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. DeMara	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.
Blaine B. Jorgensen	Surgeon	Pocatello.
F. H. Howard	Surgeon	Pocatello.
H. H. Hughart	Surgeon	Pocatello.
David C. Miller	Physician	Pocatello.
D. J. Nelson	Surgeon	Pocatello.
C. W. Pond	Oculist & Aurist	Pocatello.
E. V. Simison	Oculist & Aurist	Pocatello.
M. J. Sharp	Surgeon	Pocatello.
L. R. Hawkes	Surgeon	Pocatello.
Eldon D. Clark	Oculist & Aurist	Pocatello.
J. J. Weight	Surgeon	Pocatello.
J. B. Westwood	Surgeon	Provo.
W. G. Noble	Surgeon	Provo.
L. J. Tauffer	District Surgeon	Provo.
Harry Berman	Oculist & Aurist	Provo.
L. W. Condie	Surgeon	Richmond.
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
<b>Grand Total</b>	<b>1009.6</b>

**WESTWARD CONDENSED TIME-TABLE EASTWARD**

FIRST CLASS					Salt Lake City Ogden	Time-Table No. 21 January 9, 1955				Mile Post	FIRST CLASS			
9 Passenger Daily	103 Streamliner Passenger Daily	107 Streamliner Passenger Daily	5 Mail and Express Daily			10 Passenger	108 Streamliner Passenger	104 Streamliner Passenger	6 Mail and Express					
9.05	6.55	8.10	7.55	0.0	MT	OGDEN	MT	0.0	A 6.05	A 6.30	A 9.05	A 7.30		
<del>10.30</del>	<del>7.50</del>	<del>8.55</del>	<del>8.45</del>	36.3		SALT LAKE CITY		36.3	5.05	5.45	8.20	<del>6.35</del>		
12.39	9.44	10.53	12.15	154.4				784.0	4.45	5.35	8.10	<del>6.05</del>		
2.10	11.00	12.08	2.05	243.5		LYNNDYL		665.9	2.20	3.39	6.13	3.30		
3.00	11.27	12.35	2.45	278.9		MILFORD		576.8	12.50	2.30	5.03	1.55		
5.08	1.01	2.12	4.50	360.8		LUND		541.4	12.05	1.56	4.30	1.02		
8.05	3.45	4.50	8.95	486.1	MT	CALIENTE	MT	459.5	10.15	12.17	2.54	10.55		
7.20	2.55	4.00	7.35		PT	LAS VEGAS	PT	334.2	7.30	8.50	11.15	8.00		
10.40	5.40	6.43	11.45	657.1		YERMO		163.2	6.15	8.40	11.15	6.40		
11.03	5.58	7.00	12.10	670.5		BARSTOW		150.1	2.53	5.38	8.15	2.55		
1.05	7.55	8.52	2.30	751.3		SAN BERNARDINO		67.3	2.25	5.20	7.57	2.30		
1.15	8.03	9.00	2.40	754.8		COLTON		64.5	12.20	3.30	6.08	12.20		
1.30	8.15	9.15	3.00	761.8		RIVERSIDE		57.5	12.07	3.20	5.55	11.59		
1.52			3.45	781.5		ONTARIO		37.8	11.55	3.07	5.43	11.45		
2.03	8.40		4.05	787.3		POMONA		32.0	11.28			11.10		
2.50	9.10	10.10	5.00	813.6		EAST LOS ANGELES		5.7	11.20		5.15	10.55		
A 3.15	A 9.30	A 10.30	A 5.30	821.0	PT	LOS ANGELES	PT	0.0	10.50	2.20	4.50	10.20		
						(821.0)			10.30	2.00	4.30	10.00		
(19.10)	(15.35)	(15.20)	(22.35)						Daily	Daily	Daily	Daily		
42.8	52.7	53.5	36.4						Thru Time					
									Average speed per hour					
									44.0	52.9	52.7	40.0		

**WESTWARD CONDENSED TIME-TABLE EASTWARD**

FIRST CLASS			Distance from Salt Lake City	Time-Table No. 21 January 9, 1955		Mile Post	FIRST CLASS	
29 Passenger Daily	33 Passenger Daily			30 Passenger	34 Passenger			
7.00	5.30	0.0				A 8.00	A 9.45	
<del>7.50</del>	<del>6.20</del>	36.3			36.3	7.05	<del>8.50</del>	
8.55	7.22	57.4			21.1	6.10	7.50	
9.40	8.02	85.1			48.8	5.25	7.07	
11.00	9.35	147.5			111.2	4.05	5.40	
A 11.30	A 10.10	170.2			213.0	3.30	5.10	
					(170.2)	Daily	Daily	
(4.30)	(4.40)					Thru Time		
37.8	36.0					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 Stations, etc. See Note 6(A) Page 22.	Time-Table No. 21 January 9, 1955				
	254	277	279	251	311
	Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily	Mixed Daily Except Sunday
P					
DEPT WYZ	10.30PM	9.00PM	7.05PM	6.00AM	
PX	10.40	9.10	7.15	6.10	
IX					
PX					
WB 72 PWX	10.56	9.25	7.27	6.27	
CS 133 PX	11.04	9.32	7.33	6.35	
	11.08	9.36	7.36	6.40	
WS 56 PX ES 115 PX	11.18	9.43	7.43	6.50	
ES 41 PX	11.25	9.50	7.48	6.55	
P	11.36PM	9.59	7.55	7.04	
CDFOPT WYZ	A 12.05AM	10.10 11.15	8.05 8.30	7.25 8.15	5.50AM
122 P		11.25	8.40	8.25	6.04
120 P		11.37	8.49	8.37	6.23 <sup>30</sup>
120 P		11.45	8.55	8.45	6.40
WS 114 P ES 67 P		11.55PM	9.04	8.55	A 7.00AM
120 P		12.10AM	9.15	9.10	
122 P		12.20	9.21 <sup>270</sup>	9.20	
121 P		12.40	9.32	9.40	
WS 106 DP ES 70 WYZ		1.30	9.50	10.01	
123 P		1.45	10.02	10.20	
P					
P					
121 P		2.04 <sup>290</sup>	10.14	10.40	
121 P		2.25	10.25	11.00	
P					
121 P		2.35	10.35	11.10	
P					
121 P		2.45	10.44	11.20	
121 P		3.05	10.58	11.40	
P					
122 P		3.20	11.10	11.55AM	
WS 123 IPWY WS 125 IPWY	A 3.35AM	A 11.20PM	A 12.10PM		

Time-Table No. 21  
January 9, 1955

**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 BM 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  
 D 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

(1.35) 21.3 (6.35) 22.4 (4.20) 34.0 (6.10) 23.9 (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 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. 21 January 9, 1955							Distance from Salt Lake City
29	6	104	108	33	10		
Passenger Daily	Mail and Express Daily	Streamliner Passenger Daily	Streamliner Passenger Daily	Passenger Daily	Passenger Daily		
7.00PM	6.35PM	8.20AM	5.45AM	5.30AM	5.05AM	0.0	
7.10	6.45	8.28	5.53	5.40	5.15	2.6	
7.13	6.49	8.31	5.56	5.43	5.18	5.3	
7.19	6.55			5.49	5.24	8.2	
7.23	7.00	8.40	6.05	5.53	5.29	18.0	
7.25	7.03			5.55	5.32	19.6	
7.29	7.07			6.00	5.37	21.8	
7.32	7.11	8.49	6.14	6.03	5.41	26.5	
7.37	7.16	8.53	6.18	6.08	5.47	30.2	
7.50				6.20		35.3	
8.20 <sup>34</sup>	A 7.30PM A	9.05AM A	6.30AM A	6.50	A 6.05AM	36.3	
8.28				6.58		37.0	
8.35				7.06		37.9	
8.40				7.11		45.1	
s 8.55				s 7.22		50.3	
9.07				7.32		57.4	
9.12 <sup>270</sup>				f 7.37		66.7	
9.22				7.47		72.2	
s 9.40				s 8.02		80.9	
9.52				s 8.12		85.1	
f 9.56				f 8.20		93.2	
9.58				8.22		96.9	
10.01				s 8.26		98.7	
f 10.10				s 8.35		101.4	
10.14				8.39		107.3	
10.17				s 8.42		111.5	
10.20				8.45		114.6	
10.24				s 8.50		117.8	
f 10.38				s 9.06		121.0	
10.45				s 9.13		121.3	
10.50				s 9.20		136.3	
Af 11.00PM				A s 9.35AM		141.0	
						147.5	

Time-Table No. 21  
January 9, 1955

**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 BM 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  
 D 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

(4.00) 36.9 (0.55) 39.6 (0.45) 48.4 (0.45) 48.4 (4.00) 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 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. 21  
January 9, 1955

FIRST CLASS

STATIONS	Miles Past	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 DS	36.3	A 8.00AM	A 8.45AM	A 8.55AM	A 7.40PM	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	7.30	9.31	9.43	
BAMBERGER R. R. CROSS.	31.0							
D WOODS CROSS WC	28.1	7.40	8.29	8.42	7.27	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	7.15	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	7.07	9.02	9.17	
BRIDGE JCT. YL	1.0	7.10	8.00	8.15	7.00	8.55	9.10	
DN-R OGDEN YL OG YD RD	0.0	7.05 6.45	7.55AM	8.10AM	6.55PM	8.50 8.20 <sup>29</sup>	9.05PM	
D. & R. G. W. CROSSING YL	0.7							
S. P. JCT. YL	1.6	6.31				8.13		
HOT SPRINGS	8.8	6.23 <sup>311</sup>				8.05		
WILLARD	14.0	6.18				8.00		
DN BRIGHAM CITY YL BM	21.1	s 6.10			s 7.50			
D HONEYVILLE HX	30.4	5.55				7.36		
DEWEY	35.9	5.49				7.31		
WHEELON	44.6	5.38				7.22		
DN CACHE JCT. YL CJ	48.8	s 5.25			s 7.07			
D TRENTON ON	58.9	5.08			s 6.51			
CORNISH	60.6	t 5.03			s 6.45			
UTIDA	62.4	5.00				6.42		
D WESTON WI	65.1	4.57			s 6.39			
D DAYTON CN	71.0	s 4.50			s 6.30			
CLIFTON	75.2	4.45				6.25		
COULAM	78.3	4.42				6.22		
OXFORD	81.3	4.39				6.19		
SWAN LAKE	84.7	4.35				6.16		
DN DOWNEY DO	95.0	s 4.25			s 6.04			
VIRGINIA	100.0	4.18				5.55		
D ARIMO A	104.7	4.13			s 5.50			
DN-R McCAMMON YL MC	111.2	s 4.05AM			s 5.40PM			
(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, Cornish and Trenton on Sundays and holidays, for mail and express.

FIRST SUBDIVISION EASTWARD

Time-Table No. 21  
January 9, 1955

SECOND CLASS

STATIONS	Miles Past	SECOND CLASS					Car capacity of sidings, 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 DS							P
DN-R NORTH YARD YL C		A 5.20AM	A 8.50PM		A 5.00PM	A 1.00AM	DOFT 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 FWX
D KAYSVILLE K		4.47	8.05		4.15	12.15	} CB 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 OG YD RD		4.15 3.50	7.20 6.20	A 3.00PM	3.30PM	11.30 10.30	CDFOFT 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	t 2.28		10.01	120 P
WILLARD		3.24	5.40	t 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 <sup>279</sup> 9.12 <sup>29</sup>	122 P
WHEELON		2.45	4.50			8.45	121 P
DN CACHE JCT. YL CJ		2.30	4.30			8.25	WS 106 ES 70 WYZ
D TRENTON ON		2.15	3.30			7.25	123 P
CORNISH							P
UTIDA							P
D WESTON WI		2.04 <sup>277</sup>	3.15			7.15	121 P
D DAYTON CN		1.55	3.05			7.05	121 P
CLIFTON							P
COULAM		1.45	2.55			6.55	121 P
OXFORD							P
SWAN LAKE		1.36	2.45			6.45	121 P
DN DOWNEY DO		1.23	2.30			6.30	121 P
VIRGINIA							P
D ARIMO A		1.10	2.15			6.15	122 P
DN-R McCAMMON YL MC		1.00AM	2.00PM			6.00PM	BS 123 WS 125 IPWY
(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 21.0 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						EASTWARD	
Car capacity of sidings, etc. See Note 6(A) Page 22.	SECOND CLASS		FIRST CLASS				Distance from Salt Lake City	Time-Table No. 21 January 9, 1955	
	259 Time Freight	299 Stock Special	9 Passenger	103 Streamliner Passenger	5 Mail and Express	107 Streamliner Passenger		STATIONS	
	Daily	Daily	Daily	Daily	Daily	Daily		STATIONS	
DOPT WYZ	9.00PM	1.30PM					0.0	DN-R NORTH YARD YL C	
I							0.7	0.7 D. & R. G. W. CROSSING YL	
I							1.2	0.5 D. & R. G. W. CROSSING YL	
P							2.3	1.1 WEST. PAC. CROSSING YL	
P			10.30PM	7.50PM	9.45AM	9.05AM	4.4	2.1 BUENA VISTA	
AIP							0.0	DN R SA SALT LAKE CITY YL	
AIP							1.3	1.3 EIGHTH SO. ST. YL	
122 P					9.58		1.5	0.2 D. & R. G. W. CROSSING YL	
125 P					s 10.10		1.7	0.2 D. & R. G. W. CROSSING YL	
AI							4.8	3.1 BUENA VISTA	
122 P							15.7	10.9 D GARFIELD GF	
122 PW							16.8	1.2 D. & R. G. W. CROSSING	
122 PY							19.6	2.7 LAKE POINT	
131 PW							27.6	8.0 ERDA	
122 P							35.8	8.2 D WARNER DU	
122 P							41.4	5.6 STOCKTON	
143 PW							47.9	6.5 D ST. JOHN SJ	
122 P							60.7	12.8 FAUST	
137 PW							66.8	6.1 PEHRSON	
122 P							74.1	7.3 LOFGREEN	
122 P							79.8	5.7 BOULTER	
122 FWYZ							85.4	5.6 D TINTIC U	
123 P							92.1	6.7 McINTYRE	
126 PW					11.53AM		98.7	8.6 JERICHO	
139 P					12.05PM		109.0	10.3 CHAMPLIN	
118 118 FWY			12.39AM	9.44	s 12.15	10.53	118.1	9.1 D LYNDYL NY	
122 P							125.8	7.7 STRONG	
124 186 FWY			s 12.56		s 12.37		134.6	8.8 DN DELTA AK	
122 P							144.1	9.5 VAN	
122 P							153.0	8.9 CLEAR LAKE	
123 P							158.1	5.1 NEELS	
122 P							166.5	8.4 BLOOM	
124 P							174.4	7.9 CRUZ	
123 PW							184.6	10.2 BLACK ROCK	
122 P							194.3	9.7 READ	
122 P							198.9	4.6 MURDOCK	
DPTWYZ	A 5.00AM	A 6.45PM	A 2.00AM	A 10.56PM	A 1.55PM	A 12.05PM	207.2	8.3 DN-R MILFORD YL FD	
								(207.2)	
	(8.00) 25.9	(5.15) 39.4	(3.30) 69.2	(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.

WESTWARD		SECOND SUBDIVISION						EASTWARD	
Car capacity of sidings, etc. See Note 6(A) Page 22.	SECOND CLASS		FIRST CLASS				Distance from Salt Lake City	Time-Table No. 21 January 9, 1955	
	259 Time Freight	299 Stock Special	9 Passenger	103 Streamliner Passenger	5 Mail and Express	107 Streamliner Passenger		STATIONS	
	Daily	Daily	Daily	Daily	Daily	Daily		STATIONS	
DOPT WYZ	9.00PM	1.30PM					0.0	DN-R NORTH YARD YL C	
I							0.7	0.7 D. & R. G. W. CROSSING YL	
I							1.2	0.5 D. & R. G. W. CROSSING YL	
P							2.3	1.1 WEST. PAC. CROSSING YL	
P			10.30PM	7.50PM	9.45AM	9.05AM	4.4	2.1 BUENA VISTA	
AIP							0.0	DN R SA SALT LAKE CITY YL	
AIP							1.3	1.3 EIGHTH SO. ST. YL	
122 P					9.58		1.5	0.2 D. & R. G. W. CROSSING YL	
125 P					s 10.10		1.7	0.2 D. & R. G. W. CROSSING YL	
AI							4.8	3.1 BUENA VISTA	
122 P							15.7	10.9 D GARFIELD GF	
122 PW							16.8	1.2 D. & R. G. W. CROSSING	
122 PY							19.6	2.7 LAKE POINT	
131 PW							27.6	8.0 ERDA	
122 P							35.8	8.2 D WARNER DU	
122 P							41.4	5.6 STOCKTON	
143 PW							47.9	6.5 D ST. JOHN SJ	
122 P							60.7	12.8 FAUST	
137 PW							66.8	6.1 PEHRSON	
122 P							74.1	7.3 LOFGREEN	
122 P							79.8	5.7 BOULTER	
122 FWYZ							85.4	5.6 D TINTIC U	
123 P							92.1	6.7 McINTYRE	
126 PW					11.53AM		98.7	8.6 JERICHO	
139 P					12.05PM		109.0	10.3 CHAMPLIN	
118 118 FWY			12.39AM	9.44	s 12.15	10.53	118.1	9.1 D LYNDYL NY	
122 P							125.8	7.7 STRONG	
124 186 FWY			s 12.56		s 12.37		134.6	8.8 DN DELTA AK	
122 P							144.1	9.5 VAN	
122 P							153.0	8.9 CLEAR LAKE	
123 P							158.1	5.1 NEELS	
122 P							166.5	8.4 BLOOM	
124 P							174.4	7.9 CRUZ	
123 PW							184.6	10.2 BLACK ROCK	
122 P							194.3	9.7 READ	
122 P							198.9	4.6 MURDOCK	
DPTWYZ	A 5.00AM	A 6.45PM	A 2.00AM	A 10.56PM	A 1.55PM	A 12.05PM	207.2	8.3 DN-R MILFORD YL FD	
								(207.2)	
	(8.00) 25.9	(5.15) 39.4	(3.30) 69.2	(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.



**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	11.00PM	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	
122 188 PWY			11.27PM	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	
122 122 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 119 113 DPWY			1.01AM	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			345.0	
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				3.35	7.53	4.42	7.50	445.3
DPTWYZ	A 2.00AM	A 2.30PM	A 3.45AM	A 8.05PM	A 4.50PM	A 8.05AM	449.8	

**Time-Table No. 21**

January 9, 1955

**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	7.6		
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			

CENTRALIZED TRAFFIC CONTROL

Thru Time ..... (7.00) (8.50) (4.45) (6.00) (4.42) (5.55) .....  
 Average speed per hour ..... 84.6 23.4 51.0 40.4 51.6 41.0

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.	Miles Per Hour	FIRST CLASS				SECOND CLASS	
		104 Streamliner Passenger	6 Mail and Express	10 Passenger	108 Streamliner Passenger	256 Time Freight	260 Time Freight
		Daily	Daily	Daily	Daily	Daily	Daily
DPTWYZ	576.8	A 5.00AM	A 1.45PM	A 12.40AM	A 2.27AM	A 4.30PM	A 1.45AM
123 P	571.7	4.53	1.35	12.30	2.17		
122 P	561.6		1.25				
122 P	564.8						
122 P	550.5						
122 188 PWY	541.4	4.30	s 1.02	s 12.05AM	1.56		
122 P	531.5		12.45				
122 PW	526.7		f 12.39				
122 P	515.8						
122 122 PWY	509.8		f 12.23				
122 P	501.2		12.12PM				
127 PY	493.7		11.59AM				
122 P	489.3						
122 PW	484.6		11.43				
133 P	475.3		11.28				
44 P	472.3						
83 P	468.4						
122 P	464.3		11.05				
ES 119 113 DPWY	459.5	2.54	s 10.55	s 10.15PM	12.17AM		
122 P	454.5		10.38				
122 P	449.0						
122 P	444.9						
122 PW	438.4		f 10.09				
145 P	434.5						
122 P	429.1		9.53				
102 77 PW	419.1		f 9.40				
122 P	413.5						
69 P	408.5		9.22				
122 P	402.9		9.13				
136 PW	397.9		f 9.07				
122 P	393.4						
122 PWY	383.1		s 8.51	8.17			
122 P	373.5						
122 PW	363.0		f 8.30				
74 P	357.5		8.24				
122 P	352.0						
122 P	347.0						
122 P	338.7						
DPTWYZ	334.2	12.25AM	8.00AM	7.30PM	9.50PM	6.35AM	3.45PM

Thru Time ..... (4.35) (5.45) (5.10) (4.37) (9.55) (10.00)  
 Average speed per hour ..... 52.9 42.2 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 sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS			Distance from Salt Lake City	Time-Table No. 21 January 9, 1955	Mile Post	SECOND CLASS			Car capacity of sidings, etc. See Rule 6(A) Page 22.	
	DEPT WYZ	307	305				308	306	SECOND CLASS		
		Mixed	Mixed				Mixed	Mixed			
	Daily Except Sunday	Daily Except Sunday									
			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	43.6	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 PS 70 P		f	3.25	24.5	7.4 MOUNT	775.5	f	10.50			
73 PWY		f	3.45	29.0	4.5 CUTLER	771.0	f	10.30			
31 P		f	4.05	30.5	1.5 D. LEHI HI	769.5	f	10.20			
45 P		f	4.15	33.5	3.0 D. AMERICAN FORK AF	766.5	f	10.00			
73 P		f	4.35	36.5	3.0 D. PLEASANT GROVE GO	763.5	f	9.40			
50 P				38.7	2.2 PIPEMILL	761.3					
100 P		f	4.45	42.0	3.3 D. GENEVA YL G	758.0	f	9.20			
AI				42.7	0.7 D. & R. G. W. CROSSING	757.3					
CBPT WYZ		9.30AM	A 5.15AM	47.3	4.6 DN-R PROVO YL VO	752.7	A	4.45PM	9.00PM		
P		f	9.40	52.0	4.7 SPRINGVILLE	748.0	f	4.34			
29 P		s	9.55	55.6	3.6 D. SPANISH FORK SF	744.4	f	4.28			
116 PW		s	10.15	63.2	7.6 D. PAYSON CN	736.8	f	4.17			
125 PW		f	10.55	78.0	14.8 STARR	722.0	f	3.52			
132 PY		s	11.35AM	89.2	11.2 D. NEPHI NI	710.8	s	3.35			
75 P		f	12.05PM	103.7	14.5 JUAB	696.3	f	3.10			
125 P		f	12.45	118.9	15.2 PARLEY	681.1	f	2.40			
60 P		f	1.15	130.1	11.2 MACK	669.9	f	2.16			
PWY		A	1.30PM	134.1	4.0 D. LYNNDYL YL NY	665.9		2.10PM			
					(134.1)						
		(4.00)	(3.15)		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 sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS		Distance from Cache Jct.	Time-Table No. 21 January 9, 1955	Mile Post	SECOND CLASS			
	DPWYZ	303				SECOND CLASS	304	SECOND CLASS	
		Mixed							Mixed
	Daily Except Sunday								
			6.10AM	0.0	DN-R CACHE JCT. YL CJ	0.0	A	3.00PM	
				4.8	4.8 PETERSBORO (Spur)	4.8			
10				8.6	3.8 MENDON	8.6	f	2.15	
35	f	6.35		12.4	3.8 NEBEKER (Spur)	12.4			
7				13.8	1.4 D. WELLSVILLE WV	13.8	f	1.55	
19 W	f	6.55		14.5	0.7 HILLS	14.5			
25				17.6	3.1 HYRUM	17.6	f	1.30	
22	f	7.10		20.2	2.6 HOLT	20.2			
13				24.1	3.9 D. LOGAN YL Q	24.1	s	1.10	
85 WYZ	s	7.35		24.4	0.3 BENSON JCT. YL	24.4			
				26.4	2.0 GREENVILLE	26.4			
20				31.5	5.1 D. SMITHFIELD YL SM	31.5	f	12.30	
15	f	8.02		33.4	1.9 RAUGH (Spur)	33.4			
9				36.5	3.1 HODGES (Spur)	36.5			
9				37.4	0.9 D. RICHMOND YL RN	37.4	f	12.01PM	
33 W	f	8.25		39.6	2.2 MERRILLS	39.6			
10				41.0	1.4 WEBSTER	41.0	f	11.30AM	
6	f	8.34		41.5	0.5 D. LEWISTON (Spur)	41.5			
				43.8	2.3 FRANKLIN	43.8	f	11.20	
35	f	9.05		48.0	4.2 WHITNEY YL	48.0	f	11.08	
24	f	9.15		50.8	2.8 D-R PRESTON YL PN	50.8		11.00AM	
22 WY	A	10.10AM							
					(50.8)				Daily Except Sunday
		(4.00)			Thru Time	(4.00)			12.7
		12.7			Average speed per hour	12.7			

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

For stations not shown on schedule pages.—See Page 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. 21 January 9, 1955	Mile Post	SECOND CLASS		
	311					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	
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	s 8.30	19.8	D	GARLAND YL AJ	19.8	s 12.15PM	
20	f	8.46	25.0		FIELDING	25.0	f 11.56AM	
14	f	9.25	36.7		PORTAGE	36.7	f 11.20	
12	f	9.50	44.5		CHEERY CREEK (Spur)	44.5	f 10.55	
30	wy	A 10.15AM	51.5	D-R	MALAD YL MV	51.5	10.30AM	
			(2.45)				(3.00)	
			18.7	..... Thru Time .....			17.1	
				..... Average speed per hour .....				

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. 21 January 9, 1955		Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 21 January 9, 1955		Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 21 January 9, 1955		Mile Post		
	STATIONS				STATIONS				STATIONS				
	WS 107 ES 115	RX			D	CLEARFIELD YL CF			0.0	19		wy	D
	I		D. & R. G. W. CROSSINC YL	0.3				GARLAND JCT. YL	1.1	22		SUNSET YL	5.1
45			BARNES YL (Spur)	2.1	9			HAWS YL	3.4			END OF TRACK YL	5.6
3			END OF TRACK YL	2.4	11			BUSH YL	7.5				
					22			BRADFORD 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. 21 January 9, 1955	Mile Post	SECOND CLASS		Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 21 January 9, 1955		Mile Post	
	417					418						
	Local Freight					Local Freight						
Daily Except Sunday		STATIONS										
122 188	PWY	7.00AM	0.0	DN-R	LUND YL UN	0.0	A 1.50PM	120	wyz	DN-R	IRON SPRINGS YL GS	0.0
120		7.20			AVON	9.4	1.25				DESERT MOUND	4.5
120	wyz	8.00		DN-R	IRON SPRINGS YL GS	20.3	12.55				COMSTOCK	10.9
20		8.15			HALIVAH	25.2	12.20				IRON MOUNTAIN YL MN	14.9
Loop 43	w	A 8.40AM		DN-R	CEDAR CITY YL CD	32.5	12.05PM					
			(1.40)				(1.45)				(1.49)	
			19.5	..... Thru Time .....			18.2	..... Average speed per hour .....				

WESTWARD			MEAD LAKE BRANCH			EASTWARD		
Car capacity of sidings, etc. See Rule 6(A) Page 22.	Distance from Moapa	Time-Table No. 21 January 9, 1955		Mile Post	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. 21 January 9, 1955	Mile Post	SECOND CLASS		Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 21 January 9, 1955		Mile Post	
	403					404						
	Local Freight					Local Freight						
Daily Except Sunday		STATIONS										
ES 123 WS 116 DPWY		7.30AM	0.0	DN-R	CALIENTE YL CS	0.0	A 2.45PM	124 186	PWY	DN	DELTA YL AK	0.0
26	s	8.20			PANACA	14.5	s 1.30	10			GREENWOOD (Spur)	21.7
	Y	A 9.45AM		D	PIOCHE YL RM	32.7	12.01PM	26	Y	D	FILLMORE YL FT	32.2
			(2.15)				(2.44)				(32.2)	
			14.0	..... Thru Time .....			11.9	..... Average speed per hour .....				

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. On curves, 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
Inspection bus cars.		40	40	Trains handling scale test cars— On main line. On branch lines.			30 20
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling water cars converted from Vanderbilt (round) type tender on secondary tracks and branch lines.			20
Within yard limits— Protected by continuous block signal system. Not protected by continuous block signal system.	60	50	25	Trains handling UP ore cars Nos. 8000-8499 under load or empty.			45
At North Yard. On branch lines.	50	40	25	Trains handling air-dump cars.			35
Diesel passenger locomotive operated without train. All lesser speed restrictions specified for passenger trains will govern.			25	Jordan spreaders and other machines of spreader type, when in operation.			15
Diesel locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	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 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	When using cross-overs or turn-outs: 9000 class locomotives; Forward movement. Back-up movement.			10 10 6 6
1500 class Diesel road freight locomotives.		50	50	All other class locomotives; Forward movement. Back-up movement.			15 15 15 10 10 10
Diesel freight and road switch locomotives.		65		When using No. 14 turn-outs.			25 20 20
Diesel yard switch locomotives in road service.	35	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.	20	20	20
Steam locomotives running backward.		20	20	On wye tracks.	6	6	6
3800 class locomotives.		60	50	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch lines. (Slower speed must be observed where conditions require.)			25 15
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. 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 (Sec 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.	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 A.S.&R. Co. Highline Trackage.			15
Lynndyl Between M.P. 665.7* and 665.9* (See Note).	70	60	50	D&RGW Crossing at M.P. 767.1.	65	55	45
Over old Cinder Pit on inbound roundhouse lead.		5	5	Between M.P. 767.2 and 767.5.	65	55	45
Champlin Between M.P. 678.9 and 679.2.	65	55	45	Garfield Between M.P. 770.1 and 770.5.	70	60	50
Between M.P. 680.5 and 681.0.	60	50	40	Buena Vista Between M.P. 779.2** and 779.6 (See Note).	70	60	50
Between M.P. 682.5 and 684.5.	60	50	40	Freight Line Between Buena Vista and North Yard.	20	20	20
Jericho Between M.P. 685.6 and 689.0.	60	50	40	Salt Lake City—within Grant Tower Interlocking Limits.	12	12	12
McIntyre Between M.P. 692.8 and 693.4.	70	60	50	Passenger Line—D&RGW railroad crossings on Ninth South Street.	20	20	20
Tintic Between M.P. 699.6 and 699.9.	70	60	50	Salt Lake City—Between Fifth North and Ninth South Streets; and between Third West and Fourth West Streets.	12	12	12
Between M.P. 702.1 and 703.8.	70	60	50	Salt Lake City—When pushing cars between Fifth North and Twenty-First South Streets.			5
Boulter Between M.P. 705.8 and 715.9.	55	45	35	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.			
Pehrson Between M.P. 719.6 and 721.0.	60	50	40	Salt Lake City			
St. John Between M.P. 742.1 and 744.1.	55	45	35				
Warner Between M.P. 754.2 and 755.6.	60	50	40				

**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 Maximum Speed at Any Point between Farrier and M.P. 500 near Uvada.	70	60	50
Lovell Government Ordnance Spur.			25	Between M.P. 394.0 and 394.2.	60	50	40
Dike Between M.P. 348.4 and 351.1.	40	40	30	Between M.P. 394.6 and 395.9.	35	35	25
Apex Between M.P. 356.1 and 356.8.	50	40	30	Between M.P. 397.5 and 398.6.	45	35	25
Garnet Between M.P. 357.3 and 357.8* (See Note).	70	60	50	Hoya Between M.P. 403.7 and 419.7.	35	35	25
Between M.P. 358.2* and 358.5 (See Note).	45	40	30	Carp Between M.P. 425.4 and 426.2.	55	45	35
Between M.P. 358.8 and 359.4.	60	50	40	Between M.P. 427.9 and 428.2.	55	45	35
Between M.P. 362.2 and 362.5* (See Note).	60	50	40	Between M.P. 429.1 and 429.2.	60	50	40
Dry Lake Between M.P. 363.9 and 364.3.	70	60	50	Leith Between M.P. 430.0 and 455.2.	35	35	25
Between M.P. 369.1 and 369.4.	70	60	50	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	Brown Between M.P. 489.7* and 489.9 (See Note).	45	35	30
Between M.P. 461.2 and 461.7.	30	25	20	Between M.P. 490.6* and 492.1 (See Note).	50	40	30
Between M.P. 461.7 and 463.9.	45	35	25	Crestline Between M.P. 494.1 and 494.4.	40	30	25
Eccles Between M.P. 466.0 and 466.9.	40	35	25	Between M.P. 495.0 and 497.3.	30	25	20
Minto Between M.P. 468.1 and 468.3* (See Note).	55	45	35	Maximum Speed at Any Point between M. P. 500.0, near Uvada, and Farrier.	70	60	50
Between M.P. 469.1 and 477.3.	30	25	20	Uvada Between M.P. 502.0* and 502.5 (See Note).	70	60	50
Between M.P. 479.1 and 479.5.	40	30	25	Milford Between M.P. 576.5* and 577.2 (See Note).	20	20	20
Between M.P. 479.8 and 480.0.	50	40	25				
Between M.P. 480.4 and 481.6.	30	25	20				
Acoma Between M.P. 484.5* and 486.6 (See Note).	50	40	30				
Between M.P. 486.8 and 488.7.	30	30	25				
Between M.P. 489.1 and 489.2.	50	40	30				

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

Maximum speed.	50	40	40	Lehi Sugar Factory Trackage.			5
Through interlocking.	20	20	20	Cutler Emsco Spur, over No. 7 Switch.			5
Lynndyl Between House Track Switch and Standpipe.	5	5	5	Between M.P. 773.4 and 778.1.	30	30	20
Between M.P. 666.0 and 667.3.	40	30	20	Draper Between M.P. 780.8 and 783.5.	20	20	20
Mack Between M.P. 674.6 and 686.3.	30	30	25	Sandy Maximum Speed at Any Point between Sandy and Atwood.	30	30	30
Mills Between M.P. 691.8 and 694.4.	40	30	25	Atwood Midvale Smelter Trackage.			12
Nephi (See Note). City Limits, between M.P. 710.0 and 711.8**.	20	20	20	Maximum Speed at Any Point between Atwood and Salt Lake City.	15	15	15
Starr Between M.P. 732.6 and 733.5.	40	30	25	Salt Lake City—When pushing cars between Fifth North and Twenty-First South Streets.			5
Provo (See Note). City Limits, between M.P. 751.0* and 754.8.	20	20	15	Salt Lake City—Between Fifth North and Ninth South Street.	12	12	12
Between M.P. 754.8 and 758.8.	20	20	20	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.			
Geneva Over Road Crossings in Steel Plant.			15	Salt Lake City			
Pleasant Grove City Limits, between M.P. 762.9 and 764.0.	20	20	20				
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.	Fr.		Psg.	Fr.
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 Between M.P. 0.0 and 17.0.		25
Bear River Branch.		10	Between M.P. 17.0 and 22.5.		10
Cache Valley Branch Maximum Speed.		35	Between M.P. 22.5 and 25.5.		20
Between M.P. 13.6 and 13.9.		15	Between M.P. 25.5 and 32.7.		25
Between M.P. 17.7 and 18.0.		15	Prince Branch.		15
Between M.P. 42.7 and 43.3.		25	Caselton Spur.		10
Ironton Spur.		15	Mead Lake Branch Maximum Speed.		25
Eureka and Silver City Branches. Eureka, within city limits.		6	Between M.P. 1.6 and 2.3.		20
Mammoth Branch.		6	Between M.P. 5.0 and 6.7.		10
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. 7.0 and 9.0.		20

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"	46.
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"	31.8
39"	92.3	1' 1"	59.	2'	30.
40"	90.	1' 2"	58.	2'15"	26.6
41"	87.8	1' 3"	57.1	2'30"	24.
42"	85.7	1' 4"	56.2	2'45"	21.8
43"	83.7	1' 5"	55.3	3'	20.
44"	81.8	1' 6"	54.5	3'30"	17.1
45"	80.	1' 7"	53.7	4'	15.
46"	78.3	1' 8"	52.9	5'	12.
47"	76.6	1' 9"	52.1	6'	10.
48"	75.	1'10"	51.4	7'	8.6
49"	73.5	1'11"	50.7	8'	7.5
50"	72.	1'12"	50.	10'	6.
51"	70.6				

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity Etc. See Rule 6-A Page 22	Switch Connections	Grade Descending	Location	Mile Post	Car Capacity Etc. See Rule 6-A Page 22	Switch Connections	Grade Descending
<b>First Subdivision</b>					<b>Cache Valley Branch</b>				
Marsh Valley	103.0	2 Mi.	P	West	Sugar Factory	21.7	1.0 Mile	East	Level
Beers	72.3	9		East	Mill Spur	44.4	15	West	Level
Thorensen	68.5	21		West					
Anderson	63.7	15		Both	<b>Malad Branch</b>				
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	Spur 1.4 Mi.		East	Woodruff	40.5	8	East	West
Perry (1)	17.2	Old Siding 52	P	Both					
		Team Track 25		Both	<b>Eureka Branch</b>				
Harrisville	4.7	32	P	Both	Eureka	3.6	3.66 Miles	East	East
Browning	2.7	29		Both					
Sugar Factory				Both	<b>Silver City Branch</b>				
Spur	13.8	50	X	East	Silver City	2.4	1.94 Miles	East	East
Pioneer	29.7	60		Both					
Becks	32.9	Old Siding 88	P	Both	<b>Mammoth Branch</b>				
		Advance Track 68		Both	Mammoth Jct. to Mammoth Mine	1.6	3.66 Miles	East	East
				Both	Mammoth		10	Both	East
<b>Second Subdivision</b>									
Small Arms Spur	779.9	64	P	West	<b>Cedar City Branch</b>				
Bauer	744.8	33	P	Both	Kaiser	22.5	48	Both	East
Clover	732.8	Gov't. Yard	P	East	Stock Yards	29.9	Stock Track 28 P Stock Spur 0.5 Mi.	West	East
Oasis (3)	644.4	33	P	Both					
Borden	620.9	4	P	West	<b>Pioche Branch</b>				
Pumice	604.3	16	P	Both	Peck	6.0	2	West	East
				Both					
<b>Third Subdivision</b>					<b>Prince Branch</b>				
Barclay	478.7	18	P	Both	Mendha	4.2	3	East	East
Hoya Pit	401.5	70	P	Both	Caselton	6.5	Yard	East	West
Arrolime	353.8	31	P	Both	Prince	8.6	4	Both	West
Lovell	344.6	Spur 11	P	West					
		Gov't Ordnance Spur 4.0 Mi.		West	<b>Mead Lake Branch</b>				
Valley	342.4	Old Siding 38	P	Both	Standard Oil Co.	3.1	6	East	East
		Industry 14		Both	Arrowhead	3.3	20	West	East
		Nellis Air Base Spur 2.7 Mi.		West	Seven Arrow				
				West	Gypsum	9.3	7	East	West
<b>Provo Subdivision</b>					Amber	9.5	5	East	West
Officer	38.9	83	P	Both	Virgin	12.8	6	Both	West
Burton	39.5	21		Both	Glassand	13.7	20	West	West
Walton	41.1	16		Both					
Bentz	42.2	9		West					
Atwood	45.9	Team Track 17	P	Both					
		Spur 11		Both					
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. 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
<b>First Subdivision</b>					<b>Third Subdivision</b>				
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
<b>Second Subdivision</b>					<b>Provo Subdivision</b>				
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	<b>Cache Valley Branch</b>				
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	<b>Malad Branch</b>				
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	<b>Cedar City Branch</b>				
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.