



UNION PACIFIC RAILROAD COMPANY

South-Central District



**UTAH DIVISION
TIME-TABLE
No. 23**

**Effective Sunday,
September 11, 1955
at 12:01 A.M. MOUNTAIN TIME**

*Safety Gains
Where Courtesy Reigns*

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
N. D. NELSON, Trainmaster. Salt Lake City, Utah
R. G. JONES, Trainmaster. Salt Lake City, Utah
W. R. DAVIS, 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, District 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
R. L. MAUGHAN, Ass't Chief Train Dispatcher
Salt Lake City, Utah
C. W. CARTER, Ass't Chief Train Dispatcher
Salt Lake City, Utah
R. D. BRINK, Ass't Chief Train Dispatcher
Salt Lake City, Utah
J. H. MELTON, 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.
G. C. Dils	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.
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. Mabe	Surgeon	Maad.
J. S. Alley	Surgeon	Midvale.
L. E. Walker	Surgeon	Milford.
D. A. Symond	Surgeon	Milford.
John M. Ball	Surgeon	Murray.
F. H. Beckstead	Surgeon	Nephi.
J. G. Steele	Surgeon	Nephi.
K. A. Stratford	Division Surgeon	Ogden.
Harold V. DeMars	Ear, Nose & Throat	Ogden.
Leo W. Benson	Surgeon	Ogden.
Russell N. Hirst	Physician	Ogden.
Royd C. Stocks	Physician	Ogden.
LaMar Rogers	Physician	Ogden.
R. W. Pugmire	Oculist	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.
J. P. Merkley	Surgeon	Pocatello.
R. D. Benidict	Surgeon	Pocatello.
J. E. Comstock	Physician	Pocatello.
K. A. MacInnes	Physician	Pocatello.
D. J. Nelson	Surgeon	Pocatello.
C. W. Fond	Oculist & Aurist	Pocatello.
E. V. Simison	Oculist & Aurist	Pocatello.
M. J. Sharp	Surgeon	Pocatello.
L. R. Hawkes	Surgeon	Pocatello.
Eldon D. Clark	Oculist & Aurist	Preston.
J. J. Weight	Surgeon	Provo.
J. B. Westwood	Surgeon	Provo.
W. G. Noble	Surgeon	Provo.
Arley Flinders	Surgeon	Richmond.
L. J. Taufer	District Surgeon	Roy.
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.
R. M. Woolf	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				Salt Lake City Ogden	Time-Table No. 23 September 11, 1955	Mile Post	FIRST CLASS					
9 Passenger Daily	103 Streamliner Passenger Daily	107 Streamliner Passenger Daily	5 Mail and Express Daily				10 Passenger Daily	108 Streamliner Passenger Daily	104 Streamliner Passenger Daily	6 Mail and Express Daily		
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
18.38	7.38	8.55	8.45	36.3		SALT LAKE CITY		36.3 784.0	5.05	5.45	8.20	8.35
12.35	9.44	10.53	12.15	154.4		LYNN DYL		665.9	2.20	3.39	6.13	3.30
2.10	11.00	12.08	2.05	243.5		MILFORD		576.8	12.50	2.30	5.03	1.55
2.50	11.27	12.35	2.45	278.9		LUND		541.4	12.05	1.56	4.30	1.02
5.08	1.01	2.12	4.50	380.8		CALIENTE		459.5	10.15	12.17	2.54	10.55
8.05	3.45	4.50	8.05	488.1	MT	LAS VEGAS	MT	334.2	7.30	8.50	11.15	8.00
7.20	2.55	4.00	7.35	488.1	PT	LAS VEGAS	PT	334.2	6.15	8.40	11.15	6.40
10.40	5.40	6.43	11.45	657.1		YERMO		163.2	2.53	5.38	8.15	2.55
11.03	5.58	7.00	12.10	670.5		BARSTOW		150.1	2.25	5.20	7.57	2.30
1.05	7.55	8.52	2.30	751.3		SAN BERNARDINO		67.3	12.20	3.30	6.08	12.20
1.15	8.03	9.00	2.40	754.8		COLTON		64.5	12.07	3.20	5.55	11.59
1.30	8.15	9.15	3.00	761.8		RIVERSIDE		57.5	11.55	3.07	5.43	11.45
1.52			3.45	781.5		ONTARIO		37.5	11.28			11.10
2.03	8.40		4.05	787.3		POMONA		32.0	11.20		5.15	10.55
2.50	9.10	10.10	5.00	813.6		EAST LOS ANGELES		5.7	10.50	2.20	4.50	10.20
A 3.15	A 9.30	A 10.30	A 5.30	821.0	PT	LOS ANGELES	PT	0.0	10.30	2.00	4.30	10.00
						(821.0)			Daily	Daily	Daily	Daily
(19.10)	(15.35)	(15.20)	(22.35)			Thru Time		(18.35)	(15.30)	(15.35)	(20.30)	
42.8	52.7	53.5	36.4			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. 23 September 11, 1955	Mile Post	FIRST CLASS	
29 Passenger Daily	33 Passenger Daily	30 Passenger Daily				34 Passenger Daily	
7.00	5.30	0.0		SALT LAKE CITY	36.3	A 8.00	A 9.45
7.58	6.50	36.3		OGDEN	0.0	7.05	8.50
8.55	7.22	57.4		BRIGHAM CITY	21.1	6.10	7.50
9.40	8.02	85.1		CACHE JCT.	48.8	5.25	7.07
11.00	9.35	147.5		MCCAMMON	111.2	4.05	5.40
A 11.30	A 10.10	170.2		POCATELLO	213.9	3.30	5.10
				(170.2)		Daily	Daily
(4.30)	(4.40)			Thru Time		(4.30)	(4.35)
37.8	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 slings, etc. See Rule 6(A) Page 22.	Time-Table No. 23 September 11, 1955				
	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	7.05PM	6.00AM	
PX	10.40	9.10	7.15	6.10	
IX					
PX					
ws 72 PX	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 RS 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	8.05	7.25	5.50AM
		11.15	8.30	8.15	
122 P		11.25	8.40	8.25	6.04
120 P		11.37	8.49	8.37	f 6.23 ³⁰
120 P		11.45	8.55	8.45	f 6.40
ws 114 ES 67 PX		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 70WYZ DP		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	
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	
ES 123 WS 125 JFWY		A 3.35AM	A 11.20PM	A 12.10PM	

Time-Table No. 23
September 11, 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 7.3	
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	
TRENTON 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 DC 5.0	
VIRGINIA 4.7	
D ARIMO A 6.5	
DN-R McCAMMON YLMC	

Double Track

Block Signals

(147.5)
..... Thru Time
..... Average speed per hour

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

WESTWARD FIRST SUBDIVISION

FIRST CLASS

Distance from Salt Lake City	Time-Table No. 23 September 11, 1955					
	29	6	104	108	33	10
	Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger
	Daily	Daily	Daily	Daily	Daily	Daily
	7.00PM	6.35PM	8.20AM	5.45AM	5.30AM	5.05AM
	7.10	6.45	8.28	5.53	5.40	5.15
	7.13	6.49	8.31	5.56	5.43	5.18
	7.19	6.55			5.49	5.24
	7.23	7.00	8.40	6.05	5.53	5.29
	7.25	7.03			5.55	5.32
	7.29	7.07			6.00	5.37
	7.32	7.11	8.49	6.14	6.03	5.41
	7.37	7.16	8.53	6.18	6.08	5.47
	7.50 ³⁴	7.30PM A	9.05AM A	6.30AM	6.20 A	6.05AM
	8.20				6.50	
	8.28				6.58	
	8.35				7.06	
	8.40				7.11	
	s 8.55				s 7.22	
	9.07				7.32	
	9.12 ²⁷⁰				f 7.37	
	9.22				7.47	
	s 9.40				s 8.02	
	9.52				s 8.12	
	f 9.56				f 8.20	
	9.58				8.22	
	10.01				s 8.26	
	f 10.10				s 8.35	
	10.14				8.39	
	10.17				s 8.42	
	10.20				8.45	
	10.24				s 8.50	
	f 10.38				s 9.06	
	10.45				s 9.13	
	10.50				s 9.20	
	Af 11.00PM				As 9.35AM	

Block Signals

Double Track

(4.00) 36.9 (0.65) 39.6 (0.45) 48.4 (0.45) 48.4 (4.05) 36.1 (1.00) 36.3 Thru Time
..... Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 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. 23
September 11, 1955

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 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	9.29	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 ²⁹	9.05PM
D. & R. G. W. CROSSING YL	0.7						
S. P. JCT. YL	1.6	6.31				8.10	
HOT SPRINGS	8.8	6.23 ³¹¹				8.02	
WILLARD	14.0	6.18				7.57	
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	
TRENTON	58.9	5.08				s 6.51	
CORNISH	60.6	f 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	f 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)
Average speed per hour 37.6

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. 23
September 11, 1955

STATIONS	Mile Post	SECOND CLASS				
		280 Time Freight	278 Stock Special	312 Mixed	259 Time Freight	270 Time Freight
DN-R SALT LAKE CITY YL SA DS	36.3					
DN-R NORTH YARD YL C	33.7	A 5.20AM	A 8.50PM		A 5.00PM	A 1.00AM
NORTH SALT LAKE	31.1	5.08	8.35		4.40	12.45
BAMBERGER R. R. CROSS.	31.0					
D WOODS CROSS WC	28.1	5.03	8.25		4.34	12.35
FARMINGTON	21.3	4.54	8.15		4.23	12.25
D KAYSVILLE K	16.7	4.47	8.05		4.15	12.15
D LAYTON NY	14.5	4.44	8.00		4.10	12.10
D CLEARFIELD CF	9.8	4.38	7.50		4.00	12.01AM
ROY	6.1	4.33	7.40		3.50	11.50PM
BRIDGE JCT. YL	1.0	4.25	7.30		3.35	11.40
DN-R OGDEN YL OG YD RD	0.0	4.15 3.50	7.20 6.20	A 3.00PM	3.30PM	11.30 10.30
D. & R. G. W. CROSSING YL	0.7					
S. P. JCT. YL	1.6	3.40	6.05	2.45		10.15
HOT SPRINGS	8.8	3.30	5.50	f 2.28		10.01
WILLARD	14.0	3.24	5.40	f 2.17		9.54
DN BRIGHAM CITY YL BM	21.1	3.15	5.30	2.00PM		9.45
D HONEYVILLE HX	30.4	3.03	5.15			9.30
DEWEY	35.9	2.57	5.05			9.12 ²⁷⁹ 9.12 ²⁹
WHEELON	44.6	2.45	4.50			8.45
DN CACHE JCT. YL CJ	48.8	2.30	4.30			8.25
TRENTON	58.9	2.15	3.30			7.25
CORNISH	60.6					
UTIDA	62.4					
D WESTON WI	65.1	2.04 ²⁷⁷	3.15			7.15
D DAYTON CN	71.0	1.55	3.05			7.05
CLIFTON	75.2					
COULAM	78.3	1.45	2.55			6.55
OXFORD	81.3					
SWAN LAKE	84.7	1.36	2.45			6.45
DN DOWNEY DO	95.0	1.23	2.30			6.30
VIRGINIA	100.0					
D ARIMO A	104.7	1.10	2.15			6.15
DN-R McCAMMON YL MC	111.2	1.00AM	2.00PM			6.00PM
(147.5)		Daily	Daily	Daily Except Sunday	Daily	Daily

Thru Time (4.20)
Average speed per hour 34.0

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
P			10.30PM	7.50PM	9.45AM	9.05AM	0.0
AIP							1.3
AIP							1.5
122 P					9.58		4.8
125 P					s 10.10		15.7
122 P							16.8
122 PW					10.25		27.0
122 PY					s 10.36		35.8
131 P					f 10.43		41.4
122 P					f 10.51		47.9
143 PW					f 11.03		60.7
122 P							60.8
137 P					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
130 P					12.05PM		109.0
118 PWY			12.35AM	9.44	s 12.15	10.53	118.1
122 P							125.8
124 PWY			s 12.56		s 12.37		134.6
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
122 P							194.3
122 P			1.46	10.46	1.42	11.55AM	198.9
DPTWYZ	A 5.00AM	A 6.45PM	A 2.00AM	A 10.56PM	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	
	10 Passenger	108 Streamliner Passenger	104 Streamliner Passenger	6 Mail and Express	260 Time Freight	256 Freight Time
	DOPT WYZ					A 11.30AM
I						
I						
P						
P					A 4.45AM	A 5.35AM
AIP					A 8.10AM	A 6.05PM
AIP						
122 P					4.25	5.20
125 P					7.54	5.45
122 P						f 5.33
122 PW						
122 PY						s 5.10
131 P						f 4.59
122 P						f 4.51
143 PW						4.38
122 P						
137 P						4.22
122 P						
122 PWYZ						f 4.07
123 P						
126 PW						3.51
130 P						3.40
118 PWY					2.20	3.39
122 P					6.13	s 3.30
122 P						
124 PWY					s 2.01	s 3.10
122 P						
122 P						2.48
123 P						
122 P						
124 P						
123 PW						f 2.19
122 P						
122 P						
DPTWYZ	12.50AM	2.30AM	5.03AM	1.55PM	2.50AM	5.30PM

Thru Time Average speed per hour (3.55) 54.2 (3.05) 67.2 (3.07) 66.4 (4.10) 49.2 (8.40) 23.9 (9.00) 23.0

For conditional stops to discharge or pick up revenue passengers.—See Page 14.
 For stations not shown on schedule pages.—See Page 21.
 For setout tracks.—See Page 22.

WESTWARD

THIRD SUBDIVISION

Table with columns for Second Class (299 Stock Special, 259 Time Freight), First Class (103 Streamliner Passenger, 5 Mail and Express, 107 Streamliner Passenger, 9 Passenger), Distance from Salt Lake City, and Stations. Includes time-table No. 23 for September 11, 1955.

CENTRALIZED TRAFFIC CONTROL

(7.00) 24.6 (8.50) 23.4 (4.45) 51.0 (6.00) 40.4 (4.42) 51.6 (6.55) 41.0 Thru Time 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

Table with columns for First Class (104 Streamliner Passenger, 6 Mail and Express, 10 Passenger, 108 Streamliner Passenger), Second Class (256 Time Freight, 260 Time Freight), Mile Post, and Stations. Includes time-table No. 23 for September 11, 1955.

CENTRALIZED TRAFFIC CONTROL

Thru Time Average speed per hour (4.35) 52.9 (5.45) 42.2 (5.10) 46.9 (4.37) 52.6 (9.55) 24.4 (10.00) 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. 23 September 11, 1955	Mile Post	SECOND CLASS		Car capacity of sidings, etc. See Rule 6(A) Page 22.	Distance from Cache Jct.	Time-Table No. 23 September 11, 1955	Mile Post	SECOND CLASS			
	DOPT WYZ	307				305	308					306	DPWYZ	303	304
		Mixed				Mixed	Mixed					Mixed		Mixed	Mixed
	Daily Except Sunday	Daily Except Sunday		STATIONS			Daily Except Sunday	Daily Except Sunday							
		3.00AM	0.0	DN R SALT LAKE CITY YL C	36.3		A 2.15AM								
		3.06	1.3	1.3 EIGHTH SOUTH ST. YL	37.6		2.05								
	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										
	P	3.20	4.7	1.3 HUSLERS YL	41.0		1.50								
	P	3.30	7.3	2.6 MURRAY YL FN	43.6		f 1.40								
	P	3.35	7.9	0.6 PALLAS YL	44.2		1.35								
	AI		11.4	3.5 D. & R. G. W. GAUNTLET	47.7										
	AI		12.3	0.9 D. & R. G. W. CROSSING	48.6										
	P	f 3.45	12.6	0.3 SANDY	48.9		f 1.20								
	P	s 4.05	17.1	4.5 DRAPER A	782.9		s 1.10								
	P	f 4.25	24.6	7.4 MOUNT	775.5		f 12.50								
	P	f 4.45	29.0	4.5 CUTLER	771.0		f 12.30								
	P	f 5.05	30.5	1.5 LEHI HI	769.5		f 12.20								
	P	f 5.15	33.5	3.0 AMERICAN FORK AF	766.5		f 12.01AM								
	P	f 5.35	36.5	2.2 PLEASANT GROVE GO	763.5		f 11.40PM								
	P		38.7	3.3 PIPEMILL YL	761.3										
	P	f 5.45	42.0	0.7 GENEVA YL G	758.0		f 11.20								
	AI		42.7	0.7 D. & R. G. W. CROSSING	757.3										
	P	9.30AM A 6.15AM	47.3	4.6 DN.R PROVO YL VO	752.7	A 4.45PM	11.00PM								
	P	f 9.40	52.0	4.7 SPRINGVILLE	748.0	f 4.34									
	P	s 9.55	55.6	3.6 SPANISH FORK SF	744.4	f 4.28									
	PW	s 10.15	63.2	7.6 PAYSON CN	736.8	f 4.17									
	P	f 10.55	78.0	14.8 STARR	722.0	f 3.52									
	P	s 11.35AM	89.2	11.2 NEPHI NI	710.8	s 3.35									
	P	f 12.05PM	103.7	14.5 JUAB	696.3	f 3.10									
	P	f 12.45	118.9	15.2 PARLEY	681.1	f 2.40									
	P	f 1.15	130.1	11.2 MACK	669.9	f 2.16									
	PWT	A 1.30PM	134.1	4.0 LYNN DYL YL NY	665.9	2.10PM									
				(134.1)											
		(4.00) 21.7	(3.15) 14.5 Thru Time	(2.35) 33.6	(3.15) 14.5 Average speed per hour	(4.00) 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. 23 September 11, 1955	Mile Post	SECOND CLASS		Car capacity of sidings, etc. See Rule 6(A) Page 22.	Distance from Cache Jct.	Time-Table No. 23 September 11, 1955	Mile Post	SECOND CLASS	
	DPWYZ	303				304	DPWYZ					303	304
		Mixed				Mixed						Mixed	Mixed
	Daily Except Sunday	Daily Except Sunday		STATIONS		Daily Except Sunday	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								
	f 6.35		8.6	3.8 MENDON	8.6	f 2.15							
			12.4	3.8 NEBEKER (Spur)	12.4								
	f 6.55		13.8	1.4 WELLSVILLE WV	13.8	f 1.55							
			14.5	0.7 HILLS	14.5								
	f 7.10		17.6	3.1 HYRUM	17.6	f 1.30							
			20.2	2.0 HOLT	20.2								
	s 7.35		24.1	3.9 LOGAN YL Q	24.1	s 1.10							
			26.4	2.3 GREENVILLE	26.4								
	f 8.02		31.5	5.1 SMITHFIELD YLSM	31.5	f 12.30							
	f 8.25		37.4	5.9 RICHMOND YLRN	37.4	f 12.01PM							
			39.6	2.2 MERRILLS	39.6								
	f 8.34		41.0	1.4 WEBSTER	41.0	f 11.30AM							
			41.5	0.5 LEWISTON (Spur)	41.5								
	f 9.05		43.8	2.3 FRANKLIN F	43.8	f 11.20							
	f 9.15		48.0	4.2 WHITNEY YL	48.0	f 11.08							
	y A 10.10AM		50.8	2.8 PRESTON YL PN	50.8	11.00AM							
				(50.8)				Daily Except Sunday					
		(4.00) 12.7 Thru Time	(4.00) 12.7 Average speed per hour	(4.00) 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. 23 September 11, 1955		Mile Post	SECOND CLASS			Mile Post	SECOND CLASS
		311 Mixed Daily Except Sunday					312 Mixed				
WS 114 ES 67	PY	7.30AM	0.0	DN-R	BRIGHAM CITY YL	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	17.8	s	12.25			
19	y	8.30	19.8	D	GARLAND YL	19.8	s	12.15PM			
20	f	8.46	25.0		FIELDING	25.0	f	11.56AM			
14	f	9.25	36.7		PORTAGE	30.7	f	11.20			
17	f	9.50	44.5		CHERRY CREEK (Spur)	44.5	f	10.55			
30	y	A 10.15AM	51.5	D-R	MALAD YL	51.5		10.30AM			
				(51.5)				Daily Except Sunday			
(2.45) 18.7				Thru Time				(3.00) 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. 23 September 11, 1955	Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.		Time-Table No. 23 September 11, 1955	Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.		Time-Table No. 23 September 11, 1955	Mile Post
STATIONS				STATIONS				STATIONS			
WS 515 RS 116	PX	D CLEARFIELD YL	0.0	19	y	D GARLAND YL	0.0	46	D	TREMONTON YL	0.0
	I	D. & R. G. W. CROSSING 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	Distance from Cedar City	Time-Table No. 23 September 11, 1955		Mile Post	SECOND CLASS			Mile Post	SECOND CLASS	Time-Table No. 23 September 11, 1955		Mile Post	
		417 Local Freight Daily Except Sunday					418 Local Freight								
STATIONS				STATIONS				STATIONS							
122 138	PY	7.00AM	0.0	DN-R	LUND YL	0.0	A	1.50PM			120	WYZ	DN-R	IRON SPRINGS YL	0.0
		7.20	9.4		AVON	9.4		1.25						DESERT MOUND	4.5
120		8.00	10.9	DN-R	IRON SPRINGS YL	10.9		12.55						COMSTOCK	6.4
120	WYZ	8.00	12.2		IRON SPRINGS YL	12.2	20.3	12.55						COMSTOCK	10.9
Loop		A 8.40AM	32.5	DN-R	CEDAR CITY YL	32.5		12.05PM						IRON MOUNTAIN YL	14.9
				(32.5)				Daily Except Sunday				(14.9)			
(1.40) 19.5				Thru Time				(1.45) 18.2							
				Average speed per hour											

WESTWARD MEAD LAKE BRANCH EASTWARD

Car capacity of sidings, etc. See Rule 6(A) Page 22.		Time-Table No. 23 September 11, 1955	Mile Post
STATIONS			
122	PY	D MOAPA	0.0
13		NARROWS	5.1
11		LOGANDALE	10.2
11		OVERTON	14.8
	y	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	Distance from Pioche	Time-Table No. 23 September 11, 1955		Mile Post	SECOND CLASS			Mile Post	SECOND CLASS	Time-Table No. 23 September 11, 1955		Mile Post	
		403 Local Freight Daily Except Sunday					404 Local Freight								
STATIONS				STATIONS				STATIONS							
BS 123 WS 116 DPWY		7.30AM	0.0	DN-R	CALIENTE YL	0.0	A	2.45PM			124 186	PW Y	DN	DELTA YL	0.0
		8.20	14.5		PANACA	14.5	s	1.30			10			GREENWOOD (Spur)	21.7
		9.45AM	32.7	D	PIOCHE YL	32.7		12.01PM			26	Y	D	FILLMORE YL	32.2
				(32.7)				Daily Except Sunday				(32.2)			
(2.15) 14.0				Thru Time				(2.44) 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 Merchandise Special: On straight track, where not otherwise restricted.			60	Trains handling company roadway machines on their own wheels, except wrecking derricks: Straight track.			30
On curves, where not otherwise restricted.			50	On curves.			25
Inspection bus cars.		40	40	On branch lines.			15
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling scale test cars— On main line.			30
Within yard limits— Protected by continuous block signal system.	60	50	25	On branch lines.			20
Not protected by continuous block signal system.	50	40	25	Trains handling water cars converted from Vanderbilt (round) type tender on secondary tracks and branch lines.			20
At North Yard.	50	40	25	Trains handling UP ore cars Nos. 8000-8499 under load or empty.			45
On branch lines.	30	30	15	Trains handling air-dump cars.			35
Diesel passenger locomotive operated without train.			25	Jordan spreaders and other machines of spreader type, when in operation.			15
All lesser speed restrictions specified for passenger trains will govern.				Trains handling 5 or more cars of ore from Cedar City Branch: Between Lund and Milford.			40
Diesel locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Between Milford and Black Rock.			30
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	Between Black Rock and Lynndyl.			40
			40	Between Lynndyl and Salt Lake via Tintic.			40
Diesel locomotives 911, 912, 910-B and 910-C.	75	75		Between Lun and Modena.			30
1500 class Diesel road freight locomotives.		50	50	Between Modena and Las Vegas.			40
Diesel freight and road switch locomotives.		65		When using cross-overs or turn-outs: 9000 class locomotives; Forward movement.		10	10
Diesel yard switch locomotives in road service.	35	35	35	Back-up movement.		6	6
Steam locomotives running backward.		20	20	All other class locomotives; Forward movement.	15	15	15
3800 class locomotives.		60	50	Back-up movement.	10	10	10
3900 class locomotives.		65	50	When using No. 14 turn-outs.	25	20	20
4000, 9000, 2-10-2 and 4-10-2 type locomotives.		50	50	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
7000-7800 class locomotives. Between Salt Lake and McCammon.		75	50	On wye tracks.	6	6	6
MacArthur type locomotives with 63-inch drivers.		55	50	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line.			25
MacArthur type locomotives with 57-inch drivers.		35	35	On branch lines.			15
Other Ten Wheeler type locomotives and Consolidation type locomotives.		35	35	(Slower speed must be observed where conditions require.)			
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.			15				
With side rods and main rods in place.			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 (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 Between M.P. 757.1* and 758.9 (See Note).	55	45	35
Milford Between M.P. 576.5* and 577.2 (See Note).	20	20	20	Between M.P. 760.9 and 761.9.	70	60	50
Delta Between M.P. 651.4 and 651.6.	70	60	50	Between M.P. 762.8 and 763.3.	65	55	45
Between M.P. 652.9 and 653.2.	70	60	50	Lake Point A.S.&R. Co. Highline Trackage.			15
Between M.P. 655.8 and 656.4.	70	60	50	D&RGW Crossing at M.P. 767.1.	65	55	45
Lynndyl Between M.P. 665.7* and 665.9* (See Note).	70	60	50	Between M.P. 767.2 and 767.5.	65	55	45
Overold Cinder Pit on inbound roundhouse lead.		5	5	Garfield Between M.P. 770.1 and 770.5.	70	60	50
Champlin Between M.P. 678.9 and 679.2.	65	55	45	Buena Vista Between M.P. 779.2** and 779.6 (See Note).	70	60	50
Between M.P. 680.5 and 681.0.	60	50	40	Freight Line Between Buena Vista and North Yard.	20	20	20
Between M.P. 682.5 and 684.5.	60	50	40	Salt Lake City—within Grant Tower Interlocking Limits.	12	12	12
Jericho Between M.P. 685.6 and 689.0.	60	50	40	Passenger Line—D&RGW railroad crossings on Ninth South Street.	20	20	20
McIntyre Between M.P. 692.8 and 693.4.	70	60	50	Salt Lake City—Between Fifth North and Ninth South Streets; and between Third West and Fourth West Streets.	12	12	12
Tintic Between M.P. 699.6 and 699.9.	70	60	50	Salt Lake City—When pushing cars between Fifth North and Twenty-First South Streets.			5
Between M.P. 702.1 and 703.8.	70	60	50	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.			
Boulter Between M.P. 705.8 and 715.9.	55	45	35	Salt Lake City			
Pehrson Between M.P. 719.6 and 721.0.	60	50	40				
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 Between M.P. 379.2 and 379.6.	60	50	40
Maximum speed at any point between Farrier and M.P. 500 near Uvada.	70	60	50	Between M.P. 380.4 and 380.9.	65	55	45
Las Vegas Between M.P. 332.5 and 335.0.	20	20	20	Farrier Maximum Speed at any point between Farrier and M.P. 500 near Uvada.	70	60	50
Wann Nellis Air Base Spur.		25	25	Between M.P. 394.0 and 394.2.	60	50	40
Lovell Government Ordnance Spur.			25	Between M.P. 394.6 and 395.9.	35	35	25
Dike Between M.P. 348.4 and 351.1.	40	40	30	Between M.P. 397.5 and 398.6.	45	35	25
Apex Between M.P. 356.1 and 356.8.	50	40	30	Hoya Between M.P. 403.7 and 419.7.	35	35	25
Garnet Between M.P. 357.3 and 357.8* (See Note).	70	60	50	Carp Between M.P. 425.4 and 426.2.	55	45	35
Between M.P. 358.2* and 358.5 (See Note).	45	40	30	Between M.P. 427.9 and 428.2.	55	45	35
Between M.P. 358.8 and 359.4.	60	50	40	Between M.P. 429.1 and 429.2.	60	50	40
Between M.P. 362.2 and 362.5* (See Note).	60	50	40	Leith Between M.P. 430.0 and 455.2.	35	35	25
Dry Lake Between M.P. 363.9 and 364.3.	70	60	50	Etna Between M.P. 458.4 and 458.8.	45	35	25
Between M.P. 369.1 and 369.4.	70	60	50	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	Brown Between M.P. 489.1 and 492.1.	50	40	30
Between M.P. 461.2 and 461.7.	30	25	20	Crestline Between M.P. 494.1 and 494.4.	40	30	25
Between M.P. 461.7 and 463.9.	45	35	25	Between M.P. 495.0 and 497.3.	30	25	20
Eccles Between M.P. 466.0 and 466.9.	40	35	25	Maximum Speed at any point between M.P. 500.0, near Uvada, and Farrier.	70	60	50
Minto Between M.P. 468.1 and 468.3* (See Note).	55	45	35	Uvada Between M.P. 502.0* and 502.5 (See Note).	70	60	50
Between M.P. 469.1 and 477.3.	30	25	20	Milford Between M.P. 576.5* and 577.2 (See Note).	20	20	20
Between M.P. 479.1 and 479.5.	40	30	25				
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. 484.4* and 486.6 (See Note).	60	50	40				
Between M.P. 486.8 and 488.7.	30	30	25				

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 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 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.	25	25	25				
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	
	Pass.	Frt.		Pass.	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 Between Iron Springs and M.P. 5.50.		20
Thatcher Branch.		10	Between M.P. 5.50 and Iron Mountain.		15
Bear River Branch.		10	Pioche Branch 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.		12	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.
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
Marsh Valley	103.0	2 Mi.	P	West	Cache Valley Branch				
Beers	72.3	9		East	Sugar Factory Spur	21.7	1.0 Mile	East	Level
Thorensen	68.5	21		West	Mill Spur	44.4	15	West	East
Anderson	63.7	15		Both					
Morton	58.2	16		Both	Malad Branch				
Cottle	55.7	22		Both	Chase	3.9	28	West	East
Collinston (2)	40.1	32	P	Both	Roche Beet Spur	5.6	3 Miles	East	Level
Madsen	32.5	21		Both	Roche		30	East	Level
Bushnell	19.3	Spur 1.4 Mi.		East	Washakie	34.4	8	East	Level
Perry (1)	17.2	Old Siding 52	P	Both	Woodruff	40.5	8	East	West
		Team Track 25		Both					
Harrisville	4.7	32	P	Both	Eureka Branch				
Browning	2.7	29		Both	Eureka	3.6	3.66 Miles	East	East
Sugar Factory Spur	13.8	50	X	East					
Pioneer	29.7	60		Both	Silver City Branch				
Becks	32.9	Old Siding 88	P	Both	Silver City	2.4	1.94 Miles	East	East
		Advance Track 68		Both					
Second Subdivision					Mammoth Branch				
Small Arms Spur	779.9	64	P	West	Mammoth Jct. to Mammoth Mine		3.66 Miles	East	East
Bauer	744.8	33	P	Both	Mammoth	1.6	10	Both	East
Clover	732.8	Gov't. Yard	P	East					
Oasis (3)	644.4	33	P	Both	Cedar City Branch				
Borden	620.9	4	P	West	Kaiser	22.5	48	Both	East
Pumice	604.3	16	P	Both	Stock Yards	29.9	Stock Track 28 P Stock Spur 0.5 Mi.	West	East
Third Subdivision					Pioche Branch				
Barclay	478.7	18	P	Both	Peck	6.0	2	West	East
Hoya Pit	401.5	70	P	Both					
Arrolime	353.8	31	P	Both	Prince Branch				
Lovell	344.6	Spur 11	P	West	Mendha	4.2	3	East	East
		Gov't Ordnance Spur 4.0 Mi.			Caselton	6.5	Yard	East	West
Valley	342.4	Old Siding 38	P	Both	Prince	8.6	4	Both	West
		Industry 14		Both					
		Nellis Air Base Spur 2.7 Mi.		West	Mead Lake Branch				
					Standard Oil Co.	3.1	6	East	East
Provo Subdivision					Arrowhead	3.3	20	West	East
Officer	38.9	83	P	Both	Seven Arrow				
Burton	39.5	21		Both	Gypsum	9.3	7	East	West
Walton	41.1	16		West	Amber	9.5	5	East	West
Bentz	42.2	9		West	Virgin	12.3	6	Both	West
Atwood	45.9	Team Track 17	P	Both	Glassand	13.7	20	West	West
		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	P	East					
Soma	679.0	14		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
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; R—train register;
- N —night operator; YL—yard limits.
- DN—day and night operator;

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

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