



UNION PACIFIC RAILROAD COMPANY

South - Central District



UTAH DIVISION

**TIME-TABLE
No. 24**

**Effective Sunday,
October 30, 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. 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. 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.
C. J. Madsen	Oculist	Las Vegas.
C. G. Scroggs	Surgeon	Las Vegas.
N. Z. Tanner	Surgeon	Layton.
Robt. Skabelund	Surgeon	Lewiston.
R. N. Barlow	Surgeon	Logan.
S. M. Budge	Surgeon	Logan.
O. W. Budge	Surgeon	Logan.
J. Clare Hayward	Surgeon	Logan.
R. O. Porter	Oculist & Aurist	Logan.
O. H. Mabey	Surgeon	Malad.
J. S. Alley	Surgeon	Midvale.
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.
L. S. Sycamore	Surgeon	Ogden.
Royd C. Stocks	Physician	Ogden.
LaMar Rogers	Physician	Ogden.
R. W. Pugmire	Oculist	Ogden.
Max Stewart	Surgeon	Ogden.
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. Benedict	Surgeon	Pocatello.
J. E. Comstock	Physician	Pocatello.
K. A. MacInnes	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.
Arley Flinders	Surgeon	Provo.
L. J. Tauffer	District Surgeon	Richmond.
Harry Bertram	Oculist & Aurist	Roy.
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				Distance from Ogden	Time-Table No. 24 October 30, 1955				Mile Post	FIRST CLASS			
9 Passenger Daily	103 Streamliner Passenger Daily	107 Streamliner Passenger Daily	5 Mail and Express Daily		STATIONS	10 Passenger Daily	104 Streamliner Passenger Daily	108 Streamliner Passenger Daily		6 Mail and Express Daily			
9.15	6.55	8.10	7.55	0.0	MT OGDEN MT	0.0	A 6.00	A 9.05	A 2.40	A 7.30			
10.35	7.40	8.55	8.45	36.3	SALT LAKE CITY	36.3 784.0	5.05 4.45	8.20 8.10	1.55 1.45	6.35 6.15			
12.35	9.44	10.53	12.15	154.4	LYNN DYL	665.9	2.20	6.13	11.49	3.45			
2.05	11.00	12.08	2.05	243.5	MILFORD	576.8	12.50	5.03	10.40	2.10			
2.45	11.27	12.35	2.45	278.9	LUND	541.4	12.05	4.30	10.06	1.15			
4.50	1.01	2.12	4.50	360.8	CALIENTE	459.5	10.15	2.54	8.25	11.15			
7.35 6.50	3.45 2.55	4.50 4.00	8.05 7.35	486.1	MT PT LAS VEGAS MT PT	334.2	7.30 6.15	12.25 11.15	5.55 4.45	8.25 7.05			
10.20	5.40	6.43	11.45	657.1	YERMO	163.2	2.53	8.15	1.45	3.10			
10.45	5.58	7.00	12.10	670.5	BARSTOW	150.1	2.25	7.57	1.25	2.45			
12.55	7.55	8.52	2.30	751.3	SAN BERNARDINO	67.3	12.20	6.08	11.35	12.35			
1.05	8.03	9.00	2.40	754.8	COLTON	64.5	12.07	5.55	11.23	12.13			
1.25	8.15	9.15	3.00	761.8	RIVERSIDE	57.5	11.55	5.43	11.10	11.59			
1.48			3.45	781.5	ONTARIO	37.8	11.28			11.25			
2.00	8.40		4.05	787.3	POMONA	32.0	11.20	5.15		11.10			
2.50	9.10	10.10	5.00	813.6	EAST LOS ANGELES	5.7	10.50	4.50	10.20	10.35			
A 3.15	A 9.30	A 10.30	A 5.30	821.0	PT LOS ANGELES PT	0.0	10.30	4.30	10.00	10.15			
(19.00) 43.2	(15.35) 52.7	(15.20) 53.5	(22.35) 36.4		Thru Time		(18.30) 44.3	(15.35) 52.7	(15.40) 52.1	(20.15) 40.5			
					Average speed per hour								

WESTWARD CONDENSED TIME-TABLE EASTWARD

FIRST CLASS				Distance from Salt Lake City	Time-Table No. 24 October 30, 1955				Mile Post	FIRST CLASS			
29 Passenger Daily	33 Passenger Daily	STATIONS	30 Passenger Daily		34 Passenger Daily								
7.00	5.30	0.0	A 7.45	A 9.50									
7.50	6.20	36.3	6.55 6.35	9.00 8.40									
8.55	7.17	57.4	6.05	8.05									
9.40	7.57	85.1	5.20	7.20									
11.00	9.30	147.5	4.05	5.55									
A 11.30	A 10.00	170.2	3.30	5.25									
(4.30) 37.8	(4.30) 37.8		(4.16) 40.0	(4.25) 38.5									
					Thru Time								
					Average speed per hour								

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

WESTWARD

FIRST SUBDIVISION

SECOND CLASS

Table with columns for car capacity, freight times, and station names. Includes rows for various train types like 'P', 'D', 'WS', 'ES' and stations like 'SALT LAKE CITY', 'NORTH YARD', 'WOODS CROSS', etc.

Time-Table No. 24

October 30, 1955

STATIONS

Vertical list of stations with distances between them. Includes 'SALT LAKE CITY', 'NORTH YARD', 'WOODS CROSS', 'FARMINGTON', 'KAYSVILLE', 'LAYTON', 'CLEARFIELD', 'ROY', 'BRIDGE JCT.', 'OGDEN', 'D. & R. G. W. CROSSING', 'S. P. JCT.', 'HOT SPRINGS', 'WILLARD', 'BRIGHAM CITY', 'HONEYVILLE', 'DEWEY', 'WHEELON', 'CACHE JCT.', 'TRENTON', 'CORNISH', 'UTIDA', 'WESTON', 'DAYTON', 'CLIFTON', 'COULAM', 'OXFORD', 'SWAN LAKE', 'DOWNEY', 'VIRGINIA', 'ARIMO', 'McCAMMON'.

Double Track

BLOCK SIGNALS

(147.5)

Average speed per hour. 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

Table with columns for passenger, mail and express, streamliner passenger, and freight times. Includes rows for various train types and stations.

Time-Table No. 24

October 30, 1955

STATIONS

Vertical list of stations with distances between them. Includes 'SALT LAKE CITY', 'NORTH YARD', 'WOODS CROSS', 'FARMINGTON', 'KAYSVILLE', 'LAYTON', 'CLEARFIELD', 'ROY', 'BRIDGE JCT.', 'OGDEN', 'D. & R. G. W. CROSSING', 'S. P. JCT.', 'HOT SPRINGS', 'WILLARD', 'BRIGHAM CITY', 'HONEYVILLE', 'DEWEY', 'WHEELON', 'CACHE JCT.', 'TRENTON', 'CORNISH', 'UTIDA', 'WESTON', 'DAYTON', 'CLIFTON', 'COULAM', 'OXFORD', 'SWAN LAKE', 'DOWNEY', 'VIRGINIA', 'ARIMO', 'McCAMMON'.

Double Track

BLOCK SIGNALS

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Average speed per hour. 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. 24 October 30, 1955	Mile Point	FIRST CLASS								
		30 Passenger	5 Mail and Express	107 Streamliner Passenger	103 Streamliner Passenger	34 Passenger	9 Passenger			
STATIONS										
DN-R SALT LAKE CITY YL SA	36.3	A 7.45AM	A 8.45AM	A 8.55AM	A 7.40PM	A 9.50PM	A 10.05PM			
DN-R NORTH YARD YL C	33.7									
NORTH SALT LAKE	31.1	7.32	8.32	8.45	7.30	9.37	9.52			
BAMBERGER R. R. CROSS.	31.0									
D WOODS CROSS WC	28.1	7.29	8.29	8.42	7.27	9.34	9.49			
FARMINGTON	21.3	7.23	8.23			9.28	9.43			
D KAYSVILLE K	16.7	7.19	8.19			9.24	9.39			
D LAYTON NY	14.5	7.17	8.17	8.30	7.15	9.22	9.37			
D CLEARFIELD CF	9.8	7.12	8.12			9.17	9.32			
ROY	6.1	7.07	8.07	8.22	7.07	9.12	9.27			
BRIDGE JCT. YL	1.0	7.00	8.00	8.15	7.00	9.05	9.20			
DN-R OGDEN YL YD RD	0.0	6.55 6.35	7.55AM	8.10AM	6.55PM	9.00 8.40 ²⁷⁹	9.15PM			
D. & R. G. W. CROSSING YL	0.7									
S. P. JCT. YL	1.0	6.25				8.30 ²⁹				
HOT SPRINGS	8.8	6.17 ³¹¹				8.20				
WILLARD	14.0	6.12				8.14				
DN BRIGHAM CITY YL BM	21.1	s 6.05				s 8.05				
D HONEYVILLE HX	30.4	5.50				7.50				
DEWEY	35.9	5.44				7.45				
WHEELON	44.6	5.33				7.35				
DN CACHE JCT. YL CJ	48.8	s 5.20				s 7.20				
TRENTON	56.9	5.05				s 7.06				
CORNISH	60.6	f 5.00				s 7.01				
UTIDA	62.4	4.58				6.58				
D WESTON WI	65.1	4.55				s 6.55				
D DAYTON CN	71.0	f 4.49				s 6.46				
CLIFTON	75.2	4.45				6.41				
COULAM	78.3	4.42				6.38				
OXFORD	81.3	4.39				6.35				
SWAN LAKE	84.7	4.35				6.32				
DN DOWNEY DO	95.0	n 4.25				s 6.20				
VIRGINIA	100.0	4.18				6.10				
D ARIMO A	104.7	4.13				s 6.05				
DN-R McCAMMON YL MC	111.2	s 4.05AM				s 5.55PM				
(147.5)		Daily	Daily	Daily	Daily	Daily	Daily			
Thru Time		(3.40)	(0.50)	(0.45)	(0.45)	(3.65)	(0.50)			
Average speed per hour		40.2	43.6	43.4	43.4	37.6	43.6			

BLOCK SIGNALS

DOUBLE TRACK

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. 24 October 30, 1955	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				
STATIONS									
DN-R SALT LAKE CITY YL SA									P
DN-R NORTH YARD YL C	A 5.20AM	A 8.50PM		A 5.00PM	A 1.00AM				DOPT WYZ
NORTH SALT LAKE	5.08	8.35		4.40	12.45				PX
BAMBERGER R. R. CROSS.									IX
D WOODS CROSS WC	5.03	8.25		4.34	12.35				PX
FARMINGTON	4.54	8.15		4.23	12.25				WS 72 PX
D KAYSVILLE K	4.47	8.05		4.15	12.15				CS 133 PX
D LAYTON NY	4.44	8.00		4.10	12.10				WS 56 ES 115 PX
D CLEARFIELD CF	4.38	7.50		4.00	12.01AM				ES 41 PX
ROY	4.33	7.40		3.50	11.50PM				P
BRIDGE JCT. YL	4.25	7.30		3.35	11.40				CDPOPT WYZ
DN-R OGDEN YL YD RD	4.15 3.50	7.20 6.20	A 3.00PM	3.30PM	11.30 10.30				
D. & R. G. W. CROSSING YL									
S. P. JCT. YL	3.40	6.05	2.45		10.15				122 P
HOT SPRINGS	3.30	5.50	f 2.28		10.01				120 P
WILLARD	3.24	5.40	f 2.17		9.54				120 P
DN BRIGHAM CITY YL BM	3.15	5.30	2.00PM		9.45				WS 114 ES 67 FY
D HONEYVILLE HX	3.03	5.15			9.25 ²⁷⁹				120 P
DEWEY	2.57	5.05			9.12 ²⁹				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 DP
TRENTON	2.15	3.30			7.25				123 P
CORNISH									P
UTIDA									P
D WESTON WI	2.04 ²⁷⁷	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				WS 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	21.6	21.1	22.4	21.1				

BLOCK SIGNALS

DOUBLE TRACK

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	Time-Table No. 24	
	259 Time Freight	299 Stock Special	9 Passenger	103 Streamliner Passenger	5 Mail and Express	107 Streamliner Passenger		October 30, 1955	
								STATIONS	
	Daily	Daily	Daily	Daily	Daily	Daily			
DOPT WYZ	9.00PM	1.30PM					0.0	DN-R NORTH YARD YL C	
I							0.7	D. & R. G. W. CROSSING YL	
I							1.2	D. & R. G. W. CROSSING YL	
I							2.3	WEST. PAC. CROSSING YL	
P							4.4	BUENA VISTA	
P			10.30PM	7.50PM	9.45AM	9.05AM	0.0	DN-R SALT LAKE CITY YL	
							1.3	EIGHTH SO. ST. YL	
AJP							1.5	D. & R. G. W. CROSSING YL	
AJP							1.7	D. & R. G. W. CROSSING YL	
122 P					9.58		4.5	BUENA VISTA	
125 P					s 10.10		15.7	D GARFIELD GF	
AI							16.8	D. & R. G. W. CROSSING	
122 P							19.6	LAKE POINT	
122 FW					10.25		27.6	ERDA	
122 FY					s 10.36		35.8	D WARNER DU	
131 P					f 10.43		41.4	STOCKTON	
122 P					f 10.51		47.9	D ST. JOHN SJ	
143 FW					f 11.03		60.7	FAUST	
122 P							66.8	PEHRSON	
137 P					11.21		74.1	LOGGREEN	
122 P							79.8	BOULTER	
122 FWYZ					f 11.39		85.4	D TINTIC U	
123 P							92.1	McINTYRE	
126 PW					11.53AM		98.7	JERICHO	
139 P					12.05PM		109.0	CHAMPLIN	
118 PWY			12.35AM	9.44	s 12.15	10.53	118.1	D LYNN DYL NY	
122 P							125.8	STRONG	
124 186 FWY			s 12.56		s 12.37		134.6	DN DELTA AK	
122 P							144.1	VAN	
122 P					12.56		153.0	CLEAR LAKE	
123 P							158.1	NEELS	
122 P							166.5	BLOOM	
124 P							174.4	CRUZ	
123 PW					f 1.27		184.6	BLACK ROCK	
122 P							194.3	READ	
122 P			1.45	10.46	1.42	11.55AM	198.9	MURDOCK	
DPTWYZ	A 5.00AM	A 6.45PM	A 1.55AM	A 10.56PM	A 1.55PM	A 12.05PM	207.2	DN-R MILFORD YL FD	

CENTRALIZED TRAFFIC CONTROL

Thru Time (8.00) 25.9
Average speed per hour (5.15) 39.4
..... (3.25) 60.6
..... (3.06) 66.8
..... (4.10) 49.7
..... (3.00) 69.6

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		Miles Per Hour	Time-Table No. 24	
	10 Passenger	104 Streamliner Passenger	108 Streamliner Passenger	6 Mail and Express	260 Time Freight	256 Time Freight		October 30, 1955	
								STATIONS	
DOPT WYZ							35.3	DN-R NORTH YARD YL C	
I							36.0	D. & R. G. W. CROSSING YL	
I							36.5	D. & R. G. W. CROSSING YL	
I							781.3	WEST. PAC. CROSSING YL	
P							779.2	BUENA VISTA	
P							36.3	DN-R SALT LAKE CITY YL	
AJP							37.6	EIGHTH SO. ST. YL	
AJP							37.8	D. & R. G. W. CROSSING YL	
122 P							38.0	D. & R. G. W. CROSSING YL	
125 P			4.25	7.54	1.30PM	5.51	779.2	BUENA VISTA	
AI							768.3	D GARFIELD GF	
122 P							767.1	D. & R. G. W. CROSSING	
122 PW							764.4	LAKE POINT	
122 PY							756.4	ERDA	
131 P							748.2	D WARNER DU	
122 P							742.6	STOCKTON	
143 PW							736.1	D ST. JOHN SJ	
122 P							723.3	FAUST	
137 P							717.2	PEHRSON	
122 P							709.9	LOGGREEN	
122 PWYZ							704.2	BOULTER	
123 P							698.6	D TINTIC U	
126 PW							691.9	McINTYRE	
139 P							685.3	JERICHO	
118 118 FWY							675.0	CHAMPLIN	
122 P			2.20	6.13	11.49AM	s 3.45	665.9	D LYNN DYL NY	
124 186 PWY							658.2	STRONG	
122 P							649.4	DN DELTA AK	
122 P			s 2.01			s 3.25	639.9	VAN	
122 P							631.0	CLEAR LAKE	
123 P							625.9	NEELS	
122 P							617.5	BLOOM	
124 P							609.6	CRUZ	
123 PW							599.4	BLACK ROCK	
122 P							589.7	READ	
122 P							585.1	MURDOCK	
DPTWYZ			12.50AM	5.03AM	10.40AM	2.10PM	576.8	DN-R MILFORD YL FD	

CENTRALIZED TRAFFIC CONTROL

Thru Time (3.55) 54.2
Average speed per hour (3.07) 66.4
..... (3.05) 66.2
..... (4.00) 51.8
..... (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

Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS		FIRST CLASS				Mileage 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	2.05AM	207.2	
123 P							212.3	
122 P				2.20			222.4	
122 P							229.2	
122 P							233.5	
122 188 FY			11.27PM	s 2.45	12.35	s 2.45	242.6	
122 P				2.57			252.5	
122 PW				f 3.03			257.3	
122 P							268.2	
122 122 PY				f 3.22		s 3.20	274.2	
122 P				3.31			282.8	
127 PY				3.45			290.3	
122 P							204.7	
122 PW				4.00			200.4	
133 P				4.15			308.7	
44 P							311.7	
83 P							315.0	
122 P				4.36			310.7	
ES 119 WS 113 DPWY			1.01AM	s 4.50	2.12	s 4.50	324.5	
122 P				4.58			329.5	
122 P							334.1	
122 P							330.1	
122 PW				5.28			345.6	
145 P							349.5	
122 P				5.45			354.9	
102 77 PW				5.58			364.9	
122 P							370.5	
69 P				6.16			375.5	
122 P				6.25			381.1	
136 P				6.32			386.1	
122 P							390.6	
122 PY				f 6.53		6.40	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	7.25	445.3
DPTWYZ	A 2.00AM	A 2.30PM	A 3.45AM	A 8.05PM	A 4.50PM	A 7.35AM	440.8	

(7.00) 34.8 (8.50) 28.4 (4.45) 51.0 (6.00) 40.4 (4.42) 51.6 (5.30) 44.1

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.

Time-Table No. 24

October 30, 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 MODENA NA
8.6 UVADA
7.5 CRESTLINE
4.4 BROWN
4.7 ACOMA
9.3 ISLEN
3.0 LITTLE SPRINGS
3.9 MINTO
4.1 ECCLES
4.8 DN CALIENTE YL CS
5.0 ETNA
4.6 STINE
5.0 BOYD
6.5 ELGIN
3.9 KYLE
5.4 LEITH
10.0 CARP
5.6 VIGO
5.0 GALT
5.6 HOYA
5.0 ROX
4.5 FARRIER
10.3 D MOAPA MA
9.6 UTE
10.5 DRY LAKE
3.5 GARNET
5.5 APEX
5.0 DIKE
8.3 WANN
4.5 DN-RLAS VEGAS YL VG

CENTRALIZED TRAFFIC CONTROL

Thru Time Average speed per hour

THIRD SUBDIVISION EASTWARD

FIRST CLASS

SECOND CLASS

Car capacity of sidings, etc. See Rule 6(A) Page 22.	Mile Post	FIRST CLASS				SECOND CLASS	
		104 Streamliner Passenger	108 Streamliner Passenger	6 Mail and Express	10 Passenger	256 Time Freight	260 Time Freight
DPTWYZ	576.8	A 5.00AM	A 10.37AM	A 2.00PM	A 12.40AM	A 4.30PM	A 1.45AM
129 P	571.7	4.53	10.27	1.48	12.30		
122 P	561.0			1.37			
122 P	554.8						
122 P	550.5						
122 188 PY	541.4	4.30	10.06	s 1.15	s 12.05AM		
122 P	531.5			12.59			
122 PW	526.7			f 12.54			
122 P	515.8						
122 122 FY	509.8			f 12.38			
122 P	501.2			12.28			
127 PY	493.7			12.15			
122 P	489.3						
122 PW	484.6			12.02PM			
133 P	475.3			11.47AM			
44 P	472.3						
83 P	468.4						
122 P	464.3			11.25			
ES 119 WS 113 DPWY	459.5	2.54	8.25	s 11.15	s 10.15PM		
122 P	454.5			11.01			
122 P	449.9						
122 P	444.0						
123 PW	438.4			f 10.32			
145 P	434.5						
122 P	429.1			10.16			
102 77 PW	419.1			f 10.04			
122 P	413.5						
69 P	408.5			9.47			
122 P	402.9			9.38			
136 P	397.9			f 9.32			
122 P	393.4						
122 PY	383.1			s 9.16	8.17		
122 P	373.5						
122 PW	363.0			f 8.55			
74 P	357.5			8.49			
122 P	352.0						
122 P	347.0						
122 P	338.7						
DPTWYZ	334.2	12.25AM	5.55AM	8.25AM	7.30PM	6.35AM	3.45PM

CENTRALIZED TRAFFIC CONTROL

(242.6)

Thru Time Average speed per hour (4.35) 52.9 (4.42) 51.6 (5.35) 43.3 (5.10) 46.9 (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. 24 October 30, 1955			Miles Past	SECOND CLASS		
	DOPT WYZ	307	305		STATIONS	308	306		DPWYZ	303	304
		Mixed	Mixed								
	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	EIGHTH SOUTH ST. YL	37.6	2.05					
IP			2.1	D. & R. G. W. CROSSING YL	38.4						
			3.4	D. & R. G. W. CROSSING YL	39.7						
77 P		3.20	4.7	HUSLERS YL	41.0	1.50					
47 P		f 3.30	7.3	D MURRAY YL FN	43.6	f 1.40					
60 P		3.35	7.9	PALLAS YL	44.2	1.35					
AI			11.4	D. & R. G. W. GAUNTLET	47.7						
AI			12.3	D. & R. G. W. CROSSING	48.6						
102 P		f 3.45	12.6	SANDY	48.9	f 1.20					
48 P		s 4.05	17.1	D DRAPER A	782.0	s 1.10					
WS 73 BS 70 P		f 4.25	24.5	MOUNT	775.5	f 12.50					
73 PY		f 4.45	29.0	CUTLER	771.0	f 12.30					
31 P		f 5.05	30.5	D LEHI HI	769.5	f 12.20					
45 P		f 5.15	33.5	D AMERICAN FORK AF	766.5	f 12.01AM					
73 P		f 5.35	36.5	D PLEASANT GROVE GO	763.5	f 11.40PM					
P			38.7	PIPEMILL YL	761.3						
100 P		f 5.45	42.0	D GENEVA YL G	758.0	f 11.20					
AI			42.7	D. & R. G. W. CROSSING	757.3						
CDPT WYZ	9.30AM	A 6.15AM	47.3	DN-R PROVO YL VO	752.7	A 4.45PM 11.00PM					
P	f 9.40		52.0	SPRINGVILLE	748.0	f 4.34					
29 P	s 9.55		55.6	D SPANISH FORK SF	744.4	f 4.28					
116 PW	s 10.15		63.2	D PAYSON CN	736.8	f 4.17					
125 P	f 10.55		78.0	STARR	722.0	f 3.52					
132 PY	s 11.35AM		89.2	D NEPHI NI	710.8	s 3.35					
75 P	f 12.05PM		103.7	JUAB	696.3	f 3.10					
125 P	f 12.45		118.9	PARLEY	681.1	f 2.40					
60 P	f 1.15		130.1	MACK	669.9	f 2.16					
PWY	A 1.30PM		134.1	D 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							

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. 24 October 30, 1955			Miles Past	SECOND CLASS		
	DPWYZ	303		STATIONS	308	306		DPWYZ	303	304
		Mixed								
	Daily Except Sunday	Daily Except Sunday								
		6.10AM	0.0	DN-R CACHE JCT. YL CJ	0.0	A 3.00PM				
			4.8	PETERSBORO (Spur)	4.8					
10			8.6	MENDON	8.6	f 2.15				
35	f 6.35		13.8	D WELLSVILLE WV	13.8	f 1.55				
19	f 6.55		14.5	HILLS	14.5					
25			17.6	HYRUM	17.6	f 1.30				
22	f 7.10		20.2	HOLT	20.2					
13			24.1	D LOGAN YL Q	24.1	s 1.10				
85 WYZ	s 7.35		26.4	GREENVILLE	26.4					
20			31.5	D SMITHFIELD YLSM	31.5	f 12.30				
15	f 8.02		37.4	D RICHMOND YLRN	37.4	f 12.01PM				
33	f 8.25		39.6	MERRILLS	39.6					
10			41.0	WEBSTER	41.0	f 11.30AM				
6	f 8.34		41.5	D LEWISTON (Spur)	41.5					
			43.8	FRANKLIN	43.8	f 11.20				
35	f 9.05		48.0	WHITNEY YL	48.0	f 11.08				
24	f 9.15		50.8	D-R PRESTON YL PN	50.8	11.00AM				
22 Y	A 10.10AM									
				(50.8)					Daily Except Sunday	
	(4.00) 12.7			Thru Time		(4.00) 12.7				
				Average speed per hour						

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 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. 24			Mile Post	SECOND CLASS	Mile Post
	311		October 30, 1955				312	
	Mixed						Mixed	
	Daily Except Sunday		STATIONS					
WS 114 RS 67	FX 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	y s 8.30	19.8	D	GARLAND YL	AJ 19.8	s	12.15PM	
20	f 8.46	25.0		FIELDING	25.0	f	11.56AM	
14	f 9.25	36.7		PORTAGE	36.7	f	11.20	
12	f 9.50	44.5		CHERRY CREEK (Spur)	44.5	f	10.55	
30	y A 10.15AM	51.5	D-R	MALAD YL	MV 51.5		10.30AM	
				(51.5)			Daily Except Sunday	
	(2.45)			Thru Time			(3.00)	
	15.7			Average speed per hour			17.1	

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

Westward SYRACUSE BRANCH Eastward			Westward BEAR RIVER BRANCH Eastward			Westward THATCHER BRANCH Eastward							
Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 24		Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 24		Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 24		Mile Post		
	October 30, 1955				October 30, 1955				October 30, 1955				
	STATIONS				STATIONS				STATIONS				
WS 56 RS 116	FX	D	CLEARFIELD YL	CF 0.0	19	y	D	GARLAND YL	AJ 0.0	46	D	TREMONTON YL	MU 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	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. 24			Mile Post	SECOND CLASS	Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 24		Mile Post	
	417		October 30, 1955				418			October 30, 1955			
	Local Freight						Local Freight						
	Daily Except Sunday		STATIONS						STATIONS				
122 188	FX		7.00AM	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
Loop 48			A 8.40AM	DN-R	CEDAR CITY YL	CD 32.5		12.05PM				IRON MOUNTAIN YL	MN 14.9
					(32.5)			Daily Except Sunday				(14.9)	
			(1.40)		Thru Time			(1.45)					
			19.5		Average speed per hour			18.2					

WESTWARD			MEAD LAKE BRANCH			EASTWARD		
Car capacity of sidings, etc. See Rule 6(A) Page 22.	Distance from Moapa	Time-Table No. 24			Mile Post			
		October 30, 1955						
		STATIONS						
122	PY	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. 24			Mile Post	SECOND CLASS	Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 24		Mile Post	
	403		October 30, 1955				404			October 30, 1955			
	Local Freight						Local Freight						
	Daily Except Sunday		STATIONS						STATIONS				
WS 123 WS 116 DPWX			7.30AM	DN-R	CALIENTE YL	CS 0.0	A	2.45PM	124 186	PW Y	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	28	y	D	FILLMORE YL	FY 32.2
					(32.7)			Daily Except Sunday				(32.2)	
			(2.15)		Thru Time			(2.44)					
			14.0		Average speed per hour			11.9					

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 403 is superior to No. 404, and 417 is superior to No. 418.—See Rule 72.
 For stations not shown on schedule pages.—See Page 21.
 For setout tracks.—See Page 22.

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

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

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

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

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

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

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35
DLS and Merchandise Special: On straight track, where not otherwise restricted.				Trains handling company roadway machines on their own wheels, except wrecking derricks: Straight track. On curves. On branch lines.			20
On curves, where not otherwise restricted.							
Inspection bus cars.		40	40	Trains handling scale test cars— On main line.			30
When caboose is handled in train consisting of passenger train equipment.		60		On branch lines.			20
Within yard limits— Protected by continuous block signal system. Not protected by continuous block signal system.	60	50	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 air-dump cars.			35
On branch lines.	30	30	15	Jordan spreaders and other machines of spreader type, when in operation.			15
Diesel passenger locomotive operated without train.			25	Trains handling 5 or more cars of ore from Cedar City Branch: Between Lund and Milford.			40
All lesser speed restrictions specified for passenger trains will govern.				Between Milford and Black Rock.			30
Diesel locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Between Black Rock and Lynndyl.			40
Diesel locomotives in road or helper service— Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling train.	40	40	40	Between Lynndyl and Salt Lake via Tintic.			40
Backing up light.			40	Between Lund and Modena.			30
Diesel locomotives 911, 912, 910-B and 910-C.	75	75		Between Modena and Las Vegas.			40
1500 class Diesel road freight locomotives.		50	50	Trains handling UP ore cars Nos. 8000-8499 under load or empty.			45
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* (See Note).	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.	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 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 4592 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. 489.1 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. 660.0 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	
	Pagr.	Frnt.		Pagr.	Frnt.
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
First Subdivision					Cache Valley Branch				
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	East
Thorensen	68.5	21		West					
Anderson	63.7	15		Both	Malad Branch				
Morton	58.2	16		Both	Chase	3.9	28	West	East
Cottle	55.7	22		Both	Roche Beet Spur	5.6	3 Miles	East	Level
Collinston (2)	40.1	32	P	Both	Roche		30	East	Level
Madsen	32.5	21		Both	Washakie	34.4	8	East	Level
Bushnell	19.3	21		Both	Woodruff	40.5	8	East	West
Perry (1)	17.2	Spur 1.4 Mi. Old Siding 52	P	Both					
		Team Track 25		Both	Eureka Branch				
Harrisville	4.7	32	P	Both	Eureka	3.6	3.66 Miles	East	East
Browning	2.7	29		Both					
Sugar Factory				Both	Silver City Branch				
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	Mammoth Branch				
		Advance Track 68		Both	Mammoth Jct. to Mammoth Mine		3.66 Miles	East	East
				Both	Mammoth	1.6	10	Both	East
Second Subdivision									
Small Arms Spur.	779.9	64	P	West	Cedar City Branch				
Bauer	744.8	33	P	Both	Kaiser	22.5	48	Both	East
Clover	732.8	Gov't. Yard	P	East	Stock Yards	29.9	StockTrack 28 P Stock Spur 0.5 Mi.	West	East
Oasis (3)	644.4	33	P	Both					
Borden	620.9	4	P	West	Pioche Branch				
Pumice	604.3	16	P	Both	Peck	6.0	2	West	East
Third Subdivision					Prince Branch				
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 Gov't Ordnance Spur 4.0 Mi. Old Siding 38	P	West					
		Industry 14 Nellis Air Base Spur 2.7 Mi.		West	Mead Lake Branch				
Valley	342.4			Both	Standard Oil Co.	3.1	6	East	East
				Both	Arrowhead	3.3	20	West	East
				West	Seven Arrow				
				West	Gypsum	9.3	7	East	West
Provo Subdivision					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		West					
Bentz	42.2	9		West					
Atwood	45.9	Team Track 17	P	West					
		Spur 11		West					
Cushing	47.5	27		Both					
Mellon Sand Spur	781.3	10		East					
Rideout	778.0	7	P	East					
Lehi Sugar Spur	769.1	98		East					
Hardy Beet Spur	761.8	27		West					
Bunker Spur	759.9	12		East					
Gate	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
Downey	95.0	Team Track 12	Both	West	Nada	554.8	14	Both	East
Swan Lake	84.7	Stock 14	Both	Level	Latimer	550.7	14	Both	East
Oxford	81.3	House 57	Both	Level	Zane	531.5	14	Both	West
Coulam	78.3	21	Both	Level	Beryl	526.7	36	Both	Level
Clifton	75.2	Old Siding 42	Both	East	Heist	515.8	22	Both	East
Dayton	71.0	House 16	Both	East	Uvada	501.2	22	Both	East
Weston	65.1	30	Both	East	Crestline	493.7	22	Both	West
Utida	62.4	27	Both	Level	Brown	489.3	14	Both	West
Cornish	60.6	35	Both	East	Acoma	484.6	23	Both	West
Trenton	56.9	19	Both	East	Islen	475.3	22	Both	West
Wheelon	44.6	27	Both	East	Minto	468.4	14	Both	West
Dewey	35.9	35	Both	Level	Eccles	464.3	14	Both	West
Honeyville	30.4	25	Both	East	Etna	454.5	11	East	West
Willard	14.0	18	Both	West	Stine	449.4	22	Both	West
Hot Springs	8.8	34	Both	East	Boyd	444.9	12	Both	West
Roy	6.1	32	Both	East	Elgin	438.4	22	Both	West
Clearfield	9.8	7	Both	West	Kyle	434.1	21	Both	West
Layton	14.5	17	Both	West	Leith	429.1	17	Both	West
Kaysville	16.7	East Spur 8	East	West	Carp	419.1	9	Both	West
Farmington	21.3	West Spur 8	East	West	Vigo	413.5	21	Both	West
Woods Cross	28.1	House 15	West	East	Hoya	402.9	7	East	West
Sure Seal	29.3	Stock 48	Both	East	Rox	397.9	18	West	West
		Stock 13	West	East	Ute	373.5	9	West	East
		13	Both	Level	Dry Lake	363.0	21	Both	East
		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
		11	East	East	Wann	338.7	16	Both	West
Second Subdivision					Provo Subdivision				
Buena Vista	779.2	22	Both	Level	Sandy	48.9	16	Both	East
Erda	756.4	22	Both	East	Draper	782.9	48	Both	East
St. John	736.1	43	Both	Level	Mount	775.5	41	Both	West
Faust	723.3	35	Both	East	Geneva	758.0	73	Both	West
Pehrson	717.2	15	Both	East	Springville	748.0	25	Both	East
Lofgreen	709.9	22	Both	East	Spanish Fork	744.4	16	Both	East
Boulter	704.2	22	Both	East	Starr	722.0	14	West	West
McIntyre	691.9	22	Both	West	Juab	696.3	34	Both	West
Jericho	685.3	30	Both	West	Cache Valley Branch				
Champlin	675.0	22	Both	West	Hyrum	17.6	House 22	Both	East
Strong	658.2	22	Both	West	Richmond	37.4	House 18	Both	West
Van	639.9	22	Both	West	Lewiston	41.5	Sugar Spur 1.46 Mi.	West	East
Clear Lake	631.0	22	Both	East	Malad Branch				
Neels	625.9	22	Both	East	Corinne	5.6	Stock 22	Both	Level
Bloom	617.5	22	Both	Level	Portage	36.7	House 36	Both	Level
Cruz	609.6	23	Both	Level			16	East	Level
Black Rock	599.4	22	Both	East	Cedar City Branch				
Read	589.7	22	Both	East	Avon	9.4	2	West	East
Murdock	585.1	22	Both	East					

SYMBOLS AND ABBREVIATIONS

Rule 6

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—water station;
- X—cross-over;
- Y—wye;
- Z—track scales;
- AI—automatic interlocking;
- CS—center siding;
- ES—eastward siding;
- WS—westward siding.