



**F. C. PAULSEN** General Manager  
**A. D. HANSON** General Superintendent Transportation  
**D. F. WENGERT** General Superintendent

**G. A. CUNNINGHAM, Superintendent,**  
**Salt Lake City, Utah**

C. C. LARKIN, Ass't Superintendent . . . Salt Lake City, Utah

H. S. JENSEN, Trainmaster . . . . . Salt Lake City, Utah

A. W. KIRKEBY, Trainmaster . . . . . Salt Lake City, Utah

A. E. STRAND, Terminal Superintendent  
 Salt Lake City, Utah

G. H. BAKER, Trainmaster . . . . . Milford, Utah

A. R. NELSON, Master Mechanic . . . . . Pocatello, Idaho

R. F. WEISS, Master Mechanic . . . . . Los Angeles, Calif.

J. E. DRUMMOND, Road Foreman of Engines  
 Salt Lake City, Utah

K. S. RUSSEY, Road Foreman of Engines  
 Salt Lake City, Utah

M. DEVEREAUX, Terminal Road Foreman  
 of Engines . . . . . Salt Lake City, Utah

J. J. SCHNACKENBERG, Road Foreman of Engines  
 Milford, Utah

J. W. GODFREY, Acting Division Engineer  
 Salt Lake City, Utah

B. ESBENSON, General Roadmaster . . Salt Lake City, Utah

**First, Second and Third Subdivisions and Branches**

**McCammon to Caliente**

D. DURHAM, Chief Train Dispatcher  
 Salt Lake City, Utah

J. C. HAYMOND, Ass't Chief Train Dispatcher  
 Salt Lake City, Utah

G. B. CHASTAIN, Ass't Chief Train Dispatcher  
 Salt Lake City, Utah

W. R. DAVIS, Ass't Chief Train Dispatcher  
 Salt Lake City, Utah

K. P. VARLEY, Ass't Chief Train Dispatcher  
 Salt Lake City, Utah

R. L. MAUGHAN, Ass't Chief Train Dispatcher  
 Salt Lake City, Utah

E. R. GUYE, 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. L. HULIHAN, Ass't Chief Train Dispatcher  
 Las Vegas, Nev.

W. A. McCALL, Ass't Chief Train Dispatcher  
 Las Vegas, Nev.

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

NAME	TITLE	PLACE	TERRITORY
D. L. GAMETTE	Medical Director	Las Angeles	Vicinity Salt Lake City.
L. J. TAUFER	District Surgeon	Salt Lake City	Vicinity Pocatello.
R. R. MERRELL	District Surgeon	Pocatello	Draper to Vineyard.
K. E. Noyes	Surgeon	American Fork	North Salt Lake to Farmington.
J. E. Trowbridge	Surgeon	Bountiful	Willard to Cropley and Cache Junction.
H. L. Pearce	Surgeon	Brigham City	
John Berghout	Surgeon	Callente	Croftline to Moapa.
L. V. Broadbent	Surgeon	Cedar City	Cedar City to Avon.
P. K. Edmunds	Surgeon	Cedar City	Cedar City to Avon.
R. W. Farnsworth	Surgeon	Cedar City	Cedar City to Avon.
M. E. Bird	Surgeon	Delta	Black Rock to Lyndyl.
E. L. Nelson	Surgeon	Downey	McCammon to Weston.
H. S. Jensen	Surgeon	Farmington	North Salt Lake to Kaysville.
Kenneth Hill	Surgeon	Garfield	Vicinity Garfield.
B. N. Benson	Surgeon	Garland	Portage to Cropley, Utah.
G. D. Rutledge	Surgeon	Kaysville	Clearfield to Woods Cross.
J. B. Demman	Surgeon	Las Vegas	Croftline to Moapa.
J. J. Hamill	Surgeon	Las Vegas	Roach to Dry Lake.
G. J. Madsen	Oculist	Las Vegas	Las Vegas.
C. G. Scruggs	Surgeon	Las Vegas	Las Vegas.
N. Z. Tanner	Surgeon	Layton	Roy to Layton.
A. K. Hansen	Surgeon	Lewiston	Preston to Logan, Dayton and Cache Junction.
S. M. Budge	Surgeon	Logan	Cache Valley Branch.
O. W. Budge	Surgeon	Logan	Cache Valley Branch.
J. Clare Hayward	Surgeon	Logan	Cache Valley Branch.
W. H. Hayward	Surgeon	Logan	Cache Valley Branch.
K. C. Riter	Surgeon	Logan	Cache Valley Branch.
O. H. Mabey	Surgeon	Malad	Malad Branch.
J. S. Alley	Surgeon	Midvale	Midvale to Murray and Sandy.
E. N. Davie	Surgeon	Milford	Croftline to Clear Lake.
John M. Ball	Surgeon	Murray	Sandy to Salt Lake City.
F. H. Beckstead	Surgeon	Nephi	Santaquin to Lyndyl.
J. G. Steele	Surgeon	Nephi	Santaquin to Lyndyl.
R. F. Howe	Surgeon	Ogden	Ogden to Green River, Brigham City to Kaysville.
L. S. Sycamore	Surgeon	Ogden	Ogden to Green River, Brigham City to Kaysville.
K. A. Stratford	Surgeon	Ogden	Ogden to Green River, Brigham City to Kaysville.
Floyd W. Sager	Surgeon	Ogden	Kaysville to Brigham City.
C. D. Van Hook	Surgeon	Ogden	Vicinity Ogden.
I. B. McQuarrie	Surgeon	Ogden	Vicinity Ogden.
W. P. Daines	Surgeon	Ogden	Vicinity Ogden.
Harold V. DeMars	Oculist & Aurist	Ogden	Vicinity Ogden.
R. W. Pugmire	Oculist	Ogden	Vicinity Ogden.
Max Stewart	Surgeon	Payson	Spanish Fork to Santaquin.
B. C. Linebaugh	Surgeon	Pleasant Grove	Draper to Vineyard.
H. H. Hughart	Surgeon	Pocatello	Vicinity Pocatello.
R. G. Crandall	Surgeon	Pocatello	Vicinity Pocatello.
C. T. Parker	Surgeon	Pocatello	Vicinity Pocatello.
F. H. Howard	Surgeon	Pocatello	Vicinity Pocatello.
Orville E. Merrell, Jr.	Surgeon	Pocatello	Vicinity Pocatello.
David C. Miller	Surgeon	Pocatello	Vicinity Pocatello.
H. Dean Hartvigsen	Surgeon	Pocatello, Idaho.	
D. J. Nelson	Surgeon	Pocatello.	
C. W. Pond	Oculist-Aurist	Pocatello.	
E. V. Simison	Oculist-Aurist	Pocatello.	
L. R. Hawkes	Surgeon	Preston.	Preston to Logan.
J. J. Weight	Surgeon	Pravo	Spanish Fork to Vineyard.
J. B. Westwood	Surgeon	Pravo	Spanish Fork to Vineyard.
Eldon D. Clark	Oculist & Aurist	Pravo	Pravo and Vicinity.
W. G. Noble	Surgeon	Richmond	Vicinity of Richmond.
F. J. Winget	Surgeon	Salt Lake City	Vicinity Salt Lake City.
Sharpe Sanders	Surgeon	Salt Lake City	Vicinity Salt Lake City.
L. W. Condie	Surgeon	Salt Lake City	Vicinity Salt Lake City.
John R. Anderson	Surgeon	Salt Lake City	Vicinity Salt Lake City.
Ralph L. Tingey	Surgeon	Salt Lake City	Vicinity Salt Lake City.
Rulon E. Smith	Surgeon	Salt Lake City	Vicinity Salt Lake City.
Geo. H. Curtis	Surgeon	Salt Lake City	Vicinity Salt Lake City.
E. B. Fairbanks	Oculist & Aurist	Salt Lake City	Vicinity Salt Lake City.
Harry Berman	Oculist & Aurist	Salt Lake City	Vicinity Salt Lake City.
Alan S. Crandall	Oculist	Salt Lake City	Vicinity Salt Lake City.
E. C. Budge	Surgeon	Smithfield	Logan to Richmond.
G. B. Orton	Surgeon	Springville	Vicinity Springville.
T. M. Aldous	Surgeon	Toele	Warner and Vicinity.
G. C. Ficklin	Surgeon	Tremonton	Vicinity Tremonton.

**MILEAGE**

Main Line	734.6
Branches	306.1
<b>Grand Total</b>	<b>1040.7</b>

**WESTWARD CONDENSED TIME-TABLE EASTWARD**

FIRST CLASS				Distance from Ogden	Time-Table No. 8 April 29, 1951	Mile Post	FIRST CLASS					
9 Passenger	103 Streamliner Passenger	1 Passenger	37 Passenger				10 Passenger	2 Passenger	104 Streamliner Passenger	38 Passenger		
Daily	Daily	Daily	Daily	0.0	MT	OGDEN	MT	0.0	A 5.50	A 7.10	A 8.35	A 6.40
<b>8.25</b>	<b>5.25</b>	<b>5.00</b>	7.00	36.3	MT	SALT LAKE CITY	MT	36.3	5.00	6.20	7.50	5.45
<b>9.10</b>	<b>6.10</b>	<b>5.50</b>	8.00	784.0	PT		PT	784.0	3.40	5.10	6.40	<b>7.15</b>
<b>11.20</b>	<b>7.14</b>	<b>7.14</b>	11.20	154.4		LYNNDYL		665.9	1.25	2.46	4.46	<b>1.30</b>
12.55	<b>8.30</b>	<b>8.55</b>	<b>1.35</b>	248.5		MILFORD		576.8	<b>11.55</b>	1.25	3.37	11.40
1.40	<b>8.57</b>	<b>9.25</b>	<b>2.15</b>	278.9		LUND		541.4	<b>11.10</b>	12.32	3.00	10.50
4.00	<b>10.30</b>	<b>11.20</b>	<b>4.20</b>	360.8		CALIENTE		459.5	<b>9.10</b>	<b>10.43</b>	1.24	8.40
6.55	1.15	2.30	<b>7.45</b>	486.1		LAS VEGAS		334.2	<b>6.30</b>	<b>7.45</b>	<b>10.55</b>	5.40
7.10	1.25	2.45	<b>8.15</b>	657.1		YERMO		163.2	<b>6.15</b>	<b>7.30</b>	<b>10.45</b>	5.10
10.30	4.07	6.00	12.10	670.5		BARSTOW		150.1	<b>2.53</b>	<b>4.12</b>	<b>7.45</b>	12.40
10.53	4.25	6.25	12.50	751.3		SAN BERNARDINO		67.8	<b>2.25</b>	<b>3.52</b>	<b>7.27</b>	12.10
<b>1.00</b>	6.25	8.35	3.10	754.8		COLTON		64.5	<b>12.20</b>	<b>1.50</b>	<b>5.38</b>	<b>9.55</b>
<b>1.10</b>	6.33	8.45	3.20	761.8		RIVERSIDE		57.5	<b>12.07</b>	<b>1.37</b>	<b>5.25</b>	<b>9.32</b>
<b>1.25</b>	6.45	9.00	3.40	781.5		ONTARIO		37.8	11.55	<b>1.25</b>	<b>5.13</b>	<b>9.15</b>
<b>1.48</b>	7.03	9.23	4.20	787.3		POMONA		32.0	11.28	<b>1.00</b>	<b>4.53</b>	<b>8.35</b>
<b>1.57</b>	7.11	9.32	4.40	813.6		EAST LOS ANGELES		5.7	11.20	<b>12.50</b>	<b>4.46</b>	<b>8.27</b>
<b>2.30</b>	7.40	10.10	5.25	821.0	PT	LOS ANGELES	PT	0.0	10.50	<b>12.20</b>	<b>4.20</b>	<b>7.50</b>
A <b>3.00</b>	A 8.00	A 10.40	A 6.00			(821.0)			Daily	Daily	Daily	Daily
(19.35)	(15.35)	(18.40)	(24.00)			Thru Time		(18.20)	(18.09)	(15.35)	(22.10)	
41.9	52.7	44.0	34.2			Average speed per hour		44.8	45.2	52.7	37.0	

**WESTWARD CONDENSED TIME-TABLE EASTWARD**

FIRST CLASS			Distance from Salt Lake City New Main Line	Time-Table No. 8 April 29, 1951	Mile Post	FIRST CLASS			
33 Passenger	29 Passenger	31 Passenger				30 Passenger	32 Passenger	34 Passenger	
Daily	Daily	Daily	0.0						
<b>11.30</b>	<b>8.00</b>	<b>5.25</b>	36.3		SALT LAKE CITY	36.3	A 7.50	A 9.00	A <b>10.00</b>
12.25	<b>8.50</b>	<b>6.15</b>	36.3		OGDEN	0.0	6.55	8.00	<b>9.10</b>
12.55	<b>9.20</b>	<b>6.35</b>	57.4		BRIGHAM CITY	21.1	6.35	7.40	<b>8.50</b>
1.30	<b>9.55</b>	<b>7.02</b>	85.1		CACHE JCT.	48.8	6.05	7.05	<b>8.20</b>
2.15	<b>10.45</b>	<b>7.45</b>	147.5		McCAMMON	111.2	5.23	6.17	<b>7.38</b>
3.50	12.10	<b>9.20</b>	170.2		POCATELLO	213.9	3.55	4.45	<b>6.05</b>
A 4.25	A 12.45	A <b>9.55</b>			(170.2)		Daily	Daily	Daily
(4.55)	(4.45)	(4.30)			Thru Time		(4.25)	(4.45)	(4.25)
34.6	35.8	37.8			Average speed per hour		38.5	35.8	38.5

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

WESTWARD		FIRST SUBDIVISION				Time-Table No. 8	
		SECOND CLASS				April 29, 1951	
Car capacity of sidings, etc. See Rule 5(A) Page 21.	STATIONS	254	277	251	311		
		Time Freight	Time Freight	Time Freight	Mixed		
		Daily	Daily	Daily	Daily Except Sunday		
P	DN-R SALT LAKE CITY YL SA						
COPT WYZ	DN-R NORTH YARD YL C	10.30PM	8.10PM	4.00AM			
PX	NORTH SALT LAKE	10.40	8.20	4.10			
IX	BAMBERGER R. R. CROSS.						
PX	D WOODS CROSS WC						
WS 72 WFX	FARMINGTON	10.56	8.33	4.27			
CS 133 PX	D KAYSVILLE K	11.04	8.40	4.35			
	D LAYTON NY	11.08	8.43	4.39			
WS 66 ES 115 PX	D CLEARFIELD CF	11.18	8.49	4.49			
ES 41 PX	ROY	11.28	8.54	4.59			
P	BRIDGE JCT. YL	11.36PM	9.01	5.07			
COPT WYZ	DN-R OGDEN YL	A 12.05AM	9.20	5.30	6.00AM		
	D. & R. G. W. CROSSING YL		10.00	6.35 <sup>30</sup>			
122 P	S. P. JCT. YL		10.15	6.40	6.26 <sup>30</sup>		
120 P	HOT SPRINGS		10.28	6.53	f 6.36		
120 P	WILLARD		10.35	7.14 <sup>32</sup>	f 6.45		
WS 114 ES 67 PWY	DN BRIGHAM CITY YL BM		10.45	7.24	A 7.00AM		
120 P	DN HONEYVILLE HX		10.58	7.35			
122 P	DEWEY		11.05	7.42			
121 P	WHEELON		11.25 <sup>270</sup>	7.58			
WS 106 ES 70 CP WYZ	DN CACHE JCT. YL CJ		11.45	8.35			
123 P	TRENTON		11.58PM	8.51			
P	D CORNISH CG						
P	UTIDA						
121 P	D WESTON WI		12.10AM	9.04			
121 P	DN DAYTON CN		12.25	9.17			
PW	CLIFTON						
121 P	COULAM		12.34	9.29			
P	OXFORD						
121 PW	SWAN LAKE		12.43	9.40			
121 PW	DN DOWNEY DO		12.59	9.57			
P	VIRGINIA						
122 P	D ARIMO A		1.11	10.13			
ES 123 WS 126 IPWY	DN-R McCAMMON YL MC		A 1.20AM	A 10.30AM			

(1.35) (5.10) (6.30) (1.00) Thru Time  
21.3 28.5 22.3 21.1 Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
Between Salt Lake City and Ogden the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.  
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							Distance from Salt Lake City	Time-Table No. 8	
		FIRST CLASS								April 29, 1951	
		33	29	38	31	104	2	10	0.0	STATIONS	
		Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger			
		Daily	Daily	Daily	Daily	Daily	Daily	Daily			
	DN-R SALT LAKE CITY YL SA	11.30PM	8.00PM	5.45PM	5.25PM	7.50AM	6.20AM	5.00AM	0.0	DN-R	SALT LAKE CITY YL SA
	DN-R NORTH YARD YL C	11.40	8.10	5.55	5.35	7.58	6.30	5.10	2.6	DN-R	NORTH YARD YL C
	NORTH SALT LAKE								5.2		NORTH SALT LAKE
	BAMBERGER R. R. CROSS.								5.3		BAMBERGER R. R. CROSS.
	D WOODS CROSS WC								8.2		D WOODS CROSS WC
	FARMINGTON								15.0		FARMINGTON
	D KAYSVILLE K	11.53	8.23	6.10	5.48	8.10	6.43	5.23	19.6		D KAYSVILLE K
	D LAYTON NY	11.55	8.25	6.13	5.50		6.45	5.25	21.8		D LAYTON NY
	D CLEARFIELD CF	11.59PM	8.29	6.17	f 5.54		6.49	5.29	26.5		D CLEARFIELD CF
	ROY	12.02AM	8.32	6.21	5.57	8.19	6.52	5.32	30.2		ROY
	BRIDGE JCT. YL	12.07	8.37	6.26	6.02	8.23	6.57	5.37	35.3		BRIDGE JCT. YL
	DN-R OGDEN YL	12.25	8.50	A 6.40PM	6.15	A 8.35AM	A 7.10AM	A 5.50AM	36.3		DN-R OGDEN YL
	D. & R. G. W. CROSSING YL	12.55	9.20		6.35				37.0		D. & R. G. W. CROSSING YL
	S. P. JCT. YL		1.02	9.27					37.9		S. P. JCT. YL
	HOT SPRINGS	f 1.11	9.34		6.46				45.1		HOT SPRINGS
	WILLARD	f 1.17	9.39		6.51				50.3		WILLARD
	DN BRIGHAM CITY YL BM	s 1.30	s 9.55		s 7.02				57.4		DN BRIGHAM CITY YL BM
	DN HONEYVILLE HX	f 1.40	10.07		f 7.12				66.7		DN HONEYVILLE HX
	DEWEY	f 1.45	10.14		f 7.17				72.2		DEWEY
	WHEELON	1.55	10.26		7.26				80.9		WHEELON
	DN CACHE JCT. YL CJ	s 2.15	s 10.45 <sup>270</sup>		7.38 <sup>34</sup>				85.1		DN CACHE JCT. YL CJ
	TRENTON	f 2.25	10.56		f 7.55				93.2		TRENTON
	D CORNISH CG	s 2.35	11.00		s 8.04				96.9		D CORNISH CG
	UTIDA	f 2.38	11.02		8.06				98.7		UTIDA
	D WESTON WI	f 2.48	11.05		f 8.10				101.4		D WESTON WI
	DN DAYTON CN	f 2.58	11.13		f 8.20				107.3		DN DAYTON CN
	CLIFTON	f 3.02	11.18		8.25				111.5		CLIFTON
	COULAM	f 3.05	11.21		8.28				114.6		COULAM
	OXFORD	f 3.09	11.25		8.32				117.8		OXFORD
	SWAN LAKE	f 3.13	11.29		8.36				121.0		SWAN LAKE
	DN DOWNEY DO	s 3.28	s 11.45		s 8.52				131.3		DN DOWNEY DO
	VIRGINIA	f 3.33	11.51		8.57				136.3		VIRGINIA
	D ARIMO A	f 3.40	11.57PM		f 9.05 <sup>270</sup>				141.0		D ARIMO A
	DN-R McCAMMON YL MC	A s 3.50AM	As 12.10AM		As 9.20PM				147.5		DN-R McCAMMON YL MC

(4.20) (4.10) (0.55) (3.55) (0.45) (0.50) (0.50) Thru Time  
34.0 35.4 39.6 37.6 48.4 43.5 43.5 Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
Between Salt Lake City and Ogden the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.  
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.

FIRST SUBDIVISION EASTWARD

Time-Table No. 8  
April 29, 1951

Mile Post	FIRST CLASS							
	30 Passenger	37 Passenger	32 Passenger	1 Passenger	103 Streamliner Passenger	9 Passenger	34 Passenger	
36.8	A 7.50AM	A 8.00AM	A 9.00AM	A 5.50PM	A 6.10PM	A 9.20PM	A 10.00PM	
33.7								
31.1	7.34	7.42	8.44	5.38	6.01	9.03	f 9.48	
31.0								
28.1	7.30	7.38	8.40	5.34	5.58	8.59	f 9.44	
21.3	7.23	7.30	8.30	5.28		8.53	9.38	
16.7	7.18	7.25	8.23	5.24		8.49	f 9.34	
14.5	7.15	7.22	8.20	5.22	5.47	8.47	f 9.32	
9.8	7.10	7.17	8.15	5.17		8.42	f 9.27	
6.1	7.05	7.12	8.10	5.12	5.40	8.37	9.22	
1.0	7.00	7.05	8.05	5.05		8.30	9.15	
0.0	6.55 6.35 <sup>251</sup>	7.00AM	8.00 7.40	5.00PM	5.25PM	8.25PM	9.10 8.50	
0.7								
1.6	6.26 <sup>311</sup>		7.30				8.38	
8.8	6.18		f 7.20				8.32	
14.0	6.13		f 7.14 <sup>251</sup>				8.27	
21.1	s 6.05		s 7.05				s 8.20	
30.4	5.53		f 6.50				f 8.04	
35.9	5.47		f 6.43				f 7.59	
44.6	5.37		f 6.31				7.50	
48.8	s 5.23		s 6.17				s 7.38 <sup>31</sup>	
56.9	5.07		s 6.02				f 7.20	
60.6	5.03		s 5.57				s 7.12	
62.4	5.01		5.53				7.06	
65.1	4.58		s 5.50				f 7.03	
71.0	4.49		s 5.40				f 6.55	
75.2	4.44		f 5.34				f 6.49	
78.3	4.40		f 5.30				6.46	
81.3	4.36		f 5.26				f 6.43	
84.7	4.32		f 5.22				f 6.40	
95.0	s 4.20		s 5.10				s 6.30	
100.0	4.07		f 5.01				f 6.21	
104.7	4.02		f 4.55				f 6.15	
111.2	3.55AM		s 4.45AM				s 6.05PM	
(147.5)	Daily	Daily	Daily	Daily	Daily	Daily	Daily	

Thru Time ..... (3.55) (1.00) (4.15) (0.50) (0.45) (0.55) (3.55)  
Average speed per hour ..... 37.6 36.3 34.7 43.6 48.4 39.6 37.6

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
Between Ogden and Salt Lake City the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.  
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.

FIRST SUBDIVISION EASTWARD

Time-Table No. 8  
April 29, 1951

Mile Post	SECOND CLASS			
	278 Stock Special	259 Time Freight	312 Mixed	270 Time Freight
36.8				
33.7	A 9.30PM	A 5.00PM		A 2.30AM
31.1	9.15	4.40		2.00
31.0				
28.1	8.58	4.23		1.47
21.3	8.50	4.15		1.40
16.7	8.45	4.10		1.36
14.5	8.35	4.00		1.30
9.8	8.25	3.50		1.22
6.1	8.10	3.35		1.15
1.0	8.00 6.30	3.30PM	A 4.00PM	1.00 12.30
0.7				
1.6				
8.8	5.56		f 3.28	12.16
14.0	5.47		f 3.17	12.10
21.1	5.35		3.00PM	12.01AM
30.4	5.15			11.48PM
35.9	5.06			11.40
44.6	4.50			11.25 <sup>277</sup>
48.8	4.30			10.45 <sup>29</sup>
56.9	3.52			10.23
60.6				
62.4				
65.1	3.38			10.12
71.0	3.28			10.04
75.2				
78.3	3.16			9.54
81.3				
84.7	3.06			9.44
95.0	2.50			9.30
100.0				
104.7	2.35			9.05 <sup>31</sup>
111.2	2.20PM			8.40PM
(147.5)	Daily	Daily	Daily Except Sunday	Daily

Thru Time ..... (7.10) (1.30) (1.00) (5.50)  
Average speed per hour ..... 20.2 22.4 21.1 25.2

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
Between Ogden and Salt Lake City the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.  
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

THIRD SUBDIVISION

Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS		FIRST CLASS					Distance from Salt Lake City	Time-Table No. 8	
	299 Stock Special Daily	259 Time Freight Daily	1 Passenger Daily	103 Streamliner Passenger Daily	37 Passenger Daily	309 Mixed Daily	9 Passenger Daily		April 29, 1951	
									STATIONS	
OPTWYZ	6.00PM	4.40AM	8.55PM	8.30PM	1.35PM	3.15AM	12.55AM	207.2	DN-R MILFORD YL FD	
123 F			9.00		1.40	3.21	1.05 <sup>2</sup>	212.3	5.1 UPTON	
122 F			9.08		1.48	3.33	1.13	222.4	10.1 THERMO	
122 F			9.13		1.53	3.41	1.18	229.2	6.8 NADA	
122 F			9.17		1.57	3.46	1.22	233.5	4.3 LATIMER	
122 PWY			9.25	8.57	s 2.15	A 3.58AM	s 1.40	242.6	9.1 LUND UN	
122 F			9.34		2.25		1.52	252.5	9.9 ZANE	
122 FW			9.38		f 2.32		1.57	257.3	4.8 BERYL	
122 F			9.48		2.43		2.08	268.2	10.9 HEIST	
122 PWY			9.55	9.21	f 2.53		s 2.17	274.2	6.0 MODENA NA	
122 P			10.03	9.28	3.03		2.29 <sup>104</sup>	282.8	8.6 UVADA	
127 PY			10.15 <sup>10</sup>	9.39	3.15		2.45	290.3	7.5 CRESTLINE	
122 F			10.21	9.44	3.21		2.51	294.7	4.4 BROWN	
122 FW			10.29	9.50 <sup>10</sup>	3.29		2.59	299.4	4.7 ACOMA	
133 F			10.44	10.04	3.43		3.14	308.7	9.3 ISLEN	
83 F			11.00 <sup>2</sup>	10.18	3.58		3.30	315.6	6.9 MINTO	
122 F			11.08	10.23	4.04		3.37	319.7	4.1 ECCLES	
ES 119 WS113 OPWY			11.20	10.30	s 4.20		s 4.00	324.5	4.8 CALIENTE CS	
122 F			11.26	10.35 <sup>2</sup>	4.27		4.05	329.5	5.0 ETNA	
122 P			11.43	10.52	4.44		4.23	339.1	9.6 BOYD	
122 PW			11.55PM	11.04	4.59		4.35	345.6	6.5 ELGIN	
122 P			12.11AM	11.20	5.16		4.52	354.9	9.3 LEITH	
102 PW			12.25 <sup>104</sup>	11.29	5.28		5.02	364.9	10.0 CARP	
122 F			12.35	11.38	5.37		5.11	370.5	5.6 VIGO	
69 F			12.46	11.47	5.46		5.20	375.5	5.0 GALT	
122 F			12.57	11.58 <sup>104</sup>	5.55		5.30	381.1	5.6 HOYA	
136 FW			1.03	12.04AM	6.00		5.35	386.1	5.0 ROX	
122 F			1.11	12.10	6.07		5.41	390.6	4.5 FARRIER	
122 PWY			1.21	12.19	s 6.20		5.50	400.9	10.3 MOAPA MA	
122 P			1.31	12.28	6.31		5.59	410.5	9.6 UTE	
122 FW			1.41	12.37	6.43		6.12 <sup>38</sup>	421.0	10.5 DRY LAKE	
74 F			1.50	12.44	6.55 <sup>10</sup>		6.19	426.5	5.5 GARNET	
122 F			1.58	12.51	7.08		6.27	432.0	5.5 APEX	
122 F			2.06	12.58	7.20		6.35	437.0	5.0 DIKE	
122 F			2.14	1.08	7.30		6.45	445.3	8.3 WANN	
OPTWYZ	A 1.00AM	A 1.30PM	A 2.30AM	A 1.15AM	A 7.45 <sup>2</sup> PM		A 6.55AM	449.8	4.5 DN-R LAS VEGAS VG	

CENTRALIZED TRAFFIC CONTROL

(7.00) 34.7 (8.50) 27.4 (5.35) 43.4 (4.45) 51.0 (6.10) 39.3 (0.43) 49.3 (6.00) 40.4 Thru Time Average speed per hour

For conditional stops to discharge or pick up revenue passengers.—See Page 14.  
 No. 37 will not stop at Moapa on Sundays for mail and express.  
 No. 9 will not stop at Modena on Sundays for mail and express.  
 For stations not shown on schedule pages.—See Page 21.  
 For setout tracks.—See Page 22.

THIRD SUBDIVISION

EASTWARD

Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS		FIRST CLASS					Distance from Salt Lake City	Time-Table No. 8	
	256 Time Freight Daily	260 Time Freight Daily	38 Passenger Daily	310 Mixed Daily	10 Passenger Daily	2 Passenger Daily	104 Streamliner Passenger Daily		April 29, 1951	
									STATIONS	
OPTWYZ	3.30PM	12.45AM	11.30AM	11.05PM	11.45PM	1.15AM	3.33AM	576.8	DN-R MILFORD YL FD	
123 P			11.21	10.56	11.35	1.05 <sup>9</sup>	3.24	571.7	5.1 UPTON	
122 P			11.12	10.44	11.26	12.52	3.16	561.6	10.1 THERMO	
122 P			11.05	10.36	11.21	12.45	3.11	554.8	6.8 NADA	
122 P			11.00	10.31	11.17	12.41	3.07	550.5	4.3 LATIMER	
122 PWY			10.50	10.20PM	s 11.10	12.32	3.00	541.4	9.1 LUND UN	
122 P			10.34		10.51	12.23		531.5	9.9 ZANE	
122 FW			10.29		10.47	12.18		526.7	4.8 BERYL	
122 P			10.18		10.38	12.08	2.40	515.8	10.9 HEIST	
122 OPWY			10.10		10.33	12.02AM		509.8	6.0 MODENA NA	
122 P			9.58		10.26	11.55PM	2.29 <sup>9</sup>	501.2	8.6 UVADA	
127 PY			9.46		10.15 <sup>1</sup>	11.43	2.19	498.7	7.5 CRESTLINE	
122 P			9.36		10.03	11.37	2.13	489.3	4.4 BROWN	
122 FW			9.28		9.50 <sup>103</sup>	11.30	2.06	484.6	4.7 ACOMA	
133 P			9.11		9.37	11.15	1.52	475.3	9.3 ISLEN	
83 P			8.55		9.23	11.00 <sup>1</sup>	1.37	468.4	6.9 MINTO	
122 P			8.48		9.17	10.52	1.32	464.3	4.1 ECCLES	
ES 119 WS113 OPWY			8.40		s 9.10	10.43	1.24	459.5	4.8 CALIENTE CS	
122 P			8.25		8.57	10.35 <sup>103</sup>	1.17	454.5	5.0 ETNA	
122 P			8.08		8.40	10.13	1.00	444.9	9.6 BOYD	
122 FW			7.55		8.28	10.00	12.49	438.4	6.5 ELGIN	
122 P			7.38		8.12	9.43	12.34	429.1	9.3 LEITH	
102 PW			7.28		8.03	9.32	12.25 <sup>1</sup>	419.1	10.0 CARP	
122 P			7.18		7.54	9.22	12.16	413.5	5.6 VIGO	
69 P			7.09		7.45	9.12	12.07AM	408.5	5.0 GALT	
122 P			7.00		7.36	9.02	11.58 <sup>103</sup>	402.9	5.6 HOYA	
136 FW			6.53		7.31	8.56	11.53	397.9	5.0 ROX	
122 P			6.45		7.26	8.51	11.48	393.4	4.5 FARRIER	
122 PWY			6.35		7.17	8.41	11.40	383.1	10.3 MOAPA MA	
122 P			6.21		7.09	8.32	11.32	373.5	9.6 UTE	
122 FW			6.12 <sup>9</sup>		7.00	8.23	11.24	363.0	10.5 DRY LAKE	
74 P			6.06		6.55 <sup>37</sup>	8.18	11.19	357.5	5.5 GARNET	
122 P			6.00		6.50	8.12	11.14	352.0	5.5 APEX	
122 P			5.53		6.43	8.04	11.08	347.0	5.0 DIKE	
122 P			5.46		6.36	7.53	11.01	338.7	8.3 WANN	
OPTWYZ	A 1.00AM	A 1.30PM	A 5.40AM		6.30PM	7.45 <sup>37</sup> PM	10.55PM	334.2	4.5 DN-R LAS VEGAS YL VG	

CENTRALIZED TRAFFIC CONTROL

(5.50) 41.5 (0.45) 47.2 (5.15) 46.2 (5.80) 44.1 (4.38) 52.3 (9.55) 24.4 (10.00) 24.2 Thru Time Average speed per hour

For conditional stops to discharge or pick up revenue passengers.—See Page 14.  
 No. 38 will not stop at Moapa on Sundays for mail and express.  
 For stations not shown on schedule pages.—See Page 21.  
 For setout tracks.—See Page 22.

WESTWARD				PROVO SUBDIVISION				EASTWARD			
SECOND CLASS				Distance from Salt Lake City	Time-Table No. 8 April 29, 1951	Mile Post	SECOND CLASS				
Car capacity of sidings, etc. See Rule 6(A) Page 22.	307 Mixed		305 Mixed				306 Mixed	308 Mixed			
		Daily Except Sunday	Daily Except Sunday		STATIONS						
COPT WYZ			3.00AM	0.0	DN R SALT LAKE CITY YL SA C	36.3	A 11.15PM				
			3.06	1.3	1.3 EIGHTH SOUTH ST. YL	37.6	11.05				
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					
77 P			3.20	4.7	1.3 HUSLERS YL	41.0	10.50				
47 P		f	3.35	7.3	2.6 MURRAY YL FN	43.6	f 10.40				
60 PW			3.40	7.9	0.8 PALLAS YL	44.2	10.35				
AI				11.4	3.5 D. & R. G. W. GAUNTLET	47.7					
AI				12.3	0.9 D. & R. G. W. CROSSING	48.6					
102 P		f	3.50	12.6	0.3 SANDY	48.9	f 10.20				
48 PW		s	4.20	17.1	4.5 DRAPER A	782.9	s 10.10				
WS73 BS 70 P		f	4.50	24.5	7.4 MOUNT	775.5	f 9.50				
73 FWY		f	5.20	29.0	4.5 CUTLER YL	771.0	f 9.30				
31 P		f	5.40	30.5	1.5 LEHI YL HI	769.5	f 9.20				
45 P		f	6.00	33.5	3.0 AMERICAN FORK AF	766.5	f 9.00				
73 P		f	6.20	36.5	3.0 PLEASANT GROVE GO	763.5	f 8.40				
100 P		f	6.30	42.0	5.5 GENEVA G	758.0	f 8.20				
AI				42.7	0.7 D. & R. G. W. CROSSING	757.3					
COPT WYZ		8.00AM	A 7.00AM	47.3	4.6 DN-R PROVO YL VO	752.7	8.00PM	A 6.00PM			
		f	8.10	52.0	4.7 SPRINGVILLE	748.0	f 5.05				
29 P		s	8.30	55.6	3.6 D SPANISH FORK SF	744.4	f 4.55				
116 PW		s	9.00	63.2	7.6 PAYSON CN	736.8	f 4.40				
125 PW		f	9.50	78.0	14.8 STARR	722.0	f 4.10				
132 PY		s	10.40	89.2	11.2 DN NEPHI NI	710.8	s 3.50				
75 P		f	11.20AM	103.7	14.5 JUAB	696.3	f 3.20				
125 P		f	12.05PM	118.9	15.2 PARLEY	681.1	f 2.36				
60 P		f	12.40	130.1	11.2 MACK	669.9	f 2.06				
OPTWY		A	1.00PM	134.1	4.0 DN-R LYNNDYL YL NY	665.9		2.00PM			
					(134.1)		Daily Except Saturday	Daily Except Sunday			
		(5.00)	(4.00)		Thru Time	(3.15)	(4.00)				
		17.4	11.8		Average speed per hour	14.5	21.6				

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

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

For setout tracks.—See Page 22.

WESTWARD				CACHE VALLEY BRANCH				EASTWARD			
SECOND CLASS				Distance from Cache Jct.	Time-Table No. 8 April 29, 1951	Mile Post	SECOND CLASS				
Car capacity of sidings, etc. See Rule 6(A) Page 22.	303 Mixed		Daily Except Sunday				304 Mixed				
		Daily Except Sunday	Daily Except Sunday		STATIONS						
CPWYZ		5.00AM		0.0	DN-R CACHE JCT. YL CJ	0.0	A 3.00PM				
10				4.8	4.8 PETERSBORO (Spur)	4.8					
35	f	5.25		8.6	3.8 MENDON	8.6	f 2.15				
7				12.4	3.8 NEBEKER (Spur)	12.4					
19	w	f	5.45	13.8	1.4 D WELLSVILLE WV	13.8	f 1.55				
25				14.5	0.7 HILLS	14.5					
22	f	5.59		17.6	3.1 HYRUM	17.6	f 1.30				
13				20.2	2.6 HOLT	20.2					
				21.7	1.5 SUGAR FACTORY JCT. YL	21.7					
85	WYZ	s	6.30	24.1	2.4 D LOGAN YL Q	24.1	s 1.10				
				24.4	0.3 BENSON JCT. YL	24.4					
20				26.4	2.0 GREENVILLE	26.4					
15	f	6.57		31.5	5.1 D SMITHFIELD YL SM	31.5	f 12.30				
9				33.4	1.9 BAUGH (Spur)	33.4					
9				36.5	3.1 HODGES (Spur)	36.5					
33	w	f	7.20	37.4	0.9 D RICHMOND YL RN	37.4	f 12.01PM				
10				39.6	2.2 MERRILLS YL	39.6					
10	f	7.29		41.0	1.4 WEBSTER YL	41.0	f 11.30AM				
				41.5	0.5 D LEWISTON YL (Spur)	41.5					
35	f	8.00		43.8	2.3 D FRANKLIN YL F	43.8	f 11.20				
24	f	8.10		48.0	4.2 WHITNEY YL	48.0	f 11.08				
22	wy	A	9.00AM	50.8	2.8 D-R PRESTON YL PN	50.8	11.00AM				
					(50.8)		Daily Except Sunday				
		(4.00)			Thru Time	(4.00)					
		12.7			Average speed per hour	12.7					

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

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

For setout tracks.—See Page 22.

WESTWARD			MALAD BRANCH			EASTWARD						
Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS	Distance from Brigham City	Time-Table No. 8 April 29, 1951	Mile Post	SECOND CLASS	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 8 April 29, 1951	Mile Post				
	311				312							
	Mixed				Mixed							
	Daily Except Sunday		<b>STATIONS</b>				<b>STATIONS</b>					
WS 114 ES 67	PWY	7.30AM	0.0	DN-R	BRIGHAM CITY YL	BM	0.0	A	2.00PM	P	BENSON JCT. YL	0.0
51	f	7.45	5.6		CORINNE YL		5.6	f	1.35	11	BENSON YL	5.2
10	f	8.02	13.7		CROPLEY		13.7	f	1.10			
46	s	8.15	17.8	D	TREMONTON YL	MU	17.8	s	12.55			
19	WY	s	8.30	19.8	D	GARLAND YL	AJ	19.8	s	12.20PM		
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	CWY	A	10.15AM	51.5	D-R	MALAD YL	MV	51.5		10.30AM		
					(61.5)							(5.2)
		(2.45)							(3.30)			
		18.7							14.7			

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. 8 April 29, 1951	Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 8 April 29, 1951	Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 8 April 29, 1951	Mile Post								
									STATIONS	STATIONS	STATIONS					
									WS 56 BS 115	PX	D	CLEARFIELD YL	CF	0.0	19	WY
			D. & R. G. W. CROSSING YL		0.3				GARLAND JCT. YL		1.1			SUNSET YL		5.1
45			BARNES YL (Spur)		2.1	9			HAWS YL		3.4			END OF TRACK YL		5.6
3			SYRACUSE YL		4.7	11			BUSH YL		7.5					
						22			BRADFORD YL		9.2					
									END OF TRACK YL		9.9					
		(4.7)							(9.9)							(5.6)

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

Conditional Stops to Discharge or Pick Up Revenue Passengers			
Train	At	Discharge passengers from	Pick up passengers destined to
30	Any station.	Beyond Pocatello.	
* 31	Any station.	Any station.	Any station.
* 32	Any station.	Any station.	Any station.
33	Any station.		Beyond Pocatello.
* 37	Any station.	Any station.	Any station.
10	Moapa.	Los Angeles.	Salt Lake City and beyond.
*/38	Any station.	Any station.	Any station.

\* Will also 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 Moapa	Time-Table No. 8 April 29, 1951	Mile Post	FIRST CLASS	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 8 April 29, 1951	Mile Post	FIRST CLASS	SECOND CLASS	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 8 April 29, 1951	Mile Post		
	417				309				310	418					
	Local Freight				Mixed				Mixed	Local Freight					
	Daily Except Sunday		<b>STATIONS</b>				<b>STATIONS</b>					<b>STATIONS</b>			
122 188	PWY	2.00PM	4.00AM	DN-R	LUND YL	UN	0.0	A	10.20PM	A	12.05PM	PWYZ	DN-R	IRON SPRINGS YLGS	0.0
75	P	2.25	4.20		AVON		9.4	10.00	11.20AM					DESERT MOUND	4.5
	PWYZ	3.07	4.45	DN-R	IRON SPRINGS YLGS		21.0	9.35	10.50			PY	DN	IRON MOUNTAIN YL MN	14.7
20	P	3.20	4.55		HALIVAH		25.2	9.25	10.20						
Loop 43	OPW	A	3.45PM	A	5.30AM	DN-R	CEDAR CITY YL	CD	32.5	9.05PM	10.00AM				
					(32.5)				Daily		Daily Except Sunday				(14.7)
		(1.45)			(1.30)				Thru Time	(1.15)	(2.05)				
		18.2			21.6				Average speed per hour	26.0	15.6				

WESTWARD			MEAD LAKE BRANCH			EASTWARD				
Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS	Distance from Moapa	Time-Table No. 8 April 29, 1951	Mile Post	SECOND CLASS	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 8 April 29, 1951	Mile Post		
	313				314					
	Local Freight				Local Freight					
	Daily Except Sunday		<b>STATIONS</b>				<b>STATIONS</b>			
122	PWY	8.00AM	0.0	D-R	MOAPA	MA	0.0	A	11.40AM	
13		8.25	5.1		NARROWS		5.1		11.25	
11		8.50	10.2		LOGANDALE		10.2		10.55	
11		9.15	14.8		OVERTON		14.8		10.30	
	Y	A	9.40AM	16.7	MEAD LAKE (Spur)		16.7		10.00AM	
					(16.7)				Daily Except Sunday	
		(1.40)							Thru Time	(1.40)
		10.0							Average speed per hour	10.0

Westward FAIRFIELD BRANCH Eastward			WESTWARD POCHE BRANCH EASTWARD			Westward FILLMORE BRANCH Eastward												
Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 8 April 29, 1951	Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 8 April 29, 1951	Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 8 April 29, 1951	Mile Post										
									SECOND CLASS	SECOND CLASS								
									403	404								
	Daily Except Sunday		<b>STATIONS</b>				<b>STATIONS</b>											
73	PWY	R	CUTLER YL	0.0	ES 123 WS 116 OPWY	6.30AM	DN-R	CALIENTE CS	0.0	A	1.45PM	124 188	PWY	DN-R	DELTA YL	AK	0.0	
15			CLINTON	4.9	26	s	7.20		PANACA	14.5	s	12.30PM	10			GREENWOOD (Spur)	21.7	
20			FAIRFIELD	20.3	Y	A	8.45AM	D	POCHE YL	RM	32.7	11.00AM	26	Y	D	FILLMORE YL	FI	32.2
16			FIVE MILE PASS	23.6														
			(23.6)						(32.7)			Daily Except Sunday				(32.2)		
		(2.15)							Thru Time	(2.45)								
		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 No. 313 is superior to No. 314.—See Rule S-72.  
 For stations not shown on schedule pages.—See Page 21.  
 For setout tracks.—See Page 22.



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

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

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

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

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

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

On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.

Where rules, special rules or bulletin require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

**GENERAL**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	79	50	Trains handling wrecking derricks:			
DLS and Stock Special: Ogden to Las Vegas. On straight track, where not otherwise restricted.			60	Derricks with 6-wheel trucks.			40
On curves, where not otherwise restricted.			50	Derricks with 4-wheel trucks.			35
Mountain type locomotives.		70	50	(All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)"			
3900 class locomotives.		65	50	Trains handling company roadway machines on their own wheels, except wrecking derricks.			
3800 class locomotives.		60	50	Straight track.			30
4000, 9000, 2-10-2 and 4-10-2 type locomotives.		50	50	On curves.			25
Between Iron Mountain and Provo: 2-10-2 type locomotive.			40	On branch lines.			15
2-10-2 type locomotive handling ore.			35	Diesel-electric yard switch locomotives in road service.	35	35	35
When caboose is handled in train consisting of passenger train equipment.		60		Within yard limits—			
Diesel-electric freight and road switch locomotives.		65		Protected by continuous block signal system.	60	50	25
Diesel-electric locomotives in road or helper service—				Not protected by continuous block signal system.	50	40	25
Backing up shoving a train.				At North Yard.	50	40	25
(Speed of train being helped will govern.)				On branch lines.	30	30	15
Backing up pulling train.	40	40	40	Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35
Backing up light.			40	Trains handling water cars converted from Vanderbilt (round) type tender.			20
Inspection bus cars.		40	40	When using cross-overs or turn-outs:			
MacArthur type locomotives with 63-inch drivers.		55	50	9000 class locomotives;			
MacArthur type locomotives with 57-inch drivers.		35	35	Forward movement.		10	10
Ten Wheeler type locomotives 1575 to 1579		55	40	Back-up movement.		6	6
Other Ten Wheeler type locomotives and Consolidation type locomotives.		35	35	All other class locomotives;	15	15	15
Mallet type locomotives, 3500 to 3599 incl.		30	30	Forward movement.	10	10	10
0-6-0 and 0-8-0 type yard locomotives.		20	20	Back-up movement.			
Steam locomotives running backward.		20	20	When using No. 14 turn-outs.	25	20	20
Trains handling scale test cars—				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 except at S.P. Jct.	20	20	20
On main line.			30	On wye tracks.	6	6	6
On branch lines.			20	Jordan spreaders and other machines of spreader type, when in operation.			15
Trains handling 5 or more cars of ore from Cedar City branch:				Trains handling air-dump cars.			35
Between Lund and Milford.			40	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power:			
Between Milford and Black Rock.			30	On main line.			25
Between Black Rock and Lynndyl.			40	On branch lines.			15
Between Lynndyl and Salt Lake via Tintic.			40	(Slower speed must be observed where conditions require.)			
Between Lynndyl and Juab.			40				
Between Juab and York.			30				
Between York and Geneva.			40				
Between Lund and Modena.			30				
Between Modena and Las Vegas.			40				

**FIRST SUBDIVISION  
Between McCammon and Ogden**

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Maximum Speed.	70	50	Between M.P. 51.4 and 51.1.	45	35
McCammon			Between M.P. 49.3 and 49.0.	30	25
Between M.P. 111.2 and 110.8.	40	25	Cache Jct.		
Between M.P. 107.7 and 107.4.	60	50	Between M.P. 47.1 and 46.5.	30	30
Arimo			Between M.P. 46.4 and 44.6.	12	12
Between M.P. 102.6 and 102.4.	60	50	Wheelon		
Virginia			Between M.P. 44.4 and 43.5.	40	30
Between M.P. 99.6 and 99.4.	50	40	Between M.P. 42.2 and 42.0.	40	30
Downey			Between M.P. 41.4 and 41.0.	60	50
Between M.P. 93.9 and 92.3.	60	50	Between M.P. 38.0 and 37.8.	45	35
Between M.P. 90.4 and 90.2.	50	40	Honeyville		
Between M.P. 86.7 and 85.6.	60	50	Between M.P. 23.4 and 23.1.	60	50
Swan Lake			Brigham City		
Between M.P. 83.0 and 82.7.	45	35	Between M.P. 21.1 and 20.9.	35	25
Dayton			Between M.P. 19.4 and 19.2.	60	50
Between M.P. 67.1 and 66.1.	50	40	Willard		
Weston			Between M.P. 14.0 and 13.7.	60	50
Between M.P. 64.5 and 64.1.	60	50	Between M.P. 12.7 and 12.3.	60	50
Trenton			Between M.P. 10.6 and 10.3.	60	50
Between M.P. 53.9 and 53.5.	60	50	Hot Springs		

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

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Roy				Farmington			
Between M.P. 8.7 and 9.1.	79	65	50	Between M.P. 22.3 and 22.5.	70	60	50
Naval Supply Depot area.			12	Between M.P. 26.6 and 26.8.	70	60	50
Naval Supply Depot wye.			8	Bamberger R. R. Crossing, M.P. 31.0	65	50	40
Kaysville				North Yard			
Between M.P. 20.9 and 21.2.	70	60	50	Between M.P. 34.9 and Fifth North Street.	30	30	20
				Between Fifth North Street and passenger depot.	12	12	12
				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.
At any point.	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

SECOND SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.
Salt Lake City, when pushing cars between Fifth North and Twenty-first South Streets.			5	<b>Warner</b> Between M.P. 744.1 and 742.1.	55	45	35
Salt Lake City, between Fifth North and Ninth South Streets and between Third West and Fourth West Streets.	12	12	12	<b>Faust</b> Between M.P. 721.0 and 719.6.	60	50	40
All trains and engines using main tracks on Third West Street, Salt Lake City, must consume not less than 6 minutes between First South Street and Ninth South Street.				<b>Pehrson</b> Between M.P. 715.8 and 705.8.	55	45	35
Western Pacific Railroad Crossing M.P. 36.0 (Freight Line.)	20	20	20	<b>Boulter</b> Between M.P. 703.8 and 702.1.	70	60	50
D. & R. G. W. Railroad Crossing, Ninth South Street, M.P. 37.8.	20	20	20	Between M.P. 699.9 and 699.6.	70	60	50
Between Buena Vista and North Yard, (Freight Line).	20	20	20	<b>Tintic</b> Between M.P. 693.4 and 692.8.	70	60	50
Between M.P. 779.6 and 779.2.	70	60	50	<b>McIntyre</b> Between M.P. 688.9 and 685.7.	60	50	40
<b>Buena Vista</b> Between M.P. 770.6 and 770.1.	70	60	50	<b>Jericho</b> Between M.P. 684.5 and 682.5.	60	50	40
<b>Garfield</b> Between M.P. 767.5 and 767.2.	65	55	45	Between M.P. 681.0 and 680.5.	60	50	40
D. & R. G. W. Crossing M.P. 767.1.	65	55	45	Between M.P. 679.2 and 678.9.	65	55	45
American Smelting and Refining Co. highline.			15	<b>Lynndyl</b> Over old cinder pit on inbound roundhouse lead.		5	5
<b>Lake Point</b> Between M.P. 763.3 and 762.8.	65	55	45	Between M.P. 665.9* and 665.7* (See note).	70	60	50
Between M.P. 761.9 and 760.9.	70	60	50	<b>Strong</b> Between M.P. 656.4 and 655.8.	70	60	50
Between M.P. 758.8 and 757.1* (See note).	55	45	35	Between M.P. 653.2 and 652.9.	70	60	50
<b>Erda</b> Between M.P. 755.5 and 754.2.	60	50	40	Between M.P. 651.6 and 651.4.	70	60	50
				Between M.P. 577.0 and 576.5.	20	20	20
				<b>Milford</b>			

THIRD SUBDIVISION

<b>Milford</b> Between M.P. 577.0 and 576.5.	20	20	20	<b>Acoma</b> Between M.P. 481.6 and 480.4.	30	25	20
<b>Modena</b> Between M.P. 502.4 and 502.0* (See note).	70	60	50	Between M.P. 480.0 and 479.8.	50	40	25
<b>Uvada</b> Between M.P. 499.9 and 499.7.	70	60	50	Between M.P. 479.4 and 479.1.	40	30	25
Between M.P. 498.5 and 497.6.	70	60	50	Between M.P. 477.2 and 469.1.	30	25	20
Maximum speed. Between M.P. 497.3 and Caliente.	70	60	50	<b>Islen to Minto</b> Steam engines backing up.	12	12	12
Between M.P. 497.3 and 495.0.	30	25	20	<b>Minto</b> Between M.P. 468.3* and 468.1 (See note).	55	45	35
Between M.P. 494.4 and 494.1.	40	30	25	Between M.P. 466.9 and 466.0.	45	35	25
<b>Crestline</b> Between M.P. 492.1 and 491.9.	40	30	25	<b>Eccles</b> Between M.P. 463.9 and 461.7.	45	35	25
Between M.P. 491.5 and 490.6* (See note).	50	40	30	Between M.P. 461.7 and 461.2.	30	25	20
Between M.P. 489.9 and 489.7* (See note).	45	35	30	Between M.P. 460.3* and 460.0 (See note).	45	35	25
<b>Brown</b> Between M.P. 489.2 and 489.1.	50	40	30	<b>Caliente</b> Caliente, between public crossing east of passenger depot and Signal 4592.	20	20	20
Between M.P. 488.7 and 486.8.	30	30	25	Between M.P. 458.8 and 458.4.	45	35	25
Between M.P. 486.6 and 484.5* (See note).	50	40	30				

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

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.
<b>Etna</b> Maximum Speed. Between Etna and Farrier.	70	60	50	Between M.P. 379.6 and 379.2.	60	50	40
Between M.P. 455.1 and 430.1.	35	35	25	<b>Ute</b> Between M.P. 369.4 and 369.1.	70	60	50
<b>Elgin</b> Between M.P. 429.2 and 429.1.	60	50	40	Between M.P. 364.2 and 363.9.	70	60	50
<b>Leith</b> Between M.P. 428.2* and 428.0 (See note).	55	45	35	<b>Dry Lake</b> Between M.P. 362.5* and 363.2 (See note).	60	50	40
Between M.P. 426.2 and 425.5.	55	45	35	Between M.P. 359.4 and 358.8.	60	50	40
Between M.P. 425.1 and 425.0.	60	50	40	Between M.P. 358.4 and 358.2* (See note).	45	40	30
Between M.P. 419.6 and 419.1.	35	35	25	Between M.P. 357.8 and 357.3.	70	60	50
<b>Carp</b> Between M.P. 418.5 and 403.7.	35	35	25	<b>Garnet</b> Between M.P. 356.8 and 356.1.	50	40	30
<b>Hoya</b> Between M.P. 398.6 and 397.6.	45	35	25	<b>Apex</b> Between M.P. 351.1 and 348.4.	40	40	30
<b>Rox</b> Between M.P. 395.8 and 394.7.	35	35	25	<b>Valley</b> Airport spur.		25	25
Between M.P. 394.2 and 394.0.	60	50	40	<b>Wann</b> Between M.P. 335.3 and 334.2.	20	20	20
<b>Moapa</b> Between M.P. 380.9 and 380.4.	65	55	45	<b>Las Vegas</b>			

PROVO SUBDIVISION

Maximum speed.	50	40	40	<b>American Fork</b> City limits, between M.P. 767.5 and 765.8.	20	20	20
Between Salt Lake City and Atwood.	15	15	15	<b>Pleasant Grove</b> City limits, between M.P. 764.0 and 762.9.	20	20	20
Between Atwood and Sandy.	30	30	30	Wasatch Oil spur.			10
Through interlocking.	20	20	20	<b>Geneva Steel Plant</b> Over road crossings.			15
All trains and engines using main tracks on Third West Street, Salt Lake City, must consume not less than 6 minutes between First South Street and Ninth South Street.				<b>Provo</b> City limits, between M.P. 754.8 and 751.0.	20	20	15
<b>Midvale</b> All tracks except main track.			12	<b>Payson</b> Between M.P. 733.5 and 732.9.	40	30	25
<b>Sandy</b> Between M.P. 784.0 and 781.0 westward.	20	20	20	<b>Nephi</b> City limits, between M.P. 711.8 and 710.0.	20	20	20
Between M.P. 781.0 and 783.0 eastward.	20	20	20	Plaster mill spur.			10
<b>Draper</b> Between M.P. 778.0 and 773.5.	40	30	20	<b>Juab</b> Between M.P. 694.4 and 691.8.	40	30	25
<b>Cutler</b> Emsco spur, over No. 7 switch.			5	<b>Mills</b> Between M.P. 685.8 and 674.6.	40	30	20
<b>Lehi</b> Sugar Factory trackage.			5	<b>Lynndyl</b> Between house track switch and standpipe.	5	5	5

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

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.
Bushnell Hospital spur.	10	10	Fillmore Branch.		30
Syracuse Branch.		15	At M.P. 18.5, account drifting sand, all trains and engines must move prepared to stop if track is not clear.		
Malad Branch.			Cedar City Branch.	30	30
Between Brigham City and Garland.		30	Cedar City Loop.	10	10
Between Garland and Malad.		20	Cedar City, oil track No. 12, Commissary spur and freight house lead.		5
Roche Beet spur.		10	Iron Mountain Branch.		15
Thatcher Branch.		10	Pioche Branch Between M.P. 0.0 and 17.0		25
Bear River Branch.		10	Between M.P. 17.0 and 22.0		10
Cache Valley Branch.		25	Between M.P. 22.0 and 32.7.		25
Nebeker Between M.P. 13.6 and 13.9.		15	Prince Branch.		15
Hyrum Between M.P. 17.7 and 18.0.		15	Mead Lake Branch.		25
Benson Branch.		15	Between M.P. 5.4 and 6.6.		15
Fairfield Branch.		15			
Eureka and Silver City Branches.		12			
Eureka, within city limits.		6			
Mammoth Branch.		6			

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	Engineers' 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
Lynnndyl	Telegraph Office
Milford	Enginemen's Locker Room
Milford	Telegraph Office
Cedar City	Telegraph Office
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
<b>First Subdivision</b>					<b>Cache Valley Branch</b>				
Marsh Valley	103.0	2 Mi. P	West	West	Sugar Factory				
Beers	72.3	9	East	East	Spur	21.7	1.0 Mile	East	Level
Thorensen	68.5	21	West	East	Mill Spur	44.4	15	West	East
Anderson	63.7	15	Both	East	<b>Malad Branch</b>				
Morton	58.2	16	Both	Level	Chase	3.9	28	West	East
Cottle	55.7	22	Both	East	Roche Beet Spur	5.6	3 Mi.	East	Level
Collinston (2)	40.1	32 P	Both	East	Roche		30	East	Level
Madsen	32.5	21	Both	East	Halbert	30.5	6	East	West
Bushnell	19.3	Spur 1.4 Mi.	Both	Level	Washakie	34.4	8	East	Level
Perry (1)	17.2	Old Siding 52 P	Both	Level	Woodruff	40.5	8	East	West
		Team Track 25	Both	Level					
Harrisville	4.7	32 P	Both	Level	<b>Evona Branch</b>				
Browning	2.7	29	Both	West	Ogden	0.0	3.3 Mi.	OUR&D Yard	East
Sugar Factory Spur	13.8	50 X	East	East					
Becks	32.9	Old Siding 88 P	Both	East					
		Advance Track 68	Both	East					
<b>Second Subdivision</b>					<b>Fairfield Branch</b>				
Small Arms Spur	779.9	64 P	West	Level	Dahl Spur	12.7	9	East	West
Bauer	744.8	33 P	Both	East	Floyd Spur	17.4	9	West	East
Clover	732.8	Govt. Yard P	East	East	<b>Eureka Branch</b>				
Oasis (3)	644.4	33 P	Both	West	Eureka	3.6	3.66 Mi.	East	East
Borden	620.9	4 P	West	East	<b>Silver City Branch</b>				
Pumice	604.3	16 P	Both	East	Silver City	2.4	1.94 Mi.	East	East
<b>Third Subdivision</b>					<b>Mammoth Branch</b>				
Laho	566.6	26 P	Both	East	Mammoth Jct. to Mammoth Mine		3.66 Mi.	East	East
Barclay	478.7	18 P	Both	West	Mammoth Mine to Grand Central Mine		0.42 Mi.	East	East
Little Springs	472.3	16 P	East	West	Mammoth	1.6	10	Both	East
Hoya Pit	401.5	70 P	Both	West	<b>Cedar City Branch</b>				
Arrolime	353.8	31 P	Both	East	Kaiser	22.5	48	Both	East
Valley	342.4	Old Siding 38 P	Both	West	Stock Yards	29.9	Stock Track 28 P Stock Spur 0.5 Mi.	West	East
		Industry 14	Both	West					
		Nellis Air Field Spur 2.7 Mi	West	East	<b>Pioche Branch</b>				
<b>Provo Subdivision</b>					Peck	6.0	2	West	East
Officer	38.9	83 P	Both	East	<b>Prince Branch</b>				
Burton	39.5	21	Both	East	Atlanta	2.6	13	Both	East
Walton	41.1	16	West	East	Mendha	4.2	3	East	East
Bentz	42.2	9	West	West	Caselton	6.5	Yard	East	East
Atwood	45.9	Team Track 17 P	Both	West	Prince	8.6	4	Both	West
		Spur 11	West	West	<b>Mead Lake Branch</b>				
Cushing	47.5	27	Both	East	Standard Oil Co.	3.1	6	East	West
Mellen Sand Spur	781.3	10	East	East	Arrowhead	3.3	20	West	East
Rideout	778.0	7 P	East	East	Seven Arrow				
Lehi Sugar Spur	769.1	98	East	West	Gypsum	9.3	7	East	West
Hardy Beet Spur	761.8	27	West	East	Amber	9.5	5	East	West
Bunker Spur	759.9	12	East	East	Virgin	12.8	6	Both	West
Ironton	754.1	108	East	West	Glassand	13.7	20	West	West
Benjamin	741.6	28	Both	West					
Santaquin	730.7	8	West	East					
Nephi									
Plaster Spur	710.8	2.1 Mi.	Both	East					
Sharp	703.6	13	East	East					
Levan	699.0	5	East	West					
Mills	689.3	18 PW	East	West					
Soma	679.0	14 P	Both	East					
Uisco	676.3	12	East	West					
Leamington	671.3	26 P	Both	West					

- (1) Flag stop for Nos. 32-311-312.
- (2) Flag stop for Nos. 31-32-33-34.
- (3) Flag stop for Nos. 37-38.

SET OUT TRACKS

Location	Mile Post	Car Capacity Etc. See Rule 6-A Page 22	Switch Connections	Grade Descending	Location	Mile Post	Car Capacity Etc. See Rule 6-A Page 22	Switch Connections	Grade Descending
<b>First Subdivision</b>					<b>Third Subdivision</b>				
Arimo	104.7	36	Both	West	Upton	571.7	14	Both	East
Virginia	100.0	Old Siding 54	Both	West	Thermo	561.6	14	Both	West
		Team Track 12	Both	West	Nada	554.8	14	Both	East
Downey	95.0	Stock 14	Both	Level	Latimer	550.7	14	Both	East
		House 57	Both	Level	Zane	531.5	14	Both	West
Swan Lake	84.7	21	Both	Level	Beryl	526.7	36	Both	Level
Oxford	81.3	Old Siding 42	Both	East	Heist	515.8	22	Both	East
		House 16	Both	East	Uvada	501.2	22	Both	East
Coulam	78.3	30	Both	East	Crestline	493.7	22	Both	West
Clifton	75.2	27	Both	Level	Brown	489.3	14	Both	West
Dayton	71.0	35	Both	East	Acoma	484.6	23	Both	West
Weston	65.1	19	Both	East	Islen	475.3	22	Both	West
Utida	62.4	27	Both	East	Minto	468.4	14	Both	West
Cornish	60.6	35	Both	Level	Eccles	464.3	14	Both	West
Trenton	56.9	25	Both	East	Etna	454.5	11	East	West
Wheelon	44.6	18	Both	West	Boyd	444.9	12	Both	West
Dewey	35.9	34	Both	East	Elgin	438.4	22	Both	West
Honeyville	30.4	32	Both	East	Leith	429.1	17	Both	West
Willard	14.0	7	Both	West	Carp	419.1	9	Both	West
Hot Springs	8.8	17	Both	West	Vigo	413.5	21	Both	West
Roy	6.1	East spur 8	East	West	Hoya	402.9	7	East	West
		West spur 8	East	West	Rox	397.9	18	West	West
Clearfield	9.8	House 15	West	East	Ute	373.5	9	West	East
Layton	14.5	Stock 48	Both	East	Dry Lake	363.0	21	Both	East
Kaysville	16.7	Stock 13	West	East	Garnet	357.5	6	West	East
Farmington	21.3	13	Both	Level	Apex	352.0	8	Both	East
Woods Cross	28.1	Old Siding 49	Both	West	Dike	347.0	8	East	West
		Team Track 5	West	West	Wann	338.7	16	Both	West
		Storage 43	West	West	<b>Provo Subdivision</b>				
<b>Second Subdivision</b>					Sandy	48.9	16	Both	East
Buena Vista	779.2	22	Both	Level	Draper	782.9	48	Both	East
Erda	756.4	22	Both	East	Mount	775.5	41	Both	West
St. John	736.1	43	Both	Level	Geneva	758.0	73	Both	West
Faust	723.3	35	Both	East	Springville	748.0	25	Both	East
Pehrson	717.2	15	Both	East	Spanish Fork	744.4	16	Both	East
Lofgreen	709.9	22	Both	East	Starr	722.0	14	West	West
Boulter	704.2	22	Both	East	Juab	696.3	34	Both	West
McIntyre	691.9	22	Both	West	<b>Cache Valley Branch</b>				
Jericho	685.3	30	Both	West	Hyrum	17.6	House 22	Both	East
Champlin	675.0	22	Both	West	Richmond	37.4	House 18	Both	West
Strong	658.2	22	Both	West	Lewiston	41.5	Sugar Spur 1.46 Mi.	West	East
Van	639.9	22	Both	West	<b>Malad Branch</b>				
Clear Lake	631.0	22	Both	East	Corinne	5.6	Stock 22	Both	Level
Neels	625.9	22	Both	East	Portage	36.7	House 36	Both	Level
Bloom	617.5	22	Both	Level			16	East	Level
Cruz	609.6	23	Both	Level	<b>Cedar City Branch</b>				
Black Rock	599.4	22	Both	East	Avon	9.4	2	West	East
Read	589.7	22	Both	East					
Murdock	585.1	22	Both	East					

**SYMBOLS AND ABBREVIATIONS**

**Rule 6 and 6(A)**

**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:

- Z—track scales; C—coal;
- AI—Automatic interlocking signals; I—interlocking;
- CS—center siding; O—oil;
- ES—eastward siding; P—dispatcher's telephone;
- WS—westward siding; T—turntable;
- RCS—remote control switch; W—water;
- X—cross-over;
- Y—wye.