



**UNION PACIFIC RAILROAD COMPANY**

**South-Central District**



*Safety Is*

*No Accident*

**UTAH DIVISION**

**TIME-TABLE**

**No. 19**

**Effective Sunday,**

**September 26, 1954**

**at 12:01 A.M. MOUNTAIN TIME**

*Careful Handling*

*Prevents Damage*

**FOR EMPLOYEES ONLY**

**A. D. HANSON** General Manager  
**H. E. SHUMWAY** General Superintendent Transportation  
**C. C. LARKIN** General Superintendent

**W. B. GROOME, Superintendent,**  
**Salt Lake City, Utah**

H. S. JENSEN, Ass't Superintendent Salt Lake City, Utah  
A. E. STRAND, Terminal Superintendent Salt Lake City, Utah  
G. H. BAKER, Trainmaster Salt Lake City, Utah  
A. W. KIRKEBY, Trainmaster Salt Lake City, Utah  
K. P. VARLEY, Trainmaster Milford, Utah  
A. R. NELSON, Master Mechanic Pocatello, Idaho  
F. D. ACORD, Master Mechanic Los Angeles, Calif.  
M. DEVEREAUX, Terminal Road Foreman of Engines Salt Lake City, Utah  
J. E. DRUMMOND, Road Foreman of Engines Salt Lake City, Utah  
K. S. RUSSEY, Road Foreman of Engines Salt Lake City, Utah  
J. J. SCHNACKENBERG, Road Foreman of Engines Milford, Utah  
R. M. BROWN, Division Engineer Salt Lake City, Utah  
M. E. BYRNE, General Roadmaster Salt Lake City, Utah  
C. E. LUCAS, Safety Representative Salt Lake City, Utah

First, Second and Third Subdivisions and Branches  
McCammon to Caliente

D. DURHAM, Chief Train Dispatcher Salt Lake City, Utah  
C. E. WEICHERS, Ass't Chief Train Dispatcher Salt Lake City, Utah  
G. B. CHASTAIN, Ass't Chief Train Dispatcher Salt Lake City, Utah  
W. R. DAVIS, Ass't Chief Train Dispatcher Salt Lake City, Utah  
R. D. BRINK, Ass't Chief Train Dispatcher Salt Lake City, Utah  
R. L. MAUGHAN, Ass't Chief Train Dispatcher Salt Lake City, Utah  
W. B. DUMAS, Ass't Chief Train Dispatcher Salt Lake City, Utah

Third Subdivision and Branches  
Caliente to Las Vegas

R. A. FORBES, Chief Train Dispatcher Las Vegas, Nev.  
R. L. GUNDY, Ass't Chief Train Dispatcher Las Vegas, Nev.  
J. T. HOLYOAK, Ass't Chief Train Dispatcher Las Vegas, Nev.  
G. J. WILDE, Ass't Chief Train Dispatcher Las Vegas, Nev.

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

NAME	TITLE	PLACE
L. J. Taufer	District Surgeon	Salt Lake City.
R. R. Merrell	District Surgeon	Pocatello.
E. L. Turner	District Surgeon	Los Angeles.
K. E. Noyes	Surgeon	American Fork.
J. E. Trowbridge	Surgeon	Bountiful.
H. L. Pearce	Surgeon	Brigham City.
R. L. Stewart	Surgeon	Caliente.
L. V. Broadbent	Surgeon	Cedar City.
P. K. Edmunds	Surgeon	Cedar City.
R. W. Farnsworth	Surgeon	Cedar City.
M. E. Bird	Surgeon	Delta.
M. A. Lyman	Surgeon	Delta.
L. G. Burkett	Surgeon	Downey.
H. S. Jensen	Surgeon	Farmington.
Kenneth Hill	Surgeon	Garfield.
R. D. Preston	Surgeon	Garland.
V. R. Kelly	Surgeon	Kaysville.
J. B. Demman	Surgeon	Las Vegas.
J. J. Hamill	Surgeon	Las Vegas.
G. J. Madsen	Oculist	Las Vegas.
C. G. Scruggs	Surgeon	Las Vegas.
N. Z. Fanner	Surgeon	Layton.
Robt. Skabelund	Surgeon	Lewiston.
R. N. Barlow	Surgeon	Logan.
S. M. Budge	Surgeon	Logan.
O. W. Budge	Surgeon	Logan.
J. Clare Hayward	Surgeon	Logan.
R. O. Porter	Oculist & Aurist	Logan.
O. H. Mabey	Surgeon	Malad.
J. S. Alley	Surgeon	Midvale.
E. N. Davie	Surgeon	Milford.
John M. Ball	Surgeon	Murray.
F. H. Beckstead	Surgeon	Nephi.
J. G. Steele	Surgeon	Nephi.
W. P. Daines	Physician	Ogden.
Harold V. DeMars	Oculist & Aurist	Ogden.
John Dixon	Surgeon	Ogden.
R. F. Howe	Surgeon	Ogden.
G. H. Keyes	Surgeon	Ogden.
I. B. McQuarrie	Surgeon	Ogden.
R. W. Pugmire	Oculist	Ogden.
M. P. Southwick	Surgeon	Ogden.
K. A. Stratford	Surgeon	Ogden.
F. W. Seager	Surgeon	Ogden.
Max Stewart	Surgeon	Payson.
R. R. Merrell	District Surgeon	Pocatello.
R. K. Gorton	Asst. to District Surgeon	Pocatello.
R. G. Crandall	Surgeon	Pocatello.
H. Dean Hartvigsen	Surgeon	Pocatello.
F. H. Howard	Surgeon	Pocatello.
H. H. Hughart	Surgeon	Pocatello.
David C. Miller	Physician	Pocatello.
D. J. Nelson	Surgeon	Pocatello.
C. T. Parker	Surgeon	Pocatello.
C. W. Pond	Oculist & Aurist	Pocatello.
E. V. Simison	Oculist & Aurist	Pocatello.
M. J. Sharp	Surgeon	Pocatello.
L. R. Hawkes	Surgeon	Preston.
Eldon D. Clark	Oculist & Aurist	Provo.
J. J. Weight	Surgeon	Provo.
J. B. Westwood	Surgeon	Provo.
W. G. Noble	Surgeon	Provo.
L. J. Taufer	District Surgeon	Richmond.
Harry Berman	Oculist & Aurist	Salt Lake City.
L. W. Condie	Surgeon	Salt Lake City.
Alan S. Crandall	Oculist	Salt Lake City.
Geo. H. Curtis	Physician	Salt Lake City.
E. B. Fairbanks	Oculist & Aurist	Salt Lake City.
B. J. Fairbanks	Oculist & Aurist	Salt Lake City.
Sharp Sanders	Surgeon	Salt Lake City.
S. C. Sharp	Surgeon	Salt Lake City.
Rulon E. Smith	Surgeon	Salt Lake City.
F. J. Winget	Surgeon	Salt Lake City.
W. W. Lowe	Surgeon	Salt Lake City.
E. C. Budge	Surgeon	Smithfield.
Robert S. Budge	Surgeon	Smithfield.
G. B. Orton	Surgeon	Springville.
T. M. Aldous	Surgeon	Tooele.
G. C. Ficklin	Surgeon	Tremonton.

MILEAGE

Main Line	734.6
Branches	275.0
<b>Grand Total</b>	<b>1009.6</b>

WESTWARD CONDENSED TIME-TABLE EASTWARD

FIRST CLASS					Distance from Ogden	Time-Table No. 19 September 26, 1954			Mile Post	FIRST CLASS				
9 Passenger	103 Streamliner Passenger	5 Mail and Express	107 Streamliner Passenger	37 Passenger		STATIONS				10 Passenger	108 Streamliner Passenger	104 Streamliner Passenger	38 Passenger	6 Mail and Express
9.05	6.25	8.15	8.10	7.55	0.0	MT	OGDEN	MT	0.0	A 6.05	A 6.30	A 9.35	A 6.25	A 7.05
<del>18.38</del>	<del>7.18</del>	A 9.10	<del>8.55</del> 9.05	<del>8.45</del> 9.45	36.3	SALT LAKE CITY			36.3 784.0	5.05 4.45	5.45 5.35	8.45 8.35	5.30 5.00	6.15
12.39	9.14		10.53	12.20	154.4	LYNN DYL			665.9	2.20	3.39	6.41	2.10	
2.10	10.30		12.08	2.25	243.5	MILFORD			576.8	12.50	2.30	5.33	12.35	
3.00	10.57		12.35	3.10	278.9	LUND			541.4	12.05	1.56	5.00	11.40	
5.08	12.31		2.12	5.25	360.8	CALIENTE			459.5	10.15	12.17	3.24	9.30	
8.05 7.20	3.15 2.25		4.50 4.00	8.45 8.15	486.1	MT	LAS VEGAS	MT	334.2	7.30 6.15	9.50 8.40	12.55 11.45	6.30 5.00	
10.45	5.10		6.43	12.45	657.1	YERMO			163.2	2.53	5.38	8.45	12.30	
11.08	5.28		7.00	1.15	670.5	BARSTOW			150.1	2.25	5.20	8.27	11.55	
1.15	7.25		8.55	3.40	751.3	SAN BERNARDINO			67.3	12.20	3.30	6.38	9.35	
1.25	7.33		9.03	3.50	754.8	COLTON			64.5	12.07	3.20	6.25	9.15	
1.40	7.45		9.15	4.15	761.8	RIVERSIDE			57.5	11.55	3.07	6.13	8.55	
2.01				5.00	781.5	ONTARIO			37.8	11.28			8.15	
2.11	8.10			5.20	787.3	POMONA			32.0	11.20		5.45	8.05	
2.50	8.40		10.10	6.25	813.6	EAST LOS ANGELES			5.7	10.50	2.20	5.20	7.25	
A 3.15	A 9.00		A 10.30	A 7.00	821.0	PT	LOS ANGELES	PT	0.0	10.30	2.00	5.00	7.00	
(821.0)														
(19.10) 42.8	(15.35) 52.7	(0.55) 39.6	(15.20) 53.5	(24.05) 34.0	Thru Time					(18.35) 44.0	(15.30) 52.9	(15.35) 52.7	(22.25) 36.6	(0.50) 43.5
Average speed per hour														

WESTWARD CONDENSED TIME-TABLE EASTWARD

FIRST CLASS			Distance from Salt Lake City	Time-Table No. 19 September 26, 1954			Mile Post	FIRST CLASS			
	29 Passenger	33 Passenger		STATIONS				30 Passenger	34 Passenger		
			0.0	SALT LAKE CITY			36.3	A 8.00	A 9.45		
	6.00	5.30	36.3	OGDEN			0.0	7.05 6.45	8.50 8.30		
	7.55	7.22	57.4	BRIGHAM CITY			21.1	6.10	7.55		
	8.40	8.02	85.1	CACHE JCT.			48.8	5.25	7.07		
	10.10	9.35	147.5	McCAMMON			111.2	4.05	5.40		
	A 10.45	A 10.10	170.2	POCATELLO			213.9	3.30	5.10		
(170.2)											
	(4.45) 35.8	(4.40) 36.0	Thru Time					(4.30) 37.8	(4.35) 37.1		
Average speed per hour											

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

**WESTWARD FIRST SUBDIVISION**

**SECOND CLASS**

Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 19 September 26, 1954				
	254	277	279	251	311
	Time Freight	Time Freight	Time Freight	Time Freight	Mixed
	Daily	Daily	Daily	Daily	Daily Except Sunday
P					
CDOPT WYZ	10.30PM	10.00PM	7.30PM	4.00AM	
PX	10.40	10.10	7.40	4.10	
IX					
PX					
WS 72 PWX	10.56	10.25	7.53	4.27	
CS 133 PX	11.04	10.32	7.59	4.35	
	11.08	10.36	8.02	4.40	
WS 56 PX ES 115	11.18	10.43	8.08	4.50	
ES 41 PX	11.25	10.50	8.12	4.55	
P	11.36PM	10.59	8.19	5.04	
CDOPT WYZ	A 12.05AM	11.15PM 12.15AM	8.30 8.55	5.25 6.05	5.50AM
122 P		12.25 <sup>270</sup>	9.05	6.31 <sup>30</sup>	6.04
120 P		12.40	9.14	6.46	f 6.23 <sup>30</sup>
120 P		12.50	9.20	6.58	f 6.40
WS 114 ES 67 PWY		1.20	9.30	7.22 <sup>33</sup>	A 7.00AM
120 P		1.33	9.41	7.37	
122 P		1.40	9.47	7.45	
121 P		1.55	9.57	8.01	
WS 106 CDOP ES 70 WYZ		2.35	10.11	8.35	
123 P		2.55 <sup>280</sup>	10.23 <sup>270</sup>	8.52	
P					
P					
121 P		3.15	10.34	9.05	
121 P		3.42	10.43	9.20	
PW					
121 P		3.55	10.52	9.31	
P					
121 PW		4.05	11.01	9.41	
121 PW		4.25 <sup>30</sup>	11.15	10.01	
P					
122 P		5.15	11.27	10.16	
ES 128 WS 125 PWY	A 5.45AM	A 11.40PM	A 10.30AM		

Time-Table No. 19  
September 26, 1954

**STATIONS**

DN-R SALT LAKE CITY YL SA	DS
2.6	
DN-R NORTH YARD YL C	
2.6	
NORTH SALT LAKE	
0.1	
BAMBERGER R. R. CROSS.	
2.0	
D WOODS CROSS WC	
6.8	
FARMINGTON	
4.6	
D KAYSVILLE K	
2.2	
D LAYTON NY	
4.7	
D CLEARFIELD CF	
3.7	
ROY	
5.1	
BRIDGE JCT. YL	
1.0	
DN-R OGDEN YL	OG YD RD
0.7	
D. & R. G. W. CROSSING YL	
0.9	
S. P. JCT. YL	
7.2	
HOT SPRINGS	
5.2	
WILLARD	
7.1	
DN BRIGHAM CITY YL BM	
9.3	
D HONEYVILLE HX	
5.5	
DEWEY	
8.7	
WHEELON	
4.2	
DN CACHE JCT. YL CJ	
8.1	
D TRENTON ON	
3.7	
CORNISH	
1.8	
UTIDA	
2.7	
D WESTON WI	
5.9	
D DAYTON CN	
4.2	
CLIFTON	
3.1	
COULAM	
3.0	
OXFORD	
3.4	
SWAN LAKE	
10.3	
DN DOWNEY DO	
5.0	
VIRGINIA	
4.7	
D ARIMO A	
6.5	
DN-R McCAMMON YLMC	

Double Track

BLOCK SIGNALS

(147.5)

(1.35) (7.45) (4.10) (6.30) (1.10) ..... Thru Time  
21.3 19.0 35.4 22.3 18.0 ..... Average speed per hour

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

**WESTWARD FIRST SUBDIVISION**

**FIRST CLASS**

Distance from Salt Lake City	Time-Table No. 19 September 26, 1954						
	6	29	38	104	108	33	10
	Mail and Express	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger
	Daily	Daily	Daily	Daily	Daily	Daily	Daily
0.0	6.15PM	6.00PM	5.30PM	8.45AM	5.45AM	5.30AM	5.05AM
2.6							
5.2	6.25	6.10	5.40	8.54	5.53	5.40	5.15
5.3							
8.2	6.28	6.13	5.44	8.57	5.56	5.43	5.18
15.0	6.34	6.19	5.50			5.49	5.24
19.6	6.38	6.23	5.55	9.07	6.05	5.53	5.29
21.8	6.40	6.25	5.58			5.55	5.32
26.5	6.44	6.29	6.02			6.00	5.37
30.2	6.47	6.32	6.06	9.17	6.14	6.03	5.41
35.3	6.52	6.37	6.11	9.22	6.18	6.08	5.47
36.3	A 7.05PM	6.50 7.20	A 6.25PM	A 9.35AM	A 6.30AM	6.20 6.50	A 6.05AM
37.0							
37.9		7.28				6.58	
45.1		7.35				7.06	
50.3		7.40				7.11	
57.4		s 7.55 <sup>34</sup>				s 7.22 <sup>251</sup>	
66.7		8.07				7.32	
72.2		8.12				f 7.37	
80.9		8.22				7.47	
85.1		s 8.40				s 8.02	
93.2		8.52				s 8.12	
96.9		f 8.56				f 8.20	
98.7		8.58				8.22	
101.4		9.02				s 8.26	
107.3		f 9.11				s 8.35	
111.5		9.16				8.39	
114.6		9.19				s 8.42	
117.6		9.22				8.45	
121.0		9.26 <sup>270</sup>				s 8.50	
131.3		f 9.42				s 9.06	
136.3		9.49				s 9.13	
141.0		9.55				s 9.20	
147.5		Af 10.10PM				A s 9.35AM	

BLOCK SIGNALS

(147.5)

(0.50) (4.10) (0.55) (0.50) (0.45) (4.05) (1.00) ..... Thru Time  
43.5 35.4 39.6 43.6 48.4 36.1 36.3 ..... Average speed per hour

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

FIRST SUBDIVISION EASTWARD

Time-Table No. 19  
September 26, 1954

FIRST CLASS

Mile Post	FIRST CLASS							
	30 Passenger	37 Passenger	107 Streamliner Passenger	5 Mail and Express	103 Streamliner Passenger	34 Passenger	9 Passenger	
36.3	A 8.00AM	A 8.45AM	A 8.55AM	A 9.10AM	A 7.10PM	A 9.45PM	A 10.00PM	
33.7								
31.1	7.45	8.32	8.45	8.53	7.00	9.31	9.43	
31.0								
28.1	7.40	8.29	8.42	8.49	6.57	9.25	9.39	
21.3	7.34	8.23		8.43		9.19	9.33	
16.7	7.30	8.19		8.39		9.14	9.29	
14.5	7.28	8.17		8.37	6.45	9.12	9.27	
9.8	7.22	8.12		8.32		9.07	9.22	
6.1	7.17	8.07		8.22	6.37	9.02	9.17	
1.0	7.10	8.00		8.20	6.30	8.55	9.10	
0.0	7.05 6.45	7.55AM	8.10AM	8.15AM	6.25PM	8.50 8.30	9.05PM	
0.7								
1.6	6.31 <sup>251</sup>					8.17		
8.8	6.23 <sup>311</sup>					8.09		
14.0	6.18					8.04		
21.1	s 6.10					s 7.55 <sup>29</sup>		
30.4	5.55					7.36		
35.9	5.49					7.31		
44.6	5.38					7.21		
48.8	s 5.25					s 7.07		
56.9	5.08					s 6.50		
60.6	f 5.03					s 6.44		
62.4	5.00					6.39		
65.1	4.57					s 6.36		
71.0	s 4.50					s 6.29		
75.2	4.45					6.23		
78.3	4.42					6.20		
81.3	4.39					6.17		
84.7	4.35					6.13		
95.0	s 4.25 <sup>277</sup>					s 6.02		
100.0	4.18					5.54		
104.7	4.13					s 5.49		
111.2	s 4.05AM					s 5.40PM		
(147.5)	Daily	Daily	Daily	Daily	Daily	Daily	Daily	

Thru Time ..... (3.55) (0.50) (0.45) (0.55) (0.45) (4.05) (0.55)  
Average speed per hour ..... 37.6 43.6 48.4 39.6 43.4 36.1 39.6

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

FIRST SUBDIVISION EASTWARD

Time-Table No. 19  
September 26, 1954

SECOND CLASS

Mile Post	SECOND CLASS				
	280 Time Freight	312 Mixed	259 Time Freight	278 Stock Special	270 Time Freight
36.3					
33.7	A 6.25AM		A 5.00PM	A 9.00PM	A 2.30AM
31.1	6.10		4.40	8.45	2.18
31.0					
28.1	6.05		4.34	8.39	2.13
21.3	5.55		4.23	8.28	2.03
16.7	5.48		4.15	8.20	1.55
14.5	5.44		4.10	8.15	1.50
9.8	5.37		4.00	8.05	1.40
6.1	5.32		3.50	7.55	1.30
1.0	5.24		3.35	7.40	1.15
0.0	5.10 4.40	A 3.00PM	3.30PM	7.30 6.30	1.00 12.30
0.7					
1.6	4.30	2.45		6.10	12.25 <sup>277</sup>
8.8	4.17	f 2.28		5.56	12.12
14.0	4.10	f 2.17		5.47	12.05AM
21.1	4.01	2.00PM		5.35	11.55PM
30.4	3.49			5.15	11.40
35.9	3.42			5.06	11.32
44.6	3.30			4.50	11.20
48.8	3.10			4.30	11.00
56.9	2.55 <sup>277</sup>			3.52	10.23 <sup>279</sup>
60.6					
62.4					
65.1	2.44			3.38	9.59
71.0	2.35			3.28	9.50
75.2					
78.3	2.26			3.16	9.40
81.3					
84.7	2.16			3.06	9.26 <sup>29</sup>
95.0	2.02			2.50	9.09
100.0					
104.7	1.48			2.35	8.55
111.2	1.35AM			2.20PM	8.40PM
(147.5)	Daily	Daily Except Sunday	Daily	Daily	Daily

Thru Time ..... (4.50) (1.00) (1.30) (6.40) (5.50)  
Average speed per hour ..... 30.5 21.1 22.4 22.1 25.2

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.  
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For stations not shown on schedule pages.—See Page 21.  
For setout tracks.—See Page 22.

WESTWARD								SECOND SUBDIVISION								Distance from Salt Lake City	Time-Table No. 19 September 26, 1954				
Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS				FIRST CLASS				Distance from Salt Lake City	STATIONS											
	259 Time Freight		299 Stock Special		9 Passenger		103 Streamliner Passenger			37 Passenger		107 Streamliner Passenger		CENTRALIZED TRAFFIC CONTROL							
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		DN-R NORTH YARDYL C											
	9.00PM	1.30PM							0.0	D. & R. G. W. CROSSING YL											
									0.7	D. & R. G. W. CROSSING YL											
									1.2	D. & R. G. W. CROSSING YL											
									2.3	WEST. PAC. CROSSING YL											
									4.4	BUENA VISTA											
				10.30PM	7.20PM	9.45AM	9.05AM	0.0	0.0	DN-R SALT LAKE CITY YL											
									1.3	EIGHTH SO. ST. YL											
									1.5	D. & R. G. W. CROSSING YL											
									1.7	D. & R. G. W. CROSSING YL											
									4.8	BUENA VISTA											
122									15.7	D GARFIELD GF											
125									16.8	D. & R. G. W. CROSSING											
									19.6	LAKE POINT											
									27.6	ERDA											
									35.8	D WARNER DU											
									41.4	STOCKTON											
									47.9	D ST. JOHN SJ											
									60.7	FAUST											
									66.8	PEHRSON											
									74.1	LOFGREEN											
									79.8	BOULTER											
									85.4	D TINTIC U											
									92.1	McINTYRE											
									98.7	JERICHO											
									109.0	CHAMPLIN											
				12.39AM	9.14	s 12.20	10.53	118.1	118.1	D LYNNDYL NY											
									125.8	STRONG											
				s 12.56		s 12.45		134.6	134.6	DN DELTA AK											
									144.1	VAN											
									153.0	CLEAR LAKE											
									158.1	NEELS											
									166.5	BLOOM											
									174.4	CRUZ											
									184.6	BLACK ROCK											
									194.3	READ											
				1.46	10.16	1.55	11.55AM	198.9	198.9	MURDOCK											
	A 5.00AM	A 6.45PM		A 2.00AM	A 10.26PM	A 2.10PM	A 12.05PM	207.2	207.2	DN-R MILFORD YL FD											
										(207.2)											
	(8.00) 25.9	(5.15) 39.4		(3.30) 59.2	(3.06) 66.8	(4.25) 46.2	(3.00) 69.6			Thru Time Average speed per hour											

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

SECOND SUBDIVISION								EASTWARD													
Car capacity of sidings, etc. See Rule 6(A) Page 22.	FIRST CLASS				SECOND CLASS				Distance from Salt Lake City	STATIONS											
	10 Passenger		108 Streamliner Passenger		104 Streamliner Passenger		38 Passenger			260 Time Freight		256 Time Freight		CENTRALIZED TRAFFIC CONTROL							
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	DN-R NORTH YARDYL C									
									35.3	D. & R. G. W. CROSSING YL											
									36.0	D. & R. G. W. CROSSING YL											
									36.5	D. & R. G. W. CROSSING YL											
									781.3	WEST. PAC. CROSSING YL											
									779.2	BUENA VISTA											
	A 4.45AM	A 5.35AM	A 8.35AM	A 5.00PM					36.3	DN-R SALT LAKE CITY YL											
									37.6	EIGHTH SO. ST. YL											
									37.8	D. & R. G. W. CROSSING YL											
									38.0	D. & R. G. W. CROSSING YL											
									779.2	BUENA VISTA											
									768.3	D GARFIELD GF											
									767.1	D. & R. G. W. CROSSING											
									764.4	LAKE POINT											
									756.4	ERDA											
									748.2	D WARNER DU											
									742.6	STOCKTON											
									736.1	D ST. JOHN SJ											
									723.3	FAUST											
									717.2	PEHRSON											
									709.9	LOFGREEN											
									704.2	BOULTER											
									698.6	D TINTIC U											
									691.9	McINTYRE											
									685.3	JERICHO											
									675.0	CHAMPLIN											
									665.9	D LYNNDYL NY											
									658.2	STRONG											
									649.4	DN DELTA AK											
									639.9	VAN											
									631.0	CLEAR LAKE											
									625.9	NEELS											
									617.5	BLOOM											
									609.6	CRUZ											
									599.4	BLACK ROCK											
									589.7	READ											
									585.1	MURDOCK											
									576.8	DN-R MILFORD YL FD											
										(207.2)											
										Thru Time Average speed per hour											

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

**WESTWARD**

**THIRD SUBDIVISION**

Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS		FIRST CLASS				Distance from Salt Lake City	
	299 Stock Special	259 Time Freight	103 Streamliner Passenger	37 Passenger	107 Streamliner Passenger	9 Passenger		
	Daily	Daily	Daily	Daily	Daily	Daily		
DOPTWYZ	7.00PM	5.40AM	10.30PM	2.25PM	12.08PM	2.10AM	207.2	
123 P							212.3	
122 P				2.43			222.4	
122 P							229.2	
122 P							233.5	
122 PWY			10.57PM	s 3.10	12.35	s 3.00	242.6	
122 P				3.22			252.5	
122 PW				f 3.28			257.3	
122 P							268.2	
122 PWY				f 3.48		s 3.30	274.2	
122 P				3.57			282.8	
127 PY				4.12			290.3	
122 P							294.7	
122 PW				4.28			299.4	
133 P				4.43			308.7	
44 P							311.7	
83 P							315.6	
122 P				5.05			319.7	
BS 119 WS 113 DOPWY			12.31AM	s 5.25	2.12	s 5.08	324.5	
122 P				5.33			329.5	
122 P							334.1	
122 P							339.1	
122 PW				6.05			345.6	
145 P							349.5	
122 P				6.23			354.9	
102 77 PW				6.36			364.9	
122 P							370.5	
69 P				6.55			375.5	
122 P				7.05			381.1	
136 PW				7.12			386.1	
122 P							390.6	
122 PWY				f 7.33		6.58	400.9	
122 P							410.5	
122 PW				7.58			421.0	
74 P				8.06			426.5	
122 P							432.0	
122 P							437.0	
122 P				3.07	8.30	4.42	7.50	445.3
DOPTWYZ	A 2.00AM	A 2.30PM	A 3.15AM	A 8.45PM	A 4.50PM	A 8.05AM	449.8	

CENTRALIZED TRAFFIC CONTROL

Time-Table No. 19  
September 26, 1954

**STATIONS**

DN-R MILFORD YL FD  
5.1  
UPTON  
10.1  
THERMO  
6.8  
NADA  
4.3  
LATIMER  
9.1  
DN LUND UN  
9.9  
ZANE  
4.8  
BERYL  
10.9  
HEIST  
6.0  
D MODENA NA  
8.6  
UVADA  
7.5  
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  
5.5  
GARNET  
5.5  
APEX  
5.0  
DIKE  
8.3  
WANN  
4.5  
DN-R LAS VEGAS YL VG  
(242.6)

(7.00) (8.50) (4.45) (6.20) (4.42) (5.55)  
34.6 23.4 51.0 38.3 51.6 41.0

..... Thru Time  
..... Average speed per hour

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

**THIRD SUBDIVISION**

**EASTWARD**

Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 19 September 26, 1954	Mile Post	FIRST CLASS				SECOND CLASS	
			104 Streamliner Passenger	38 Passenger	10 Passenger	108 Streamliner Passenger	256 Time Freight	260 Time Freight
			Daily	Daily	Daily	Daily	Daily	Daily
DOPTWYZ	DN-R MILFORD YL FD	576.8	A 5.30AM	A 12.25PM	A 12.40AM	A 2.27AM	A 4.30PM	A 1.45AM
123 P	5.1 UPTON	571.7	5.23	12.15	12.30	2.17		
122 P	10.1 THERMO	561.6		12.01PM				
122 P	6.8 NADA	554.8						
122 P	4.3 LATIMER	550.5						
122 PWY	9.1 DN LUND UN	541.4	5.00	s 11.40AM	s 12.05AM	1.56		
122 P	9.9 ZANE	531.5		11.22				
122 PW	4.8 BERYL	526.7		f 11.16				
122 P	10.9 HEIST	515.8						
122 PWY	6.0 D MODENA NA	509.8		f 11.00				
122 P	8.6 UVADA	501.2		10.48				
127 PY	7.5 CRESTLINE	493.7		10.36				
122 P	4.4 BROWN	489.3						
122 PW	4.7 ACOMA	484.6		10.20				
133 P	9.3 ISLEN	475.3		10.03				
44 P	3.0 LITTLE SPRINGS	472.3						
83 P	3.9 MINTO	468.4						
122 P	4.1 ECCLES	464.3		9.40				
BS 119 WS 113 DOPWY	4.8 DN CALIENTE YL CS	459.5	3.24	s 9.30	s 10.15PM	12.17AM		
122 P	5.0 ETNA	454.5		9.13				
122 P	4.6 STINE	449.9						
122 P	5.0 BOYD	444.9						
122 PW	6.5 ELGIN	438.4		f 8.44				
145 P	3.9 KYLE	434.5						
122 P	5.4 LEITH	429.1		8.27				
102 77 PW	10.0 CARP	419.1		f 8.14				
122 P	5.6 VIGO	418.5						
69 P	5.0 GALT	408.5		7.55				
122 P	5.6 HOYA	402.9		7.46				
136 PW	5.0 ROX	397.9		f 7.40				
122 P	4.5 FARRIER	393.4						
122 PWY	10.3 D MOAPA MA	383.1		s 7.24	8.17			
122 P	9.6 UTE	373.5						
122 PW	10.5 DRY LAKE	363.0		f 7.01				
74 P	5.5 GARNET	357.5		6.55				
122 P	5.5 APEX	352.0						
122 P	5.0 DIKE	347.0						
122 P	8.3 WANN	338.7		6.36				
DOPTWYZ	4.5 DN-R LAS VEGAS YL VG	334.2	12.55AM	6.30AM	7.30PM	9.50PM	6.35AM	3.45PM

CENTRALIZED TRAFFIC CONTROL

(4.35) (5.55) (5.10) (4.37)  
52.9 41.0 46.9 52.6

..... Thru Time  
..... Average speed per hour

(9.55) (10.00)  
24.4 24.2

For conditional stops to discharge or pick up revenue passengers.—See Page 14.  
No. 38 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. 19 September 26, 1954	Mile Post	SECOND CLASS	
	307	305				308	306
	Mixed	Mixed				Mixed	Mixed
	Daily Except Sunday	Daily Except Sunday		<b>STATIONS</b>			
CDOPT WYZ		2.00AM	0.0	DN R SALT LAKE CITY YL SA C	36.3	A 12.15AM	
		2.06	1.3	1.3 EIGHTH SOUTH ST. YL	37.6	12.05AM	
IF			2.1	0.8 D. & R. G. W. CROSSING YL	38.4		
			3.4	1.3 D. & R. G. W. CROSSING YL	39.7		
77 P		2.20	4.7	1.3 HUSLERS YL	41.0	11.50PM	
47 P		f 2.30	7.3	2.6 MURRAY YL FN	43.6	f 11.40	
60 PW		2.35	7.9	0.6 PALLAS YL	44.2	11.35	
AI			11.4	3.5 D. & R. G. W. GAUNTLET	47.7		
AI			12.3	0.9 D. & R. G. W. CROSSING	48.6		
102 P		f 2.45	12.6	0.3 SANDY	48.9	f 11.20	
48 FW		s 3.05	17.1	4.5 D DRAPER A	782.9	s 11.10	
WS 73 P		f 3.25	24.5	7.4 MOUNT	775.5	f 10.50	
HS 70				4.5 CUTLER	771.0	f 10.30	
73 PWY		f 3.45	29.0	1.5 LEHI HI	769.5	f 10.20	
31 P		f 4.05	30.5	3.0 D AMERICAN FORK AF	766.5	f 10.00	
45 P		f 4.15	33.5	3.0 D PLEASANT GROVE GO	763.5	f 9.40	
73 P		f 4.35	36.5	5.5 D GENEVA YL G	758.0	f 9.20	
100 P		f 4.45	42.0	0.7 D. & R. G. W. CROSSING	757.3		
AI			42.7	4.6 DN-R PROVO YL VO	752.7	A 4.45PM 9.00PM	
CDOPT WYZ	9.30AM	A 5.15AM	47.3	4.7 SPRINGVILLE	748.0	f 4.34	
	f 9.40		52.0	3.6 D SPANISH FORK SF	744.4	f 4.28	
29 P	s 9.55		55.6	7.6 D PAYSON CN	736.8	f 4.17	
116 FW	s 10.15		63.2	14.8 STARR	722.0	f 3.52	
125 FW	f 10.55		78.0	11.2 D NEPHI NI	710.8	s 3.35	
132 PY	s 11.35AM		89.2	14.5 JUAB	696.3	f 3.10	
75 P	f 12.05PM		103.7	15.2 PARLEY	681.1	f 2.40	
125 P	f 12.45		118.9	11.2 MACK	669.9	f 2.16	
60 P	f 1.15		130.1	4.0 D LYNN DYL YL NY	665.9	2.10PM	
PWY	A 1.30PM		134.1				
				(134.1)		Daily Except Sunday	Daily Except Saturday
	(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. 19 September 26, 1954	Mile Post	SECOND CLASS	
	303	304					
	Mixed	Mixed					
	Daily Except Sunday	Daily Except Sunday		<b>STATIONS</b>			
CDOFWYZ	6.10AM		0.0	DN-R CACHE JCT. YL CJ	0.0	A 3.00PM	
10			4.8	4.8 PETERSBORO (Spur)	4.8		
35	f 6.35		8.6	3.8 MENDON	8.6	f 2.15	
7			12.4	3.8 NEBEKER (Spur)	12.4		
19 w	f 6.55		13.8	1.4 D WELLSVILLE WV	13.8	f 1.55	
25			14.5	0.7 HILLS	14.5		
22	f 7.10		17.6	3.1 HYRUM	17.6	f 1.30	
13			20.2	2.6 HOLT	20.2		
35 WYZ	s 7.35		24.1	3.9 D LOGAN YL Q	24.1	s 1.10	
			24.4	0.3 BENSON JCT. YL	24.4		
			26.4	2.0 GREENVILLE	26.4		
15	f 8.02		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 8.25		37.4	0.9 D RICHMOND YL RN	37.4	f 12.01PM	
10			39.6	2.2 MERRILLS YL	39.6		
6	f 8.34		41.0	1.4 WEBSTER YL	41.0	f 11.30AM	
			41.5	0.5 D LEWISTON YL (Spur)	41.5		
35	f 9.05		43.8	2.3 D FRANKLIN YL F	43.8	f 11.20	
24	f 9.15		48.0	4.2 WHITNEY YL	48.0	f 11.08	
22 wy	A 10.10AM		50.8	2.8 D-R PRESTON YL PN	50.8	11.00AM	
				(50.8)		Daily Except Sunday	
	(4.00) 12.7		.....	Thru Time	(4.00) 12.7	.....	
			.....	Average speed per hour		.....	

One Yard Limit between M.P. 36.76 east of Richmond and M.P. 44.64 west of Franklin.

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

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

For setout tracks.—See Page 22.

WESTWARD			MALAD BRANCH			EASTWARD		
Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS	Distance from Brigham City	Time-Table No. 19 September 26, 1954	Mile Post	SECOND CLASS			
	311 Mixed Daily Except Sunday				312 Mixed			
WS 114 ES 67 PWY	7.30AM	0.0	DN-R BRIGHAM CITY YL BM	0.0	A 1.30PM			
51	f 7.45	5.6	5.6 CORINNE YL	5.6	f 12.55			
24	f 8.02	13.7	8.1 CROPLEY	13.7	f 12.35			
46	s 8.15	17.8	4.1 TREMONTON YL MU	17.8	s 12.25			
19 WY	s 8.30	19.8	2.0 GARLAND YL AJ	19.8	s 12.15PM			
20	f 8.46	25.0	5.2 FIELDING	25.0	f 11.56AM			
14	f 9.25	36.7	11.7 PORTAGE	36.7	f 11.20			
12	f 9.50	44.5	7.8 CHERRY CREEK (Spur)	44.5	f 10.55			
30 WY	A 10.15AM	51.5	7.0 MALAD YL MV	51.5	10.30AM			
			(51.5)		Daily Except Sunday			
(2.45)		Thru Time		(3.00)				
18.7		Average speed per hour		17.1				

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

Westward SYRACUSE BRANCH Eastward			Westward BEAR RIVER BRANCH Eastward			Westward THATCHER BRANCH Eastward		
Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 19 September 26, 1954	Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 19 September 26, 1954	Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 19 September 26, 1954	Mile Post
	STATIONS			STATIONS			STATIONS	
WS 56 ES 115 FX	D CLEARFIELD YL CF	0.0	19 WY	D GARLAND YL AJ	0.0	46	D TREMONTON YL MU	0.0
	0.3 D. & R. G. W. CROSSING YL	0.3		1.1 GARLAND JCT. YL	1.1	22	5.1 SUNSET YL	5.1
45	1.8 BARNES YL (Spur)	2.1	9	2.3 HAWS YL	3.4		0.5 END OF TRACK YL	5.6
3	0.3 END OF TRACK YL	2.4	11	4.1 BUSH YL	7.5			
			22	1.7 BRADFORD YL	9.2			
				0.7 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.
* 37	Any Station.	Any Station.	Any Station.
* 38	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. 19 September 26, 1954	Mile Post	SECOND CLASS		Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 19 September 26, 1954	Mile Post		
	417 Local Freight Daily Except Sunday				418 Local Freight						
122 188 PWY	7.00AM	0.0	DN-R LUND YL UN	0.0	A 1.50PM	120 WYZ	DN-R IRON SPRINGS YL GS	0.0			
120	7.20	9.4	9.4 AVON	9.4	1.25		4.5 DESERT MOUND	4.5			
120 WYZ	8.00	20.3	10.9 DN-R IRON SPRINGS YL GS	20.3	12.55	Y	6.4 COMSTOCK	10.9			
20	8.15	25.2	4.9 HALIVAH	25.2	12.20	Y	4.0 IRON MOUNTAIN YL MN	14.9			
Loop 43 W	A 8.40AM	32.5	7.3 CEDAR CITY YL CD	32.5	12.05PM						
			(32.5)		Daily Except Sunday		(14.9)				
(1.40)		Thru Time		(1.45)							
19.5		Average speed per hour		18.2							

WESTWARD			MEAD LAKE BRANCH			EASTWARD		
Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 19 September 26, 1954	Mile Post	Distance from Moapa	Time-Table No. 19 September 26, 1954	Mile Post	STATIONS		
	STATIONS							STATIONS
122 PWY	0.0	0.0	D	MOAPA MA	0.0			
13	5.1	5.1		NARROWS	5.1			
11	10.2	10.2		LOGANDALE	10.2			
11	14.8	14.8		4.6 OVERTON	14.8			
Y	16.7	16.7		1.9 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. 19 September 26, 1954	Mile Post	SECOND CLASS		Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 19 September 26, 1954	Mile Post		
	403 Local Freight Daily Except Sunday				404 Local Freight						
ES 123 WS 116 DOPWY	7.30AM	0.0	DN-R CALIENTE YL CS	0.0	A 2.45PM	124 PW 186 Y	DN DELTA YL AK	0.0			
26	s 8.20	14.5	14.5 PANACA	14.5	s 1.30	10	21.7 GREENWOOD (Spur)	21.7			
Y	A 9.45AM	32.7	18.2 PIOCHE YL RM	32.7	12.01PM	26 Y	10.5 FILLMORE YL FI	32.2			
			(32.7)		Daily Except Sunday		(32.2)				
(2.15)		Thru Time		(2.44)							
14.0		Average speed per hour		11.9							

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



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

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

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

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

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

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

**GENERAL**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35 20
DLS and Stock Special: Ogden to Las Vegas. On straight track, where not otherwise restricted. On curves, where not otherwise restricted.				Trains handling company roadway machines on their own wheels, except wrecking derricks: Straight track. On curves. On branch lines.			30 25 15
Inspection bus cars.		40	40	Trains handling scale test cars— On main line. On branch lines.			30 20
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling water cars converted from Vanderbilt (round) type tender on secondary tracks and branch lines.			20
Within yard limits— Protected by continuous block signal system. Not protected by continuous block signal system.	60	50	25	Trains handling UP ore cars Nos. 8000-8499 under load or empty.			45
At North Yard. On branch lines.	50	40	25	Trains handling air-dump cars.			35
Diesel passenger locomotive operated without train. All lesser speed restrictions specified for passenger trains will govern.			25	Jordan spreaders and other machines of spreader type, when in operation.			15
Diesel locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Trains handling 5 or more cars of ore from Cedar City Branch: Between Lund and Milford. Between Milford and Black Rock. Between Black Rock and Lynndyl. Between Lynndyl and Salt Lake via Tintic. Between Lund and Modena. Between Modena and Las Vegas.			40 30 40 40 30 40
Diesel locomotives in road or helper service— Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling train. Backing up light.	40	40	40	When using cross-overs or turn-outs: 9000 class locomotives; Forward movement. Back-up movement. All other class locomotives; Forward movement. Back-up movement.			10 10 6 6 15 15 15 10 10 10
1500 class Diesel road freight locomotives.		50	50	When using No. 14 turn-outs.			25 20 20
Diesel freight and road switch locomotives.		65		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
Diesel yard switch locomotives in road service.	35	35	35	On wye tracks.	6	6	6
Steam locomotives running backward.		20	20	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch lines. (Slower speed must be observed where conditions require.)			25 15
3800 class locomotives.		60	50				
3900 class locomotives.		65	50				
4000, 9000, 2-10-2 and 4-10-2 type locomotives.		50	50				
7000-7800 class locomotives. Between Salt Lake and McCammon.		75	50				
MacArthur type locomotives with 63-inch drivers.		55	50				
MacArthur type locomotives with 57-inch drivers.		35	35				
Other Ten Wheeler type locomotives and Consolidation type locomotives.		35	35				
Mallet type locomotives, 3500 to 3599 incl.		30	30				
0-6-0 type yard locomotives.		20	20				
Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15 25				

**FIRST SUBDIVISION  
Between Ogden and McCammon**

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Maximum speed.	79	50	Utida Between M.P. 64.1 and 64.5.	60	50
Hot Springs Between M.P. 10.3 and 10.6.	60	50	Weston Between M.P. 66.1 and 67.1.	45	35
Between M.P. 12.3 and 12.7.	60	50	Between M.P. 68.6 and 68.8.	70	50
Between M.P. 13.7 and 14.0.	60	50	Oxford Between M.P. 82.7 and 83.0.	45	35
Willard Between M.P. 19.2 and 19.4.	60	50	Swan Lake Between M.P. 85.6 and 85.8.	60	50
Between M.P. 20.9 and 21.1.	35	25	Between M.P. 86.5 and 87.5.	60	50
Brigham City Between M.P. 23.1 and 23.4.	60	50	Between M.P. 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. Salt Lake City	12	12	12
Farmington Between M.P. 22.3 and 22.5.	70	60	50				

**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 fi reman's side of track.

**SECOND SUBDIVISION**  
Between Milford and Salt Lake City

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Fr.		Str.	Pagr.	Fr.
Maximum speed.	79	79	50	Erda Between M.P. 757.1* and 758.9 (See Note).	55	45	35
Milford Between M.P. 576.5* and 577.2 (See Note).	20	20	20	Between M.P. 760.9 and 761.9.	70	60	50
Delta Between M.P. 651.4 and 651.6.	70	60	50	Between M.P. 762.8 and 763.3.	65	55	45
Between M.P. 652.9 and 653.2.	70	60	50	Lake Point A.S.&R. Co. Highline Trackage.			15
Between M.P. 655.8 and 656.4.	70	60	50	D&RGW Crossing at M.P. 767.1.	65	55	45
Lynndyl Between M.P. 665.7* and 665.9* (See Note).	70	60	50	Between M.P. 767.2 and 767.5.	65	55	45
Over old Cinder Pit on inbound roundhouse lead.		5	5	Garfield Between M.P. 770.1 and 770.5.	70	60	50
Champlin Between M.P. 678.9 and 679.2.	65	55	45	Buena Vista Between M.P. 779.2** and 779.6 (See Note).	70	60	50
Between M.P. 680.5 and 681.0.	60	50	40	Freight Line Between Buena Vista and North Yard.	20	20	20
Between M.P. 682.5 and 684.5.	60	50	40	Salt Lake City—within Grant Tower Interlocking Limits.	12	12	12
Jericho Between M.P. 685.6 and 689.0.	60	50	40	Passenger Line—D&RGW railroad crossings on Ninth South Street.	20	20	20
McIntyre Between M.P. 692.8 and 693.4.	70	60	50	Salt Lake City—Between Fifth North and Ninth South Streets; and between Third West and Fourth West Streets.	12	12	12
Tintic Between M.P. 699.6 and 699.9.	70	60	50	Salt Lake City—When pushing cars between Fifth North and Twenty-First South Streets.			5
Between M.P. 702.1 and 703.8.	70	60	50	Salt Lake City—All trains and engines using main tracks along Third West Street must consume no less than six minutes between First South Street and Ninth South Street.			
Boulter Between M.P. 705.8 and 715.9.	55	45	35	Salt Lake City			
Pehrson Between M.P. 719.6 and 721.0.	60	50	40				
St. John Between M.P. 742.1 and 744.1.	55	45	35				
Warner Between M.P. 754.2 and 755.6.	60	50	40				

**THIRD SUBDIVISION**  
Between Las Vegas and Caliente

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Fr.		Str.	Pagr.	Fr.
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 335.3.	20	20	20	Farrier Maximum Speed at Any Point between Farrier and M.P. 500 near Uvada.	70	60	50
Wann Nellis Air Base Spur.		25	25	Between M.P. 394.0 and 394.2.	60	50	40
Lovell Government Ordnance Spur.			25	Between M.P. 394.6 and 395.9.	35	35	25
Dike Between M.P. 348.4 and 351.1.	40	40	30	Between M.P. 397.5 and 398.6.	45	35	25
Apex Between M.P. 356.1 and 356.8.	50	40	30	Hoya Between M.P. 403.7 and 419.7.	35	35	25
Garnet Between M.P. 357.3 and 357.8* (See Note).	70	60	50	Carp Between M.P. 425.4 and 426.2.	55	45	35
Between M.P. 358.2* and 358.5 (See Note).	45	40	30	Between M.P. 427.9 and 428.2.	55	45	35
Between M.P. 358.8 and 359.4.	60	50	40	Between M.P. 429.1 and 429.2.	60	50	40
Between M.P. 362.2 and 362.5* (See Note).	60	50	40	Leith Between M.P. 430.0 and 455.2.	35	35	25
Dry Lake Between M.P. 363.9 and 364.3.	70	60	50	Etna Between M.P. 458.4 and 458.8.	45	35	25
Between M.P. 369.1 and 369.4.	70	60	50	Caliente Between Signal 459.2 and Switch to Oil Spur at M.P. 460.0.	20	20	20

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

**THIRD SUBDIVISION (Continued)**  
Between Caliente and Milford

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

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

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Fr.		Str.	Pagr.	Fr.
Maximum Speed.	50	40	40	Lehi Sugar Factory Trackage.			5
Through interlocking.	20	20	20	Cutler Emsco Spur, over No. 7 Switch.			5
Lynndyl Between House Track Switch and Standpipe.	5	5	5	Between M.P. 773.4 and 778.1.	30	30	20
Between M.P. 666.0 and 667.3.	40	30	20	Draper Between M.P. 780.8 and 783.5.	20	20	20
Mack Between M.P. 674.6 and 686.3.	30	30	25	Sandy Maximum Speed at Any Point between Sandy and Atwood.	30	30	30
Mills Between M.P. 691.8 and 694.4.	40	30	25	Atwood Midvale Smelter Trackage.			12
Nephi City Limits, between M.P. 710.0 and 711.8**.	20	20	20	Maximum Speed at Any Point between Atwood and Salt Lake City.	15	15	15
Starr Between M.P. 732.6 and 733.5.	40	30	25	Salt Lake City—When pushing cars between Fifth North and Twenty-First South Streets.			5
Provo City Limits, between M.P. 751.0* and 754.8.	20	20	15	Salt Lake City—Between Fifth North and Ninth South Street.	12	12	12
Between M.P. 754.8 and 758.8.	20	20	20	Salt Lake City—All trains and engines using main tracks along Third West Street must consume no less than six minutes between First South Street and Ninth South Street.			
Geneva Over Road Crossings in Steel Plant.			15	Salt Lake City			
Pleasant Grove City Limits, between M.P. 762.9 and 764.0.	20	20	20				
Wasatch Oil Spur.			10				
American Fork City Limits, between M.P. 765.5 and 767.5.	20	20	20				

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

**BRANCHES**

Location	Miles Per Hour		Location	Miles Per Hour	
	Pagr.	Frt.		Pagr.	Frt.
Bushnell Hospital spur.	10	10	Cedar City Branch Between Lund and Iron Springs.	45	85
Malad Branch.		30	Between Iron Springs and Cedar City.	30	30
Syracuse Branch Maximum Speed.		15	Between Iron Springs and Cedar City with trains having GP-7 or GP-9 Diesel units.	25	20
Clearfield Naval Supply Depot area.		12	Cedar City Loop Track.	10	10
Naval Supply Depot wye.		8	Cedar City, oil track No. 12, Commissary spur and freight house lead.	5	5
Roche Beet Spur.		10	Iron Mountain Branch.		15
Thatcher Branch.		10	Pioche Branch		
Bear River Branch.		10	Between M.P. 0.0 and 17.0.		25
Cache Valley Branch Maximum Speed.		35	Between M.P. 17.0 and 22.5.		10
Between M.P. 13.6 and 13.9.		15	Between M.P. 22.5 and 25.5.		20
Between M.P. 17.7 and 18.0.		15	Between M.P. 25.5 and 32.7.		25
Between M.P. 42.7 and 43.3.		25	Prince Branch.		15
Ironton Spur.		15	Caselton Spur.		10
Eureka and Silver City Branches.		12	Mead Lake Branch		
Eureka, within city limits.		6	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
<b>First Subdivision</b>					<b>Cache Valley Branch</b>				
Marsh Valley	103.0	2 Mi. P	West	West	Sugar Factory	21.7	1.0 Mile	East	Level
Beers	72.3	9	East	East	Spur	44.4	15	West	East
Thorenson	68.5	21	West	East					
Anderson	63.7	15	Both	East					
Morton	58.2	16	Both	Level					
Cottle	55.7	22	Both	East	<b>Malad Branch</b>				
Collinston (2)	40.1	32 P	Both	East	Chase	3.9	28	West	East
Madsen	32.5	21	Both	East	Roche Beet Spur	5.6	3 Miles	East	Level
Bushnell	19.3	Spur 1.4 Mi.	East	East	Roche		30	East	Level
Perry (1)	17.2	Old Siding 52 P	Both	Level	Washakie	34.4	8	East	Level
		Team Track 25 P	Both	Level	Woodruff	40.5	8	East	West
Harrisville	4.7	32 P	Both	Level					
Browning	2.7	29	Both	West	<b>Eureka Branch</b>				
Sugar Factory					Eureka	3.6	3.66 Miles	East	East
Spur	13.8	50 X	East	East					
Pioneer	29.7	60	Both	East	<b>Silver City Branch</b>				
Becks	32.9	Old Siding 88 P	Both	East	Silver City	2.4	1.94 Miles	East	East
		Advance Track 68	Both	East					
<b>Second Subdivision</b>					<b>Mammoth Branch</b>				
Small Arms Spur	779.9	64 P	West	East	Mammoth Jct. to				
Bauer	744.8	33 P	Both	East	Mammoth Mine		3.66 Miles	East	East
Clover	732.8	Gov't. Yard P	East	East	Mammoth	1.6	10	Both	East
Oasis (3)	644.4	33 P	Both	West					
Borden	620.9	4 P	West	East	<b>Cedar City Branch</b>				
Pumice	604.3	16 P	Both	East	Kaiser	22.5	48	Both	East
					Stock Yards	29.9	Stock Track 28 P	West	East
							Stock Spur 0.5 Mi.	West	East
<b>Third Subdivision</b>					<b>Pioche Branch</b>				
Barclay	478.7	18 P	Both	West	Peck	6.0	2	West	East
Hoya Pit	401.5	70 P	Both	West					
Arrolime	353.8	31 P	Both	East	<b>Prince Branch</b>				
Lovell	344.6	Spur 11 P	West	West	Atlanta	2.6	13	Both	East
		Gov't Ordnance			Mendha	4.2	3	East	East
		Spur 4.0 Mi.			Caselton	6.5	Yard	East	West
Valley	342.4	Old Siding 38 P	Both	West	Prince	8.6	4	Both	West
		Industry 14	Both	West					
		Nellis Air Base			<b>Mead Lake Branch</b>				
		Spur 2.7 Mi.	West	West	Standard Oil Co.	3.1	6	East	East
					Arrowhead	3.3	20	West	East
<b>Provo Subdivision</b>					Seven Arrow				
Officer	38.9	83 P	Both	East	Gypsum	9.3	7	East	West
Burton	39.5	21	Both	East	Amber	9.5	5	East	West
Walton	41.1	16	West	East	Virgin	12.8	6	Both	West
Bentz	42.2	9	West	West	Glassand	13.7	20	West	West
Atwood	45.9	Team Track 17 P	Both	West					
		Spur 11	West	West					
Cushing	47.5	27	Both	East					
Mellon Sand Spur	781.3	10	East	East					
Rideout	778.0	7 P	East	East					
Lehi Sugar Spur	769.1	98	East	West					
Hardy Beet Spur	761.8	27	West	East					
Bunker Spur	759.9	12	East	East					
Gatex	756.1	Industrial Spur	West	West					
Ironton	754.1	108	East	West					
Benjamin	741.6	28	Both	West					
Santaquin	730.7	8	West	East					
Sharp	703.6	13	East	East					
Mills	689.3	18 PW	East	West					
Soma	679.0	14 P	Both	East					
Uisco	676.3	12 P	East	West					
Leamington	671.3	5 P	East	West					

- (1) Flag stop for Nos. 311-312.
- (2) Flag stop for Nos. 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
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
<b>Second Subdivision</b>					<b>Provo Subdivision</b>				
Buena Vista	779.2	22	Both	Level	Sandy	48.9	16	Both	East
Erda	756.4	22	Both	East	Draper	782.9	48	Both	East
St. John	736.1	43	Both	Level	Mount	775.5	41	Both	West
Faust	723.3	35	Both	East	Geneva	758.0	73	Both	West
Pehrson	717.2	15	Both	East	Springville	748.0	25	Both	East
Lofgreen	709.9	22	Both	East	Spanish Fork	744.4	16	Both	East
Boulter	704.2	22	Both	East	Starr	722.0	14	West	West
McIntyre	691.9	22	Both	West	Juab	696.3	34	Both	West
Jericho	685.3	30	Both	West	<b>Cache Valley Branch</b>				
Champlin	675.0	22	Both	West	Hyrum	17.6	House 22	Both	East
Strong	658.2	22	Both	West	Richmond	37.4	House 18	Both	West
Van	639.9	22	Both	West	Lewiston	41.5	Sugar Spur 1.46 Mi.	West	East
Clear Lake	631.0	22	Both	East	<b>Malad Branch</b>				
Neels	625.9	22	Both	East	Corinne	5.6	Stock 22	Both	Level
Bloom	617.5	22	Both	Level	Portage	36.7	House 36	Both	Level
Cruz	609.6	23	Both	Level			16	East	Level
Black Rock	599.4	22	Both	East	<b>Cedar City Branch</b>				
Read	589.7	22	Both	East	Avon	9.4	2	West	East
Murdock	585.1	22	Both	East					

**SYMBOLS AND ABBREVIATIONS**

**Rule 6**

The following letters placed before figures of a schedule indicate:

s—regular stop;

f—flag stop to receive or discharge traffic;

A—arrive.

**Rule 6(A)**

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

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

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

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