



UNION PACIFIC RAILROAD COMPANY

South - Central District



UTAH DIVISION

TIME-TABLE

No. 18

Effective Saturday,

June 12, 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
McCammion to Caliente

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

Third Subdivision and Branches
Caliente to Las Vegas

R. A. FORBES, Chief Train Dispatcher . . Las Vegas, Nev.
R. L. GUNDY, Ass't Chief Train Dispatcher
Las Vegas, Nev.
J. T. HOLYOAK, Ass't Chief Train Dispatcher
Las Vegas, Nev.
W. A. McCALL, Jr., Ass't Chief Train Dispatcher
Las Vegas, Nev.

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

NAME	TITLE	PLACE
L. J. Taufer	District Surgeon	Salt Lake City.
R. R. Merrell	District Surgeon	Pocatello.
E. L. Turner	District Surgeon	Los Angeles.
K. E. Noyes	Surgeon	American Fork.
J. E. Trowbridge	Surgeon	Bountiful.
H. L. Pearse	Surgeon	Brigham City.
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. Hamman	Surgeon	Las Vegas.
J. J. Hamill	Surgeon	Las Vegas.
G. J. Madsen	Oculist	Las Vegas.
C. G. Scruggs	Surgeon	Las Vegas.
N. Z. Tanner	Surgeon	Layton.
Robt. Skabelund	Surgeon	Lewiston.
R. N. Barlow	Surgeon	Logan.
S. M. Budge	Surgeon	Logan.
O. W. Budge	Surgeon	Logan.
J. Claire 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.
B. C. Linebaugh	Surgeon	Pleasant Grove.
R. R. Merrell	District Surgeon	Pocatello.
R. G. Crandall	Surgeon	Pocatello.
H. Dean Hartvigsen	Surgeon	Pocatello.
F. H. Howard	Surgeon	Pocatello.
H. H. Hughart	Surgeon	Pocatello.
R. K. Gorton	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	Richmond.
L. J. Taufer	District Surgeon	Salt Lake City.
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
Grand Total	1009.6

WESTWARD CONDENSED TIME-TABLE EASTWARD

FIRST CLASS					Distance from Ogden	Time-Table No. 18 June 12, 1954					Mile Post	FIRST CLASS				
9 Passenger	103 Streamliner Passenger	5 Mail and Express	107 Streamliner Passenger	37 Daily		STATIONS						10 Passenger	108 Streamliner Passenger	104 Streamliner Passenger	38 Passenger	6 Mail and Express
Daily	Daily	Daily	Daily	Daily		STATIONS										
9.05	6.25	8.15	8.10	6.35	0.0	MT	OGDEN	MT		0.0	A 6.05	A 6.30	A 9.35	A 6.25	A 8.05	
10.00	7.10	A 9.10	8.55	7.35	36.3	SALT LAKE CITY					36.3	5.05	5.45	8.50	5.30	7.15
12.30	9.14		10.53	12.20	154.4	LYNNDYL					665.9	2.20	3.39	6.46	2.10	
2.10	10.30		12.08	2.25	243.5	MILFORD					576.8	12.50	2.30	5.37	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	3.15		4.50	8.45	486.1	MT	LAS VEGAS	MT		384.2	7.30	9.50	12.55	6.30		
7.20	2.25		4.00	8.15	657.1	PT	YERMO	PT		163.2	2.53	5.38	8.45	12.30		
10.45	5.10		6.43	12.45	670.5	BARSTOW					150.1	2.25	5.20	8.27	11.55	
11.08	5.28		7.00	1.15	751.3	SAN BERNARDINO					67.3	12.20	3.30	6.38	9.35	
1.15	7.25		8.55	3.40	754.8	COLTON					64.5	12.07	3.20	6.25	9.15	
1.25	7.33		9.03	3.50	761.8	RIVERSIDE					57.5	11.55	3.07	6.13	8.55	
1.40	7.45		9.15	4.15	781.5	ONTARIO					37.8	11.28			8.15	
2.01				5.00	787.3	POMONA					32.0	11.20		5.45	8.05	
2.11	8.10			5.20	813.6	EAST LOS ANGELES					5.7	10.50	2.20	5.20	7.25	
2.50	8.40		10.10	6.25	821.0	PT	LOS ANGELES	PT		0.0	10.30	2.00	5.00	7.00		
A 3.15	A 9.00		A 10.30	A 7.00		(821.0)						Daily	Daily	Daily	Daily	Daily
(19.10)	(15.35)	(0.55)	(15.20)	(25.25)		Thru Time					(18.35)	(15.30)	(15.35)	(22.25)	(0.50)	
42.8	52.7	39.6	53.5	32.3		Average speed per hour					44.0	52.9	52.7	36.6	43.5	

WESTWARD CONDENSED TIME-TABLE EASTWARD

FIRST CLASS			Distance from Salt Lake City	Time-Table No. 18 June 12, 1954			Mile Post	FIRST CLASS		
35 Passenger	29 Passenger	33 Passenger		STATIONS				36 Passenger	30 Passenger	34 Passenger
Daily	Daily	Daily		STATIONS						
8.00	6.00	5.30	0.0	SALT LAKE CITY			36.3	A 7.00	A 8.25	A 9.45
8.55	6.50	6.20	36.3	OGDEN			0.0	6.00	7.30	8.50
9.10	7.20	6.50	57.4	BRIGHAM CITY			21.1	5.40	7.10	8.30
9.45	7.55	7.22	85.1	CACHE JCT.			48.8	4.58	6.35	7.55
10.30	8.40	8.02	147.5	McCAMMON			111.2	4.15	5.50	7.07
12.05	10.10	9.35	170.2	POCATELLO			213.9	2.55	4.30	5.40
A 12.40	A 10.45	A 10.10		(170.2)				2.25	3.55	5.10
				Daily				Daily	Daily	Daily
(4.40)	(4.45)	(4.40)		Thru Time			(4.35)	(4.30)	(4.35)	
36.0	35.8	36.0		Average speed per hour			37.1	37.8	37.1	

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. 18 June 12, 1954				
	254	277	279	251	311
	Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily	Mixed 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 WPX	10.56	10.25	7.53	4.27	
CS 133 PX	11.04	10.32	7.59	4.35	
WS 56 ES 115 PX	11.08	10.36	8.02	4.40	
ES 41 PX	11.18	10.43	8.08	4.50	
P	11.25	10.50	8.12	4.55	
CDOPT WYZ	11.36PM	10.59	8.19	5.04	
	A 12.05AM	11.15PM	8.30	5.25	5.50AM
		12.15AM	8.55	6.05	
122 P		12.25 ²⁷⁰	9.05	6.25	6.04
120 P		12.40	9.14	6.48 ³⁰	f 6.20
120 P		12.50	9.20	7.00	f 6.43 ³⁰
WS 114 ES 67 PWY		1.20	9.30	7.22 ³³	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 DOCP ES 70 WYZ		2.35	10.11	8.35	
123 P		2.55 ²⁸⁰	10.23 ²⁷⁰	8.52	
P					
P					
121 P		3.15	10.34	9.05	
121 P		3.42 ³⁶	10.43	9.20	
PW					
121 P		3.55	10.52	9.31	
P					
121 PW		4.15	11.01	9.41	
121 PW		4.50 ³⁰	11.15	10.01	
P					
122 P		5.15	11.27	10.16	
ES 123 WS 125 IPWY		A 5.45AM	A 11.40PM	A 10.30AM	

Time-Table No. 18
June 12, 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.
2.9
D WOODS CROSS WC
6.8
FARMINGTON
4.6
D KAYSVILLE K
2.2
D LAYTON NY
4.7
D CLEARFIELD CF
3.7
ROY
5.1
BRIDGE JCT. YL
1.0
DN-R OGDEN YL OG YD RD
0.7
D. & R. G. W. CROSSING YL
0.9
S. P. JCT. YL
7.2
HOT SPRINGS
5.2
WILLARD
7.1
DN BRIGHAM CITY YL BM
9.3
D HONEYVILLE HX
5.5
DEWEY
8.7
WHEELON
4.2
DN CACHE JCT. YL CJ
8.1
TRENTON
3.7
D CORNISH CG
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

(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 S-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	35	6	29	38	104	108	33	10
	Passenger	Mail and Express	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
8.00PM	7.15PM	6.00PM	5.30PM	8.50AM	5.45AM	5.30AM	5.05AM	0.0
8.10	7.25	6.10	5.40	8.58	5.53	5.40	5.15	2.6
8.14	7.28	6.13	5.44	9.01	5.56	5.43	5.18	5.2
8.20	7.34	6.19	5.50			5.49	5.24	5.3
8.25	7.38	6.23	5.55	9.10	6.05	5.53	5.29	8.2
8.28	7.40	6.25	5.58			5.55	5.32	15.0
8.32	7.44	6.29	6.02			6.00	5.37	19.6
8.36	7.47	6.32	6.06	9.19	6.14	6.03	5.41	21.8
8.41	7.52	6.37	6.11	9.23	6.18	6.08	5.47	26.5
8.55	A 8.05PM	6.50	A 6.25PM	A 9.35AM	A 6.30AM	6.20	A 6.05AM	30.2
9.10		7.20				6.50		35.3
9.20		7.28						36.3
9.28		7.35				6.58 ³⁰		37.0
9.34		7.40				7.06		37.9
s 9.45		s 7.55 ³⁴				7.11		45.1
9.56		8.07				s 7.22 ²⁵¹		50.3
10.02		8.12				7.32		57.4
10.12		8.22				s 7.37		66.7
s 10.30		s 8.40				7.47		72.2
10.44 ²⁷⁰		8.52				s 8.02		80.9
10.49		f 8.56				s 8.12		85.1
10.51		8.58				f 8.20		93.2
10.54		9.02				s 8.22		96.9
f 11.04		f 9.11				s 8.26		98.7
11.09		9.16				s 8.35		101.4
11.13		9.19				s 8.39		107.3
11.16		9.22				s 8.42		111.5
11.21		9.26 ²⁷⁰				s 8.45		114.6
f 11.35		f 9.42				s 8.50		117.6
11.42		9.49				s 9.06		121.0
11.47PM		9.55				s 9.13		131.3
A 12.05AM		Af 10.10PM				s 9.20		136.3
						s 9.35AM		141.0
								147.5

(4.05)	(0.50)	(4.10)	(0.55)	(0.45)	(0.45)	(4.05)	(1.00)	Thru Time
36.1	43.5	35.4	39.6	48.4	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 S-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 Dayton or Dewey on Sundays, or at Coulam and Virginia on Sundays and holidays, for mail and express.
The time of Nos. 104 and 108 must be cleared by Nos. 10, 33, 38, 29, 6 and 35 as provided by Operating Rules 86 and S-89.

FIRST SUBDIVISION EASTWARD

Time-Table No. 18
June 12, 1954

Mile Post	FIRST CLASS								
	36 Passenger	37 Passenger	30 Passenger	107 Streamliner Passenger	5 Mail and Express	103 Streamliner Passenger	34 Passenger	9 Passenger	
36.3	A 7.00AM	A 7.35AM	A 8.25AM	A 8.55AM	A 9.10AM	A 7.10PM	A 9.45PM	A 10.00PM	
33.7									
31.1	6.42	7.17	8.10	8.45	8.53	7.00	9.31	9.43	
31.0									
28.1	6.38	7.13	8.05	8.42	8.49	6.57	9.25	9.39	
21.3	6.30	7.05	7.59		8.43		9.19	9.33	
16.7	6.25	7.00	7.55		8.39		9.14	9.29	
14.5	6.22	6.57	7.53	8.30	8.37	6.45	9.12	9.27	
9.8	6.17	6.52	7.47		8.32		9.07	9.22	
6.1	6.12	6.47	7.42	8.22	8.27	6.37	9.02	9.17	
1.0	6.05	6.40	7.35	8.15	8.20	6.30	8.55	9.10	
0.0	6.00 5.40	6.35AM	7.30 7.10	8.10AM	8.15AM	6.25PM	8.50 8.30	9.05PM	
0.7									
1.6	5.20		6.58 ³³				8.17		
8.8	5.11		6.48 ²⁵¹				8.09		
14.0	5.06		6.43 ³¹¹				8.04		
21.1	s 4.58		s 6.35				s 7.55 ²⁹		
30.4	4.44		6.20				7.36		
35.9	4.39		s 6.14				7.31		
44.6	4.30		6.03				7.21		
48.8	s 4.15		s 5.50				s 7.07		
56.9	3.58		5.32				s 6.50		
60.6	3.54		f 5.27				s 6.44		
62.4	3.52		5.25				6.39		
65.1	3.49		5.22				s 6.36		
71.0	f 3.42 ²⁷⁷		s 5.15				s 6.29		
75.2	3.36		5.10				6.23		
78.3	3.33		5.07				6.20		
81.3	3.30		5.04				6.17		
84.7	3.26		5.00				6.13		
95.0	f 3.16		s 4.50 ²⁷⁷				s 6.02		
100.0	3.08		4.43				5.54		
104.7	3.03		4.38				s 5.49		
111.2	s 2.55AM		s 4.30AM				s 5.40PM		
(147.5)	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	

Thru Time (4.05) (1.00) (3.55) (0.45) (0.55) (0.45) (4.05) (0.55)
Average speed per hour 36.1 36.3 37.6 48.4 39.6 48.4 36.1 39.6

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-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. No. 30 will not stop at Dewey on Sundays for mail and express. The time of Nos. 107 and 103 must be cleared by Nos. 36, 37, 30, 5, 34 and 9 as provided by Operating Rules 86 and S-89.

FIRST SUBDIVISION EASTWARD

Time-Table No. 18
June 12, 1954

Mile Post	SECOND CLASS					Car capacity of sidings, etc. See Rule 6(A) Page 22.
	280 Time Freight	312 Mixed	259 Time Freight	278 Stock Special	270 Time Freight	
36.3						P
33.7	A 6.25AM		A 5.00PM	A 9.00PM	A 2.30AM	CDOPT WYZ
31.1	6.10		4.40	8.45	2.18	PX
31.0						IX
28.1	6.05		4.34	8.39	2.13	PX
21.3	5.55		4.23	8.28	2.03	WS 72 WPX
16.7	5.48		4.15	8.20	1.55	CS 133 PX
14.5	5.44		4.10	8.15	1.50	WS 56 ES 115 PX
9.8	5.37		4.00	8.05	1.40	ES 41 PX
6.1	5.32		3.50	7.55	1.30	P
1.0	5.24		3.35	7.40	1.15	CDOPT WYZ
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	12.25 ²⁷⁷	122 P
8.8	4.17	f 2.28		5.56	12.12	120 P
14.0	4.10	f 2.17		5.47	12.05AM	120 P
21.1	4.01	2.00PM		5.35	11.55PM	WS 114 ES 67 PWY
30.4	3.49			5.15	11.40	120 P
35.9	3.42			5.06	11.32	122 P
44.6	3.30			4.50	11.20	121 P
48.8	3.10			4.30	11.00	WS 106 DCP ES 67 WYZ
56.9	2.55 ²⁷⁷			3.52	10.44 ³⁵ 10.23 ²⁷⁹	123 P
60.6						P
62.4						P
65.1	2.44			3.38	9.59	121 P
71.0	2.35			3.28	9.50	121 P
75.2						PW
78.3	2.26			3.16	9.40	121 P
81.3						P
84.7	2.16			3.06	9.26 ²⁹	121 PW
95.0	2.02			2.50	9.09	121 PW
100.0						P
104.7	1.48			2.35	8.55	122 P
111.2	1.35AM			2.20PM	8.40PM	ES 123 WS 125 IPWY
(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 S-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.

WESTWARD SECOND SUBDIVISION

Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS		FIRST CLASS					Distance from Salt Lake City	Time-Table No. 18	
	259 Time Freight Daily	299 Stock Special Daily	309 Passenger Daily	9 Passenger Daily	103 Streamliner Daily	37 Passenger Daily	107 Streamliner Daily		June 12, 1954	
									STATIONS	
CDOPT WYZ	9.00PM	1.30PM						0.0	DN-R NORTH YARD YL C	
I								0.7	D. & R. G. W. CROSSING YL	
I								1.2	D. & R. G. W. CROSSING YL	
P								2.3	WEST. PAC. CROSSING YL	
P			11.00PM	10.30PM	7.20PM	9.45AM	9.05AM	4.4	BUENA VISTA	
								0.0	DN-R SALT LAKE CITY YL SA	
								1.3	EIGHTH SO. ST. YL	
AIP								1.5	D. & R. G. W. CROSSING YL	
AIP								1.7	D. & R. G. W. CROSSING YL	
122 P							9.58	4.8	BUENA VISTA	
125 P							s 10.11	15.7	D GARFIELD GF	
AI								16.8	D. & R. G. W. CROSSING	
122 P								19.6	LAKE POINT	
122 PW							10.26	27.6	ERDA	
122 PY							s 10.37	35.8	D WARNER DU	
131 PW							f 10.44	41.4	STOCKTON	
122 P							f 10.53	47.9	D ST. JOHN SJ	
143 PW							f 11.05	60.7	FAUST	
122 P								66.8	PEHRSON	
137 PW							11.23	74.1	LOFGREEN	
122 P								79.8	BOULTER	
122 PWYZ							f 11.43	85.4	D TINTIC U	
123 P								92.1	McINTYRE	
126 PW							11.57AM	98.7	JERICHO	
139 P							12.09PM	109.0	CHAMPLIN	
118 PWY			f 1.30AM	12.30AM	9.14	s 12.20	10.53	118.1	D LYNNDYL NY	
122 P								125.8	STRONG	
124 PWY			s 1.50	s 12.48		s 12.45		134.6	DN DELTA AK	
122 P								144.1	VAN	
122 P							1.05	153.0	CLEAR LAKE	
123 P								158.1	NEELS	
122 P								166.5	BLOOM	
124 P								174.4	CRUZ	
123 PW							f 1.41	184.6	BLACK ROCK	
122 P								194.3	READ	
122 P			2.55	1.45	10.16	1.55	11.55AM	198.9	MURDOCK	
DOPTWYZ	A 5.00AM	A 6.45PM	A 3.15AM	A 2.00AM	A 10.26PM	A 2.10PM	A 12.05PM	207.2	DN-R MILFORD YL FD	

CENTRALIZED TRAFFIC CONTROL

(8.00) 25.9 (5.15) 39.4 (4.15) 48.7 (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		Mile Post	Time-Table No. 18	
	10 Passenger	108 Passenger Streamliner	104 Streamliner Passenger	38 Passenger	310 Passenger	260 Time Freight	256 Time Freight		June 12, 1954	
									STATIONS	
CDOPT WYZ								35.3	DN-R NORTH YARD YL C	
I								36.0	D. & R. G. W. CROSSING YL	
I								36.5	D. & R. G. W. CROSSING YL	
P								781.3	WEST. PAC. CROSSING YL	
P								779.2	BUENA VISTA	
								36.3	DN-R SALT LAKE CITY YL SA	
AIP	A 4.45AM	A 5.35AM	A 8.40AM	A 5.00PM	A 4.30AM			37.6	EIGHTH SO. ST. YL	
AIP								37.8	D. & R. G. W. CROSSING YL	
AIP								38.0	D. & R. G. W. CROSSING YL	
122 P	4.25	5.20	8.25	4.40	4.10			779.2	BUENA VISTA	
125 P								768.3	D GARFIELD GF	
AI								767.1	D. & R. G. W. CROSSING	
122 P								764.4	LAKE POINT	
122 PW								756.4	ERDA	
122 PY							4.10	748.2	D WARNER DU	
131 PW							s 4.00	742.6	STOCKTON	
122 P							f 3.47	736.1	D ST. JOHN SJ	
143 PW							f 3.38	728.3	FAUST	
122 P							3.24	717.2	PEHRSON	
137 PW							3.06	709.9	LOFGREEN	
122 P								704.2	BOULTER	
122 PWYZ							f 2.49	698.6	D TINTIC U	
123 P								691.9	McINTYRE	
126 PW							2.31	685.3	JERICHO	
139 P							2.20	675.0	CHAMPLIN	
118 PWY	2.20	3.39	6.46	s 2.10	f 1.30			665.9	D LYNNDYL NY	
122 P								658.2	STRONG	
124 PWY	s 2.01			s 1.50	s 1.10AM			649.4	DN DELTA AK	
122 P								639.9	VAN	
122 P								631.0	CLEAR LAKE	
123 P								625.9	NEELS	
122 P								617.5	BLOOM	
124 P								609.6	CRUZ	
123 PW							f 12.57	599.4	BLACK ROCK	
122 P								589.7	READ	
122 P								585.1	MURDOCK	
DOPTWYZ	12.50AM	2.30AM	5.37AM	12.35PM	11.50PM	2.50AM	5.30PM	576.8	DN-R MILFORD YL FD	

CENTRALIZED TRAFFIC CONTROL

(3.55) 54.2 (3.05) 67.2 (3.03) 67.9 (4.25) 46.9 (4.40) 44.4 (8.40) 23.9 (9.00) 23.0 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							Distance from Salt Lake City	Time-Table No. 18	
		SECOND CLASS		FIRST CLASS						June 12, 1954	
Car capacity of sidings, etc. See Rule 6(A) Page 21.		299 Stock Special	259 Time Freight	103 Streamliner Passenger	37 Passenger	107 Streamliner Passenger	309 Passenger	9 Passenger		STATIONS	
	DOPTWYZ	7.00PM	5.40AM	10.30PM	2.25PM	12.08PM	4.15AM	2.10AM	207.2	DN-R MILFORD YL FD	
123	P								212.3	5.1 UPTON	
122	P				2.43				222.4	10.1 THERMO	
122	P								229.2	6.8 NADA	
122	P								233.5	4.3 LATIMER	
122	PWY			10.57PM	s 3.10	12.35	A 5.00AM	f 3.00	242.6	9.1 LUND UN	
122	P				3.22				252.5	9.9 ZANE	
122	PW				f 3.28				257.3	4.8 BERYL	
122	P								268.2	10.9 HEIST	
122	PWY				f 3.48			s 3.30	274.2	6.0 MODENA NA	
122	P				3.57				282.8	8.6 UVADA	
127	PY				4.12				290.3	7.5 CRESTLINE	
122	P								294.7	4.4 BROWN	
122	PW				4.28				299.4	4.7 ACOMA	
133	P				4.43				308.7	9.3 ISLEN	
44	P								311.7	3.0 LITTLE SPRINGS	
83	P								315.6	3.9 MINTO	
122	P				5.05				319.7	4.1 ECCLES	
ES 119 WS 113 DOPWY				12.31AM	s 5.25	2.12		s 5.08	324.5	4.8 CALIENTE YL CS	
122	P				5.33				329.5	5.0 ETNA	
122	P								334.1	4.6 STINE	
122	P								339.1	5.0 BOYD	
122	PW				6.05				345.6	6.5 ELGIN	
145	P								349.5	3.9 KYLE	
122	P				6.23				354.9	5.4 LEITH	
102 77 PW					6.36				364.9	10.0 CARP	
122	P								370.5	5.6 VIGO	
69	P				6.55				375.5	5.0 GALT	
122	P				7.05				381.1	5.6 HOYA	
136	PW				7.12				386.1	5.0 ROX	
122	P								390.6	4.5 FARRIER	
122	PWY				s 7.33			6.58	400.9	10.3 MOAPA MA	
122	P								410.5	9.6 UTE	
122	PW				7.58				421.0	10.5 DRY LAKE	
74	P				8.06				426.5	5.5 GARNET	
122	P								432.0	5.5 APEX	
122	P								437.0	5.0 DIKE	
122	P				3.07	8.30	4.42	7.50	445.3	8.3 WANN	
DOPTWYZ		A 2.00AM	A 2.30PM	A 3.15AM	A 8.45PM	A 4.50PM		A 8.05AM	449.8	4.5 DN-RLAS VEGAS YL VG	
		(7.00) 34.6	(8.50) 23.4	(4.45) 51.0	(6.20) 38.3	(4.42) 51.6	(0.45) 47.2	(5.55) 41.0		(242.6)	
		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.

WESTWARD		THIRD SUBDIVISION							Distance from Salt Lake City	Time-Table No. 18	
		SECOND CLASS		FIRST CLASS						June 12, 1954	
Car capacity of sidings, etc. See Rule 6(A) Page 21.		104 Streamliner Passenger	38 Passenger	10 Passenger	108 Streamliner Passenger	310 Passenger	256 Time Freight	260 Time Freight		STATIONS	
	DOPTWYZ	5.33AM	12.25PM	12.40AM	2.27AM	11.20PM	4.30PM	1.45AM	576.8	DN-R MILFORD YL FD	
123	P	5.24	12.15	12.30	2.17	11.05			571.7	5.1 UPTON	
122	P		12.01PM						561.6	10.1 THERMO	
122	P								554.8	6.8 NADA	
122	P								550.5	4.3 LATIMER	
122	PWY	5.00	s 11.40AM	s 12.05AM	1.56	10.25PM			541.4	9.1 LUND UN	
122	P		11.22						531.5	9.9 ZANE	
122	PW		f 11.16						526.7	4.8 BERYL	
122	P								515.8	10.9 HEIST	
122	PWY		f 11.00						509.8	6.0 MODENA NA	
122	P		10.48						501.2	8.6 UVADA	
127	PY		10.36						493.7	7.5 CRESTLINE	
122	P								489.3	4.4 BROWN	
122	PW		10.20						484.6	4.7 ACOMA	
133	P		10.03						475.3	9.3 ISLEN	
44	P								472.3	3.0 LITTLE SPRINGS	
83	P								468.4	3.9 MINTO	
122	P		9.40						464.3	4.1 ECCLES	
ES 119 WS 113 DOPWY		3.24	s 9.30	s 10.15PM	12.17AM				459.5	4.8 CALIENTE YL CS	
122	P		9.13						454.5	5.0 ETNA	
122	P								449.9	4.6 STINE	
122	P								444.9	5.0 BOYD	
122	PW		f 8.44						438.4	6.5 ELGIN	
145	P								434.5	3.9 KYLE	
122	P		8.27						429.1	5.4 LEITH	
102 77 PW			f 8.14						419.1	10.0 CARP	
122	P								413.5	5.6 VIGO	
69	P		7.55						408.5	5.0 GALT	
122	P		7.46						402.9	5.6 HOYA	
136	PW		f 7.40						397.9	5.0 ROX	
122	P								393.4	4.5 FARRIER	
122	PWY		s 7.24	8.17					388.1	10.3 MOAPA MA	
122	P								373.5	9.6 UTE	
122	PW		f 7.01						363.0	10.5 DRY LAKE	
74	P		6.55						357.5	5.5 GARNET	
122	P								352.0	5.5 APEX	
122	P								347.0	5.0 DIKE	
122	P		6.36						338.7	8.3 WANN	
DOPTWYZ		12.55AM	6.30AM	7.30PM	9.50PM		6.35AM	3.45PM	334.2	4.5 DN-RLAS VEGAS YL VG	
		(4.38) 52.3	(5.55) 41.0	(5.10) 46.9	(4.37) 52.6	(0.55) 38.6	(9.55) 24.4	(10.00) 24.2		(242.6)	
		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

Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS		Distance from Salt Lake City	Time-Table No. 18 June 12, 1954	Mile Post	SECOND CLASS	
	307	305				306	308
	Mixed	Mixed				Mixed	Mixed
	Daily Except Sunday	Daily Except Sunday		STATIONS			
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	
IP			2.1	0.8 D. & R. G. W. CROSSING YL	38.4		
			3.4	1.3 D. & R. G. W. CROSSING YL	39.7		
77 P		2.20	4.7	1.3 HUSLERS YL	41.0	11.50PM	
47 P		f 2.30	7.3	2.6 MURRAY YL FN	43.6	f 11.40	
60 PW		2.35	7.9	0.6 PALLAS YL	44.2	11.35	
AI			11.4	3.5 D. & R. G. W. GAUNTLET	47.7		
AI			12.3	0.9 D. & R. G. W. CROSSING	48.6		
102 P		f 2.45	12.6	0.3 SANDY	48.9	f 11.20	
48 PW		s 3.05	17.1	4.5 D DRAPER A	782.9	s 11.10	
WS 73 ES 70 P		f 3.25	24.5	7.4 MOUNT	775.5	f 10.50	
73 PWY		f 3.45	29.0	4.5 CUTLER YL	771.0	f 10.30	
31 P		f 4.05	30.5	1.5 D LEHI YL HI	769.5	f 10.20	
45 P		f 4.15	33.5	3.0 D AMERICAN FORK AF	766.5	f 10.00	
73 P		f 4.35	36.5	3.0 D PLEASANT GROVE GO	763.5	f 9.40	
100 P		f 4.45	42.0	5.5 D GENEVA YL G	758.0	f 9.20	
AI			42.7	0.7 D. & R. G. W. CROSSING	757.3		
CDOPT WYZ	9.30AM	A 5.15AM	47.3	4.6 DN-R PROVO YL VO	752.7	9.00PM	A 4.45PM
	f 9.40		52.0	4.7 SPRINGVILLE	748.0	f 4.34	
29 P	s 9.55		55.6	3.6 D SPANISH FORK SF	744.4	f 4.28	
116 PW	s 10.15		63.2	7.6 D PAYSON CN	736.8	f 4.17	
125 PW	f 10.55		78.0	14.8 STARR	722.0	f 3.52	
132 PY	s 11.35AM		89.2	11.2 D NEPHI NI	710.8	s 3.35	
75 P	f 12.05PM		103.7	14.5 JUAB	696.3	f 3.10	
125 P	f 12.45		118.9	15.2 PARLEY	681.1	f 2.40	
60 P	f 1.15		130.1	11.2 MACK	669.9	f 2.16	
PWY	A 1.30PM		134.1	4.0 D LYNN DYL YL NY	665.9	2.10PM	
				(134.1)		Daily Except Saturday	Daily Except Sunday

(4.00) (3.15) Thru Time (3.15) (2.35)
21.7 14.5 Average speed per hour 14.5 33.6

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

Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS		Distance from Cache Jct.	Time-Table No. 18 June 12, 1954	Mile Post	SECOND CLASS	
	303	304					
	Mixed	Mixed					
	Daily Except Sunday			STATIONS			
CDOPT WYZ	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		
85 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		
20			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)	36.6		
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)		 Thru Time	(4.00)		
	12.7		 Average speed per hour	12.7		

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 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 "Fr."—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 "Fr." must not be exceeded.

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

**FIRST SUBDIVISION
Between Ogden and McCammon**

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Fr.		Psgr.	Fr.
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.	Fr.		Str.	Psgr.	Fr.
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.	Fr.		Psgr.	Fr.
Maximum speed.	30	15	Slip switches, Cecil Jct.	10	10
Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch.	20	15	Wye and balloon track, Patterson Ave.	10	10
When using cross-overs or turn-outs.	15	15	U.P. and S.P. roundhouses and shop limits.	8	8
Over railroad crossings.	10	10	Over switches at 23rd and 26th Sts. and in Union Station passenger yard.	8	8

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

SECOND SUBDIVISION
Between Milford and Salt Lake City

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.
Maximum speed.	79	79	50	Erda			
Milford Between M.P. 576.5* and 577.2 (See Note).	20	20	20	Between M.P. 757.1* and 758.9 (See Note).	55	45	35
Delta Between M.P. 651.4 and 651.6.	70	60	50	Between M.P. 760.9 and 761.9.	70	60	50
Between M.P. 652.9 and 653.2.	70	60	50	Between M.P. 762.8 and 763.3.	65	55	45
Between M.P. 655.8 and 656.4.	70	60	50	Lake Point			
Lynnndyl Between M.P. 665.7* and 665.9* (See Note).	70	60	50	A.S.&R. Co. Highline Trackage.			15
Over old Cinder Pit on inbound roundhouse lead.		5	5	D&RGW Crossing at M.P. 767.1.	65	55	45
Champlin Between M.P. 678.9 and 679.2.	65	55	45	Between M.P. 767.2 and 767.5.	65	55	45
Between M.P. 680.5 and 681.0.	60	50	40	Garfield			
Between M.P. 682.5 and 684.5.	60	50	40	Between M.P. 770.1 and 770.5.	70	60	50
Jericho Between M.P. 685.6 and 689.0.	60	50	40	Buena Vista			
McIntyre Between M.P. 692.8 and 693.4.	70	60	50	Between M.P. 779.2** and 779.6 (See Note).	70	60	50
Tintic Between M.P. 699.6 and 699.9.	70	60	50	Freight Line Between Buena Vista and North Yard.	20	20	20
Between M.P. 702.1 and 703.8.	70	60	50	Salt Lake City—within Grant Tower Interlocking Limits.	12	12	12
Boulter Between M.P. 705.8 and 715.9.	55	45	35	Passenger Line—D&RGW railroad crossings on Ninth South Street.	20	20	20
Pehrson Between M.P. 719.6 and 721.0.	60	50	40	Salt Lake City—Between Fifth North and Ninth South Streets; and between Third West and Fourth West Streets.	12	12	12
St. John Between M.P. 742.1 and 744.1.	55	45	35	Salt Lake City—When pushing cars between Fifth North and Twenty-First South Streets.			5
Warner Between M.P. 754.2 and 755.6.	60	50	40	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.			
				Salt Lake City			

THIRD SUBDIVISION
Between Las Vegas and Caliente

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.
Maximum speed.	79	79	50	Ute			
Maximum speed at Any Point between Farrier and M.P. 500 near Uvada.	70	60	50	Between M.P. 379.2 and 379.6.	60	50	40
Las Vegas Between M.P. 332.5 and 335.3.	20	20	20	Between M.P. 380.4 and 380.9.	65	55	45
Wann Nellis Air Base Spur.		25	25	Farrier			
Lovell Government Ordnance Spur.			25	Maximum Speed at Any Point between Farrier and M.P. 500 near Uvada.	70	60	50
Dike Between M.P. 348.4 and 351.1.	40	40	30	Between M.P. 394.0 and 394.2.	60	50	40
Apex Between M.P. 356.1 and 356.8.	50	40	30	Between M.P. 394.6 and 395.9.	35	35	25
Garnet Between M.P. 357.3 and 357.8* (See Note).	70	60	50	Between M.P. 397.5 and 398.6.	45	35	25
Between M.P. 358.2* and 358.5 (See Note).	45	40	30	Hoya			
Between M.P. 358.8 and 359.4.	60	50	40	Between M.P. 403.7 and 419.7.	35	35	25
Between M.P. 362.2 and 362.5* (See Note).	60	50	40	Carp			
Dry Lake Between M.P. 363.9 and 364.3.	70	60	50	Between M.P. 425.4 and 426.2.	55	45	35
Between M.P. 369.1 and 369.4.	70	60	50	Between M.P. 427.9 and 428.2.	55	45	35
				Between M.P. 429.1 and 429.2.	60	50	40
				Leith			
				Between M.P. 430.0 and 455.2.	35	35	25
				Etna			
				Between M.P. 458.4 and 458.8.	45	35	25
				Caliente			
				Between Signal 459.2 and Switch to Oil Spur at M.P. 460.0.	20	20	20

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

THIRD SUBDIVISION (Continued)
Between Caliente and Milford

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.
Caliente				Acoma			
Between M.P. 460.0 and 460.3* (See Note).	45	35	25	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				Brown			
Between M.P. 466.0 and 466.9.	40	35	25	Between M.P. 489.7* and 489.9 (See Note).	45	35	30
Minto				Between M.P. 490.6* and 492.1 (See Note).	50	40	30
Between M.P. 468.1 and 468.3* (See Note).	55	45	35	Crestline			
Between M.P. 469.1 and 471.2.	30	25	20	Between M.P. 494.1 and 494.4.	40	30	25
Little Springs				Between M.P. 495.0 and 497.3.	30	25	20
Between M.P. 471.3 and 475.0* (See Note).	30	25	20	Maximum Speed at Any Point between M.P. 500.0 near Uvada and Farrier.	70	60	50
Islen				Uvada			
Between M.P. 475.4 and 477.3.	30	25	20	Between M.P. 502.0* and 502.5 (See Note).	70	60	50
Between M.P. 479.1 and 479.5.	40	30	25	Milford			
Between M.P. 479.8 and 480.0.	50	40	25	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 Lynnndyl and Salt Lake City

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.
Maximum Speed.	50	40	40	Lehi			
Through interlocking.	20	20	20	Sugar Factory Trackage.			5
Lynnndyl				Cutler			
Between House Track Switch and Standpipe.	5	5	5	Emsco Spur, over No. 7 Switch.			5
Between M.P. 666.0 and 667.3.	40	30	20	Between M.P. 773.4 and 778.1.	30	30	20
Mack				Draper			
Between M.P. 674.6 and 686.3.	30	30	25	Between M.P. 780.8 and 783.5.	20	20	20
Mills				Sandy			
Between M.P. 691.8 and 694.4.	40	30	25	Maximum Speed at Any Point between Sandy and Atwood.	30	30	30
Nephi (See Note).				Atwood			
City Limits, between M.P. 710.0 and 711.8**.	20	20	20	Midvale Smelter Trackage.			12
Starr				Maximum Speed at Any Point between Atwood and Salt Lake City.	15	15	15
Between M.P. 732.6 and 733.5.	40	30	25	Salt Lake City—When pushing cars between Fifth North and Twenty-First South Streets.			5
Provo (See Note).				Salt Lake City—Between Fifth North and Ninth South Street.	12	12	12
City Limits, between M.P. 751.0* and 754.8.	20	20	15	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.			
Between M.P. 754.8 and 758.8.	20	20	20	Salt Lake City			
Geneva							
Over Road Crossings in Steel Plant.			15				
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.

SET OUT TRACKS

Location	Mile Post	Car Capacity Etc. See Rule 6-A Page 22	Switch Connections	Grade Descending	Location	Mile Post	Car Capacity Etc. See Rule 6-A Page 22	Switch Connections	Grade Descending
First Subdivision					Third Subdivision				
Arimo	104.7	36	Both	West	Upton	571.7	14	Both	East
Virginia	100.0	Old Siding 54	Both	West	Thermo	561.6	14	Both	West
Downey	95.0	Team Track 12	Both	West	Nada	554.8	14	Both	East
Swan Lake	84.7	Stock 14	Both	Level	Latimer	550.7	14	Both	East
Oxford	81.3	House 57	Both	Level	Zane	531.5	14	Both	West
Coulam	78.3	21	Both	Level	Beryl	526.7	36	Both	Level
Clifton	75.2	Old Siding 42	Both	East	Heist	515.8	22	Both	East
Dayton	71.0	House 16	Both	East	Uvada	501.2	22	Both	East
Weston	65.1	30	Both	East	Crestline	493.7	22	Both	West
Utida	62.4	27	Both	Level	Brown	489.3	14	Both	West
Cornish	60.6	35	Both	East	Acoma	484.6	23	Both	West
Trenton	56.9	19	Both	East	Islen	475.3	22	Both	West
Wheelon	44.6	27	Both	East	Minto	468.4	14	Both	West
Dewey	35.9	34	Both	East	Eccles	464.3	14	Both	West
Honeyville	30.4	32	Both	East	Etna	454.5	11	East	West
Willard	14.0	7	Both	West	Stine	449.4	22	Both	West
Hot Springs	8.8	17	Both	West	Boyd	444.9	12	Both	West
Roy	6.1	East Spur 8	East	West	Elgin	438.4	22	Both	West
Clearfield	9.8	West Spur 8	East	West	Kyle	434.1	21	Both	West
Layton	14.5	House 15	West	East	Leith	429.1	17	Both	West
Kaysville	16.7	Stock 48	Both	East	Carp	419.1	9	Both	West
Farmington	21.3	Stock 13	West	East	Vigo	413.5	21	Both	West
Woods Cross	28.1	Old Siding 49	Both	Level	Hoya	402.9	7	East	West
Sure Seal	29.3	Team Track 5	West	West	Rox	397.9	18	West	West
		Storage 43	West	West	Ute	373.5	9	West	East
		11	East	East	Dry Lake	363.0	21	Both	East
					Garnet	357.5	6	West	East
					Apex	352.0	22	Both	East
					Dike	347.0	8	East	West
					Wann	338.7	16	Both	West
Second Subdivision					Provo Subdivision				
Buena Vista	779.2	22	Both	Level	Sandy	48.9	16	Both	East
Erda	756.4	22	Both	East	Draper	782.9	48	Both	East
St. John	736.1	43	Both	Level	Mount	775.5	41	Both	West
Faust	723.3	35	Both	East	Geneva	758.0	73	Both	West
Pehrson	717.2	15	Both	East	Springville	748.0	25	Both	East
Lofgreen	709.9	22	Both	East	Spanish Fork	744.4	16	Both	East
Boulter	704.2	22	Both	East	Starr	722.0	14	West	West
McIntyre	691.9	22	Both	West	Juab	696.3	34	Both	West
Jericho	685.3	30	Both	West	Cache Valley Branch				
Champlin	675.0	22	Both	West	Hyrum	17.6	House 22	Both	East
Strong	658.2	22	Both	West	Richmond	37.4	House 18	Both	West
Van	639.9	22	Both	West	Lewiston	41.5	Sugar Spur 1.46 Mi.	West	East
Clear Lake	631.0	22	Both	East	Malad Branch				
Neels	625.9	22	Both	East	Corinne	5.6	Stock 22	Both	Level
Bloom	617.5	22	Both	Level	Portage	36.7	House 36	Both	Level
Cruz	609.6	23	Both	Level			16	East	Level
Black Rock	599.4	22	Both	East	Cedar City Branch				
Read	589.7	22	Both	East	Avon	9.4	2	West	East
Murdock	585.1	22	Both	East					

SYMBOLS AND ABBREVIATIONS

Rule 6 and 6(A)

The following letters placed before figures of a schedule indicate:

- s—regular stop;
- f—flag stop to receive or discharge traffic;
- A—arrive.

Rule 6(A)

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

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

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

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