

**UNION PACIFIC RAILROAD COMPANY**

**South - Central District**



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

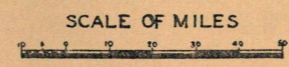
**Effective Sunday,  
September 11, 1955  
at 12:01 A.M. MOUNTAIN TIME**

*Safety Gains  
Where Courtesy Reigns*

**FOR EMPLOYEES ONLY**

**SOUTH CENTRAL DISTRICT**

UTAH DIVISION  
CORRECTED TO OCT. 1, 1952



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

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

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

**First, Second and Third Subdivisions and Branches**  
**McCammon to Caliente**

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

**Third Subdivision and Branches**  
**Caliente to Las Vegas**

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

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

NAME	TITLE	PLACE
L. J. Tauffer	District Surgeon	Salt Lake City.
R. R. Merrell	District Surgeon	Pocatello.
E. L. Turner	District Surgeon	Los Angeles.
K. E. Noyes	Surgeon	American Fork.
J. E. Trowbridge	Surgeon	Bountiful.
H. L. Pearce	Surgeon	Brigham City.
G. C. Dils	Surgeon	Caliente.
L. V. Broadbent	Surgeon	Cedar City.
P. K. Edmunds	Surgeon	Cedar City.
R. W. Farnsworth	Surgeon	Cedar City.
M. E. Bird	Surgeon	Delta.
M. A. Lyman	Surgeon	Delta.
L. G. Burkett	Surgeon	Downey.
H. S. Jensen	Surgeon	Farmington.
R. D. Preston	Surgeon	Garland.
V. R. Kelly	Surgeon	Kaysville.
J. B. Demman	Surgeon	Las Vegas.
J. J. Hamill	Surgeon	Las Vegas.
G. J. Madsen	Oculist	Las Vegas.
C. G. Scruggs	Surgeon	Las Vegas.
N. Z. Tanner	Surgeon	Layton.
Robt. Skabelund	Surgeon	Lewiston.
R. N. Barlow	Surgeon	Logan.
S. M. Budge	Surgeon	Logan.
O. W. Budge	Surgeon	Logan.
J. Clare Hayward	Surgeon	Logan.
R. O. Porter	Oculist & Aurist	Logan.
O. H. Mabey	Surgeon	Logan.
J. S. Alley	Surgeon	Malad.
L. E. Walker	Surgeon	Midvale.
D. A. Symond	Surgeon	Milford.
John M. Ball	Surgeon	Milford.
F. H. Beckstead	Surgeon	Murray.
J. G. Steele	Surgeon	Nephi.
K. A. Stratford	Division Surgeon	Ogden.
Harold V. DeMars	Ear, Nose & Throat	Ogden.
Leo W. Benson	Surgeon	Ogden.
Russell N. Hirst	Physician	Ogden.
Royd C. Stocks	Physician	Ogden.
LaMar Rogers	Physician	Ogden.
R. W. Pugmire	Oculist	Ogden.
Max Stewart	Surgeon	Payson.
R. R. Merrell	District Surgeon	Pocatello.
R. K. Gorton	Asst. to District Surgeon	Pocatello.
R. G. Crandall	Surgeon	Pocatello.
Blaine B. Jorgensen	Surgeon	Pocatello.
J. P. Merkley	Surgeon	Pocatello.
R. D. Benidict	Surgeon	Pocatello.
J. E. Comstock	Physician	Pocatello.
K. A. MacInnes	Physician	Pocatello.
D. J. Nelson	Surgeon	Pocatello.
C. W. 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.
Arley Flinders	Surgeon	Roy.
L. J. Tauffer	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.
R. M. Woolf	Surgeon	Salt Lake City.
E. C. Budge	Surgeon	Smithfield.
Robert S. Budge	Surgeon	Smithfield.
G. B. Orton	Surgeon	Springville.
T. M. Aldous	Surgeon	Tooele.
G. C. Ficklin	Surgeon	Tremonton.

**MILEAGE**

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

WESTWARD					CONDENSED TIME-TABLE					EASTWARD				
FIRST CLASS					Salt Lake City Ogden	Time-Table No. 23 September 11, 1955			Mile Post	FIRST CLASS				
9 Passenger	103 Streamliner Passenger	107 Streamliner Passenger	5 Mail and Express	10 Passenger		108 Streamliner Passenger	104 Streamliner Passenger	6 Mail and Express						
Daily	Daily	Daily	Daily		STATIONS				Daily	Daily	Daily	Daily		
9.05	6.55	8.10	7.55	0.0	MT	OGDEN	MT	0.0	A 6.05	A 6.30	A 9.05	A 7.30		
10.30	7.50	8.55	8.45	36.3	SALT LAKE CITY			36.3	5.05	5.45	8.20	6.35		
12.35	9.44	10.53	12.15	154.4	LYNNDYL			665.9	2.20	3.39	6.13	3.30		
2.10	11.00	12.08	2.05	243.5	MILFORD			576.8	12.50	2.30	5.03	1.55		
2.50	11.27	12.35	2.45	278.9	LUND			541.4	12.05	1.56	4.30	1.02		
5.08	1.01	2.12	4.50	360.8	CALIENTE			459.5	10.15	12.17	2.54	10.55		
8.05	3.45	4.50	8.05	486.1	MT	LAS VEGAS	MT	334.2	7.30	9.50	12.25	8.00		
7.20	2.55	4.00	7.35	657.1	PT	YERMO	PT	168.2	6.15	8.40	11.15	6.40		
10.40	5.40	6.43	11.45	670.5	BARSTOW			150.1	2.53	5.38	8.15	2.55		
11.03	5.58	7.00	12.10	751.3	SAN BERNARDINO			67.3	2.25	5.20	7.57	2.30		
1.05	7.55	8.52	2.30	754.8	COLTON			64.5	12.20	3.30	6.08	12.20		
1.15	8.03	9.00	2.40	761.8	RIVERSIDE			57.5	11.55	3.07	5.43	11.45		
1.30	8.15	9.15	3.00	781.5	ONTARIO			37.8	11.28			11.10		
1.52			3.45	787.3	POMONA			32.0	11.20		5.15	10.55		
2.03	8.40		4.05	813.6	EAST LOS ANGELES			5.7	10.50	2.20	4.50	10.20		
2.50	9.10	10.10	5.00	821.0	PT	LOS ANGELES	PT	0.0	10.30	2.00	4.30	10.00		
					(821.0)				Daily	Daily	Daily	Daily		
(19.10)	(15.35)	(15.20)	(22.35)		Thru Time			(18.35)	(15.30)	(15.35)	(20.30)			
42.8	52.7	53.5	36.4		Average speed per hour			44.0	52.9	52.7	40.0			

WESTWARD					CONDENSED TIME-TABLE					EASTWARD				
FIRST CLASS					Distance from Salt Lake City	Time-Table No. 23 September 11, 1955			Mile Post	FIRST CLASS				
	29 Passenger	33 Passenger		30 Passenger		34 Passenger								
	Daily	Daily												
	7.00	5.30	0.0	SALT LAKE CITY			36.3	A 8.00	A 9.45					
	7.50	6.20	36.3	OGDEN			0.0	7.05	8.50					
	8.20	6.50	57.4	BRIGHAM CITY			21.1	6.10	7.50					
	8.55	7.22	85.1	CACHE JCT.			48.8	5.25	7.07					
	9.40	8.02	147.5	McCAMMON			111.2	4.05	5.40					
	11.00	9.35	170.2	POCATELLO			213.9	3.30	5.10					
	A 11.30	A 10.10		(170.2)				Daily	Daily					
	(4.30)	(4.40)		Thru Time			(4.30)	(4.35)						
	37.8	36.0		Average speed per hour			37.8	37.1						

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

**WESTWARD FIRST SUBDIVISION**

**SECOND CLASS**

Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 23 September 11, 1955				
	254	277	279	251	311
	Time Freight	Time Freight	Time Freight	Time Freight	Mixed
	Daily	Daily	Daily	Daily	Daily Except Sunday
P					
DOFT WYZ	10.30PM	9.00PM	7.05PM	6.00AM	
PX	10.40	9.10	7.15	6.10	
IX					
PX					
WS 72 PX	10.56	9.25	7.27	6.27	
CS 133 PX	11.04	9.32	7.33	6.35	
	11.08	9.36	7.36	6.40	
WS 56 ES 115 PX	11.18	9.43	7.43	6.50	
ES 41 PX	11.25	9.50	7.48	6.55	
P	11.36PM	9.59	7.55	7.04	
CDFOPT WYZ	A 12.05AM	10.10	8.05	7.25	5.50AM
		11.15	8.30	8.15	
122 P		11.25	8.40	8.25	6.04
120 P		11.37	8.49	8.37	f 6.23 <sup>30</sup>
120 P		11.45	8.55	8.45	f 6.40
WS 114 ES 67 PY		11.55PM	9.04	8.55	A 7.00AM
120 P		12.10AM	9.15	9.10	
122 P		12.20	9.21 <sup>270</sup>	9.20	
121 P		12.40	9.32	9.40	
WS 106 ES 70 DP WYZ		1.30	9.50	10.01	
123 P		1.45	10.02	10.20	
P					
P					
121 P		2.04 <sup>280</sup>	10.14	10.40	
121 P		2.25	10.25	11.00	
P					
121 P		2.35	10.35	11.10	
P					
121 P		2.45	10.44	11.20	
121 P		3.05	10.58	11.40	
P					
122 P		3.20	11.10	11.55AM	
ES 123 WS 125 IPWY		A 3.35AM	A 11.20PM	A 12.10PM	

Time-Table No. 23  
September 11, 1955

**STATIONS**

DN-R SALT LAKE CITY YL SA	2.6	DS
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	0.7	OG
D. & R. G. W. CROSSING YL	0.9	YD
S. P. JCT. YL	7.2	RD
HOT SPRINGS	5.2	
WILLARD	7.1	
DN BRIGHAM CITY YL BM	9.3	
D HONEYVILLE HX	5.5	
DEWEY	8.7	
WHEELON	4.2	
DN CACHE JCT. YL CJ	8.1	
TRENTON	3.7	
CORNISH	1.8	
UTIDA	2.7	
D WESTON WI	5.9	
D DAYTON CN	4.2	
CLIFTON	3.1	
COULAM	3.0	
OXFORD	3.4	
SWAN LAKE	10.3	
DN DOWNEY DO	5.0	
VIRGINIA	4.7	
D ARIMO A	6.5	
DN-R McCAMMON YL MC		

BLOCK SIGNALS

Double Track

(1.35) (6.35) (4.15) (6.10) (1.10) Thru Time  
21.3 22.4 34.7 23.9 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. 23 September 11, 1955					
	29	6	104	108	33	10
	Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger
	Daily	Daily	Daily	Daily	Daily	Daily
	7.00PM	6.35PM	8.20AM	5.45AM	5.30AM	5.05AM
	7.10	6.45	8.28	5.53	5.40	5.15
	7.13	6.49	8.31	5.56	5.43	5.18
	7.19	6.55			5.49	5.24
	7.23	7.00	8.40	6.05	5.53	5.29
	7.25	7.03			5.55	5.32
	7.29	7.07			6.00	5.37
	7.32	7.11	8.49	6.14	6.03	5.41
	7.37	7.16	8.53	6.18	6.08	5.47
	7.50	7.30PM	9.05AM	6.30AM	6.20	6.05AM
	8.20 <sup>34</sup>	A	A	A	6.50	A 6.05AM
	8.28					
	8.35				6.58	
	8.40				7.06	
	s 8.55				7.11	
	9.07				s 7.22	
	9.12 <sup>270</sup>				7.32	
	9.22				f 7.37	
	s 9.40				7.47	
	9.52				s 8.02	
	f 9.56				s 8.12	
	9.58				f 8.20	
	10.01				8.22	
	f 10.10				s 8.26	
	10.14				s 8.35	
	10.17				8.39	
	10.20				s 8.42	
	10.24				8.45	
	f 10.38				s 8.50	
	10.45				s 9.06	
	10.50				s 9.13	
	Af 11.00PM				s 9.20	
					A s 9.35AM	

BLOCK SIGNALS

Double Track

Time-Table No. 23  
September 11, 1955

**STATIONS**

DN-R SALT LAKE CITY YL SA	2.6	DS
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	0.7	OG
D. & R. G. W. CROSSING YL	0.9	YD
S. P. JCT. YL	7.2	RD
HOT SPRINGS	5.2	
WILLARD	7.1	
DN BRIGHAM CITY YL BM	9.3	
D HONEYVILLE HX	5.5	
DEWEY	8.7	
WHEELON	4.2	
DN CACHE JCT. YL CJ	8.1	
TRENTON	3.7	
CORNISH	1.8	
UTIDA	2.7	
D WESTON WI	5.9	
D DAYTON CN	4.2	
CLIFTON	3.1	
COULAM	3.0	
OXFORD	3.4	
SWAN LAKE	10.3	
DN DOWNEY DO	5.0	
VIRGINIA	4.7	
D ARIMO A	6.5	
DN-R McCAMMON YL MC		

(147.5)

(4.00) (0.55) (0.45) (0.45) (4.05) (1.00) Thru Time  
36.9 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 72.  
Rules 251 to 254 inclusive apply between Ogden and Salt Lake City.  
Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden.  
For conditional stops to discharge or pick up revenue passengers.—See Page 14.  
For stations not shown on schedule pages.—See Page 21.  
For setout tracks.—See Page 22.  
No. 33 will not stop at Trenton, Weston, Dayton, Swan Lake or Arimo on Sundays, or at Coulam and Virginia on Sundays and holidays, for mail and express.

FIRST SUBDIVISION EASTWARD

Time-Table No. 23  
September 11, 1955

FIRST CLASS

Mile Post	FIRST CLASS						
	30 Passenger	5 Mail and Express	107 Streamliner Passenger	103 Streamliner Passenger	34 Passenger	9 Passenger	
36.3	A 8.00AM	A 8.45AM	A 8.55AM	A 7.40PM	A 9.45PM	A 10.00PM	
33.7							
31.1	7.45	8.32	8.45	7.30	9.29	9.43	
31.0							
28.1	7.40	8.29	8.42	7.27	9.25	9.39	
21.3	7.34	8.23			9.19	9.33	
16.7	7.30	8.19			9.14	9.29	
14.5	7.28	8.17	8.30	7.15	9.12	9.27	
9.8	7.22	8.12			9.07	9.22	
6.1	7.17	8.07	8.22	7.07	9.02	9.17	
1.0	7.10	8.00	8.15	7.00	8.55	9.10	
0.0	7.05 6.45	7.55AM	8.10AM	6.55PM	8.50 8.20 <sup>29</sup>	9.05PM	
0.7							
1.6	6.31				8.10		
8.8	6.23 <sup>311</sup>				8.02		
14.0	6.18				7.57		
21.1	s 6.10				s 7.50		
30.4	5.55				7.36		
35.9	5.49				7.31		
44.6	5.38				7.22		
48.8	s 5.25				s 7.07		
56.9	5.08				s 6.51		
60.6	f 5.03				s 6.45		
62.4	5.00				6.42		
65.1	4.57				s 6.39		
71.0	f 4.50				s 6.30		
75.2	4.45				6.25		
78.3	4.42				6.22		
81.3	4.39				6.19		
84.7	4.35				6.16		
95.0	s 4.25				s 6.04		
100.0	4.18				5.55		
104.7	4.13				s 5.50		
111.2	s 4.05AM				s 5.40PM		
(147.5)	Daily	Daily	Daily	Daily	Daily	Daily	

Thru Time ..... (3.55) (0.50) (0.45) (0.45) (4.05) (0.55)  
Average speed per hour ..... 37.6 43.6 48.4 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 72.  
Rules 251 to 254 inclusive apply between Ogden and Salt Lake City.  
Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden.  
For conditional stops to discharge or pick up revenue passengers.—See Page 14.  
For stations not shown on schedule pages.—See Page 21.  
For setout tracks.—See Page 22.  
No. 34 will not stop at Dayton on Sundays, or at Arimo, Weston, Cornish and Trenton on Sundays and holidays, for mail and express.

FIRST SUBDIVISION EASTWARD

Time-Table No. 23  
September 11, 1955

SECOND CLASS

Mile Post	SECOND CLASS					Car capacity of sidings, etc. See Rule 6(A) Page 22.
	280 Time Freight	278 Stock Special	312 Mixed	259 Time Freight	270 Time Freight	
36.3						P
33.7	A 5.20AM	A 8.50PM		A 5.00PM	A 1.00AM	DOPT WYZ
31.1	5.08	8.35		4.40	12.45	PX
31.0						IX
28.1	5.03	8.25		4.34	12.35	PX
21.3	4.54	8.15		4.23	12.25	WS 72 PX
16.7	4.47	8.05		4.15	12.15	CS 133 PX
14.5	4.44	8.00		4.10	12.10	
9.8	4.38	7.50		4.00	12.01AM	WS 56 ES 115 PX
6.1	4.33	7.40		3.50	11.50PM	ES 41 PX
1.0	4.25	7.30		3.35	11.40	P
0.0	4.15 3.50	7.20 6.20	A 3.00PM	3.30PM	11.30 10.30	CDFOPT WYZ
0.7						
1.6	3.40	6.05	2.45		10.15	122 P
8.8	3.30	5.50	f 2.28		10.01	120 P
14.0	3.24	5.40	f 2.17		9.54	120 P
21.1	3.15	5.30	2.00PM		9.45	WS 114 ES 67 PY
30.4	3.03	5.15			9.30	120 P
35.9	2.57	5.05			9.21 <sup>279</sup> 9.12 <sup>29</sup>	122 P
44.6	2.45	4.50			8.45	121 P
48.8	2.30	4.30			8.25	WS 106 ES 70 DF WYZ
56.9	2.15	3.30			7.25	123 P
60.6						P
62.4						P
65.1	2.04 <sup>277</sup>	3.15			7.15	121 P
71.0	1.55	3.05			7.05	121 P
75.2						P
78.3	1.45	2.55			6.55	121 P
81.3						P
84.7	1.36	2.45			6.45	121 P
95.0	1.23	2.30			6.30	121 P
100.0						P
104.7	1.10	2.15			6.15	122 P
111.2	1.00AM	2.00PM			6.00PM	ES 123 WS 125 IPWY
(147.5)	Daily	Daily	Daily Except Sunday	Daily	Daily	

Thru Time ..... (4.20) (6.50) (1.00) (1.30) (7.00)  
Average speed per hour ..... 34.0 21.6 21.1 22.4 21.1

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

WESTWARD								SECOND SUBDIVISION															
Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS				FIRST CLASS				Distance from Salt Lake City	Time-Table No. 23													
	259 Time Freight		299 Stock Special		9 Passenger		103 Streamliner Passenger			5 Mail and Express		107 Streamliner Passenger		September 11, 1955									
	Daily		Daily		Daily		Daily			Daily		Daily		STATIONS									
DOPT WYZ	9.00PM		1.30PM										DN-R NORTH YARD YL C										
I													0.7 D. & R. G. W. CROSSING YL										
													0.5 D. & R. G. W. CROSSING YL										
I													1.1 WEST. PAC. CROSSING YL										
P													2.1 BUENA VISTA										
P					10.30PM	7.50PM	9.45AM	9.05AM					DN-R SALT LAKE CITY YL SA										
													1.3 EIGHTH SO. ST. YL										
AIP													0.2 D. & R. G. W. CROSSING YL										
AIP													0.2 D. & R. G. W. CROSSING YL										
122 P													3.1 BUENA VISTA										
125 P									s 10.10				10.9 GARFIELD GF										
AI													1.2 D. & R. G. W. CROSSING										
122 P													2.7 LAKE POINT										
122 PW									10.25				8.0 ERDA										
122 PY									s 10.36				8.2 WARNER DU										
131 P									f 10.43				5.6 STOCKTON										
122 P									f 10.51				6.5 ST. JOHN SJ										
143 PW									f 11.03				12.8 FAUST										
122 P													6.1 PEHRSON										
137 P									11.21				7.3 LOFGREEN										
122 P													5.7 BOULTER										
122 PWYZ									f 11.39				5.6 TINTIC U										
123 P													6.7 McINTYRE										
126 PW									11.53AM				6.6 JERICHO										
139 P									12.05PM				10.3 CHAMPLIN										
118 PWY					12.35AM	9.44	s 12.15	10.53					9.1 LYNNDYL NY										
122 P													7.7 STRONG										
124 PWY					s 12.56			s 12.37					8.8 DN DELTA AK										
122 P													9.5 VAN										
122 P													8.9 CLEAR LAKE										
123 P													5.1 NEELS										
122 P													8.4 BLOOM										
124 P													7.9 CRUZ										
123 PW									f 1.27				10.2 BLACK ROCK										
122 P													9.7 READ										
122 P					1.46	10.46	1.42	11.55AM					4.6 MURDOCK										
DPTWYZ	A 5.00AM	A 6.45PM	A 2.00AM	A 10.56PM	A 1.55PM	A 12.05PM							8.3 DN-R MILFORD YL FD										
													(207.2)										
													Thru Time										
													Average speed per hour										
													(8.00)	(5.15)	(3.30)	(3.06)	(4.10)	(3.00)					
													25.9	39.4	59.2	66.8	49.7	69.6					

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

SECOND SUBDIVISION								EASTWARD															
Car capacity of sidings, etc. See Rule 6(A) Page 22.	FIRST CLASS				SECOND CLASS				Mile Post	Time-Table No. 23													
	10 Passenger		108 Streamliner Passenger		104 Streamliner Passenger		6 Mail and Express			260 Time Freight		256 Freight Time		September 11, 1955									
	Daily		Daily		Daily		Daily			Daily		Daily		STATIONS									
DOPT WYZ									35.3							DN-R NORTH YARD YL C							
I									36.0							0.7 D. & R. G. W. CROSSING YL							
									36.5							0.5 D. & R. G. W. CROSSING YL							
I									781.3							1.1 WEST. PAC. CROSSING YL							
P									779.2							2.1 BUENA VISTA							
P									36.3	A 4.45AM	A 5.35AM	A 8.10AM	A 6.05PM			DN-R SALT LAKE CITY YL SA							
AIP									37.6							1.3 EIGHTH SO. ST. YL							
AIP									37.8							0.2 D. & R. G. W. CROSSING YL							
122 P									38.0							0.2 D. & R. G. W. CROSSING YL							
125 P									779.2	4.25	5.20	7.54	5.45			3.1 BUENA VISTA							
AI									768.3							10.9 GARFIELD GF							
122 P									767.1							1.2 D. & R. G. W. CROSSING							
122 PW									764.4							2.7 LAKE POINT							
122 PY									756.4							8.0 ERDA							
131 P									748.2							8.2 WARNER DU							
122 P									742.6							5.6 STOCKTON							
122 P									736.1							6.5 ST. JOHN SJ							
143 PW									723.3							12.8 FAUST							
122 P									717.2							6.1 PEHRSON							
137 P									709.9							7.3 LOFGREEN							
122 P									704.2							5.7 BOULTER							
122 PWYZ									698.6							5.6 TINTIC U							
123 P									691.9							6.7 McINTYRE							
126 PW									685.3							6.6 JERICHO							
139 P									675.0							10.3 CHAMPLIN							
118 PWY					12.35AM	9.44	s 12.15	10.53	665.9	2.20	3.39	6.13	s 3.30			9.1 LYNNDYL NY							
122 P									658.2							7.7 STRONG							
124 PWY					s 12.56			s 12.37	649.4	s 2.01			s 3.10			8.8 DN DELTA AK							
122 P									639.9							9.5 VAN							
122 P									631.0							8.9 CLEAR LAKE							
123 P									625.9							5.1 NEELS							
122 P									617.5							8.4 BLOOM							
124 P									609.6							7.9 CRUZ							
123 PW									599.4							10.2 BLACK ROCK							
122 P									589.7							9.7 READ							
122 P									585.1							4.6 MURDOCK							
DPTWYZ									576.8	12.50AM	2.30AM	5.03AM	1.55PM	2.50AM	5.30PM	8.3 DN-R MILFORD YL FD							
													(207.2)										
													Thru Time										
													Average speed per hour										
													(3.55)	(3.05)	(3.07)	(4.10)	(8.40)	(9.00)					
													54.2	67.2	66.4	49.2	23.9	23.0					

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

WESTWARD		THIRD SUBDIVISION						EASTWARD	
Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS		FIRST CLASS				Distance from Salt Lake City	Time-Table No. 23	
	299 Stock Special	259 Time Freight	103 Streamliner Passenger	5 Mail and Express	107 Streamliner Passenger	9 Passenger		September 11, 1955	
								STATIONS	
DPTWYZ	7.00PM	5.40AM	11.00PM	2.05PM	12.08PM	2.10AM	207.2	DN-R MILFORD YL FD	
123 P							212.3	5.1 UPTON	
122 P				2.20			222.4	10.1 THERMO	
122 P							229.2	6.8 NADA	
122 P							233.5	4.3 LATIMER	
122 188 PY			11.27PM	s 2.45	12.35	f 2.50	242.6	9.1 DN LUND UN	
122 P				2.57			252.5	9.9 ZANE	
122 PW				f 3.03			257.3	4.8 BERYL	
122 P							268.2	10.9 HEIST	
122 PY				f 3.22		s 3.30	274.2	6.0 D MODENA NA	
122 P				3.31			282.8	8.6 UVADA	
127 PY				3.45			290.3	7.5 CRESTLINE	
122 P							294.7	4.4 BROWN	
122 PW				4.00			299.4	4.7 ACOMA	
133 P				4.15			308.7	9.3 ISLEN	
44 P							311.7	3.0 LITTLE SPRINGS	
83 P							315.6	3.9 MINTO	
122 P				4.36			319.7	4.1 ECCLES	
ES 119 DPWY WS 113			1.01AM	s 4.50	2.12	s 5.08	324.5	4.8 DN CALIENTE YL CS	
122 P				4.58			329.5	5.0 ETNA	
122 P							334.1	4.6 STINE	
122 P							339.1	5.0 BOYD	
122 PW				5.28			345.6	6.5 ELGIN	
145 P							349.5	3.9 KYLE	
122 P				5.45			354.9	5.4 LEITH	
102 77 PW				5.58			364.9	10.0 CARP	
122 P							370.5	5.6 VIGO	
69 P				6.16			375.5	5.0 GALT	
122 P				6.25			381.1	5.6 HOYA	
136 P				6.32			386.1	5.0 ROX	
122 P							390.6	4.5 FARRIER	
122 PY				f 6.53		6.58	400.9	10.3 D MOAPA MA	
122 P							410.5	9.6 UTE	
122 PW				7.16			421.0	10.5 DRY LAKE	
74 P				7.24			426.5	5.5 GARNET	
122 P							432.0	5.5 APEX	
122 P							437.0	5.0 DIKE	
122 P				3.35	7.53	4.42	7.50	8.3 WANN	
DPTWYZ	A 2.00AM	A 2.30PM	A 3.45AM	A 8.05PM	A 4.50PM	A 8.05AM	449.8	4.5 DN-R LAS VEGAS YL VG	

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

(7.00) 34.6 (8.50) 23.4 (4.45) 51.0 (6.00) 40.4 (4.42) 51.6 (5.55) 41.0

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.

WESTWARD		THIRD SUBDIVISION						EASTWARD	
Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS		FIRST CLASS				Distance from Salt Lake City	Time-Table No. 23	
	299 Stock Special	259 Time Freight	103 Streamliner Passenger	5 Mail and Express	107 Streamliner Passenger	9 Passenger		September 11, 1955	
								STATIONS	
DPTWYZ	7.00PM	5.40AM	11.00PM	2.05PM	12.08PM	2.10AM	207.2	DN-R MILFORD YL FD	
123 P							212.3	5.1 UPTON	
122 P				2.20			222.4	10.1 THERMO	
122 P							229.2	6.8 NADA	
122 P							233.5	4.3 LATIMER	
122 188 PY			11.27PM	s 2.45	12.35	f 2.50	242.6	9.1 DN LUND UN	
122 P				2.57			252.5	9.9 ZANE	
122 PW				f 3.03			257.3	4.8 BERYL	
122 P							268.2	10.9 HEIST	
122 PY				f 3.22		s 3.30	274.2	6.0 D MODENA NA	
122 P				3.31			282.8	8.6 UVADA	
127 PY				3.45			290.3	7.5 CRESTLINE	
122 P							294.7	4.4 BROWN	
122 PW				4.00			299.4	4.7 ACOMA	
133 P				4.15			308.7	9.3 ISLEN	
44 P							311.7	3.0 LITTLE SPRINGS	
83 P							315.6	3.9 MINTO	
122 P				4.36			319.7	4.1 ECCLES	
ES 119 DPWY WS 113			1.01AM	s 4.50	2.12	s 5.08	324.5	4.8 DN CALIENTE YL CS	
122 P				4.58			329.5	5.0 ETNA	
122 P							334.1	4.6 STINE	
122 P							339.1	5.0 BOYD	
122 PW				5.28			345.6	6.5 ELGIN	
145 P							349.5	3.9 KYLE	
122 P				5.45			354.9	5.4 LEITH	
102 77 PW				5.58			364.9	10.0 CARP	
122 P							370.5	5.6 VIGO	
69 P				6.16			375.5	5.0 GALT	
122 P				6.25			381.1	5.6 HOYA	
136 P				6.32			386.1	5.0 ROX	
122 P							390.6	4.5 FARRIER	
122 PY				f 6.53		6.58	400.9	10.3 D MOAPA MA	
122 P							410.5	9.6 UTE	
122 PW				7.16			421.0	10.5 DRY LAKE	
74 P				7.24			426.5	5.5 GARNET	
122 P							432.0	5.5 APEX	
122 P							437.0	5.0 DIKE	
122 P				3.35	7.53	4.42	7.50	8.3 WANN	
DPTWYZ	A 2.00AM	A 2.30PM	A 3.45AM	A 8.05PM	A 4.50PM	A 8.05AM	449.8	4.5 DN-R LAS VEGAS YL VG	

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

(4.35) 52.9 (5.45) 42.2 (5.10) 46.9 (4.37) 52.6 (9.55) 24.4 (10.00) 24.2

For conditional stops to discharge or pick up revenue passengers.—See Page 14.  
No. 6 will not stop at Moapa on Sundays for express.  
For stations not shown on schedule pages.—See Page 21.  
For setout tracks.—See Page 22.

WESTWARD				PROVO SUBDIVISION				EASTWARD			
Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS			Distance from Salt Lake City	Time-Table No. 23 September 11, 1955	Mile Post	SECOND CLASS				
	DOPT WYZ	307	305				308	306			
		Mixed	Mixed								Mixed
	Daily Except Sunday	Daily Except Sunday									
		3.00AM	0.0	DN R SALT LAKE CITY YL C	36.8	A	2.15AM				
		3.06	1.3	EIGHTH SOUTH ST. YL	37.6		2.05				
IP			2.1	D. & R. G. W. CROSSING YL	38.4						
			3.4	D. & R. G. W. CROSSING YL	39.7						
77 P		3.20	4.7	HUSLERS YL	41.0		1.50				
47 P	f	3.30	7.3	D MURRAY YL FN	43.6	f	1.40				
60 P		3.35	7.9	PALLAS YL	44.2		1.35				
AI			11.4	D. & R. G. W. GAUNTLET	47.7						
AI			12.3	D. & R. G. W. CROSSING	48.6						
102 P	f	3.45	12.6	SANDY	48.9	f	1.20				
48 P	s	4.05	17.1	D DRAPER A	782.9	s	1.10				
WS 73 ES 70 P	f	4.25	24.5	MOUNT	775.5	f	12.50				
73 PY	f	4.45	29.0	CUTLER	771.0	f	12.30				
31 P	f	5.05	30.5	D LEHI HI	769.5	f	12.20				
45 P	f	5.15	33.5	D AMERICAN FORK AF	766.5	f	12.01AM				
73 P	f	5.35	36.5	D PLEASANT GROVE GO	763.5	f	11.40PM				
P			38.7	PIPEMILL YL	761.3						
100 P	f	5.45	42.0	D GENEVA YL G	758.0	f	11.20				
AI			42.7	D. & R. G. W. CROSSING	757.3						
CDPT WYZ	9.30AM	A 6.15AM	47.3	DN-R PROVO YL VO	752.7	A	4.45PM 11.00PM				
P	f	9.40	52.0	SPRINGVILLE	748.0	f	4.34				
29 P	s	9.55	55.6	D SPANISH FORK SF	744.4	f	4.28				
116 PW	s	10.15	63.2	D PAYSON CN	736.8	f	4.17				
125 P	f	10.55	78.0	STARR	722.0	f	3.52				
132 PY	s	11.35AM	89.2	D NEPHI NI	710.8	s	3.35				
75 P	f	12.05PM	103.7	JUAB	696.3	f	3.10				
125 P	f	12.45	118.9	PARLEY	681.1	f	2.40				
60 P	f	1.15	130.1	MACK	669.9	f	2.16				
PWY	A	1.30PM	134.1	D LYNNDYL YL NY	665.9		2.10PM				
				(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. 23 September 11, 1955	Mile Post	SECOND CLASS				
	DPWYZ	303					304				
		Mixed									Mixed
	Daily Except Sunday										
		6.10AM	0.0	DN-R CACHE JCT. YL CJ	0.0	A	3.00PM				
			4.8	PETERSBORO (Spur)	4.8						
10	f	6.35	8.6	MENDON	8.6	f	2.15				
35			12.4	NEBEKER (Spur)	12.4						
7	f	6.55	13.8	D WELLSVILLE WV	13.8	f	1.55				
19			14.5	HILLS	14.5						
25	f	7.10	17.6	HYRUM	17.6	f	1.30				
22			20.2	HOLT	20.2						
13	s	7.35	24.1	D LOGAN YL Q	24.1	s	1.10				
85 WYZ			26.4	GREENVILLE	26.4						
20	f	8.02	31.5	D SMITHFIELD YL SM	31.5	f	12.30				
15			37.4	RICHMOND YLRN	37.4	f	12.01PM				
33	f	8.25	39.6	MERRILLS	39.6						
10	f	8.34	41.0	WEBSTER	41.0	f	11.30AM				
6			41.5	LEWISTON (Spur)	41.5						
	f	9.05	43.8	D FRANKLIN F	43.8	f	11.20				
35			48.0	WHITNEY YL	48.0	f	11.08				
24	f	9.15	50.8	D-R PRESTON YL PN	50.8		11.00AM				
22 y	A	10.10AM						Daily Except Sunday			
				(50.8)							
	(4.00) 12.7			Thru Time	(4.00) 12.7			Average speed per hour			

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

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

For setout tracks.—See Page 22.

WESTWARD			MALAD BRANCH			EASTWARD		
Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS		Distance from Brigham City	Time-Table No. 23 September 11, 1955	Mile Post	SECOND CLASS		
	311					312		
	Mixed					Mixed		
	Daily Except Sunday							
WS 114 ES 67	PY	7.30AM	0.0	DN-R	BRIGHAM CITY YL	BM	0.0	
51	f	7.45	5.6		CORINNE	YL	5.6	
24	f	8.02	13.7		CROPLEY		13.7	
46	s	8.15	17.8	D	TREMONTON YL	MU	17.8	
19	y	8.30	19.8	D	GARLAND YL	AJ	19.8	
20	f	8.46	25.0		FIELDING		25.0	
14	f	9.25	36.7		PORTAGE		36.7	
12	f	9.50	44.5		CHERRY CREEK	(Spur)	44.5	
30	y	A 10.15AM	51.5	D-R	MALAD YL	MV	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			
Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 23 September 11, 1955		Mile Post	STATIONS		
	WS 56 ES 115	PX		D	CLEARFIELD YL	CF
		I			D. & R. G. W. CROSSING	YL
45			BARNES YL (Spur)			
3			END OF TRACK YL			
			(2.4)			

Westward BEAR RIVER BRANCH			Eastward			
Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 23 September 11, 1955		Mile Post	STATIONS		
	19	y		D	GARLAND YL	AJ
					GARLAND JCT. YL	
9			HAWS	YL		
11			BUSH	YL		
22			BRADFORD	YL		
			END OF TRACK YL			
			(9.9)			

Westward THATCHER BRANCH			Eastward			
Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 23 September 11, 1955		Mile Post	STATIONS		
	46			D	TREMONTON YL	MU
	22				SUNSET	YL
			END OF TRACK YL			
			(5.6)			

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

Conditional Stops to Discharge or Pick Up Revenue Passengers			
Train	At	Discharge passengers from	Pick up passengers destined to
30	Any Station.	Pocatello and beyond.	
* 33	Any Station.	Any Station.	Any Station.
* 34	Any Station.	Any Station.	Any Station.
9	Moapa.	Salt Lake City.	Los Angeles.
10	Moapa.	Los Angeles.	Salt Lake City and beyond.
* 5	Any Station.	Any Station.	Any Station.
* 6	Any Station.	Any Station.	Any Station.

\*Will stop for non-revenue passengers.

WESTWARD			CEDAR CITY BRANCH			EASTWARD			Westward IRON MOUNTAIN BRANCH			Eastward		
Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS		Mile Post	Time-Table No. 23 September 11, 1955		Mile Post	SECOND CLASS		Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 23 September 11, 1955		Mile Post	STATIONS	
	417			418										
	Local Freight			Local Freight										
	Daily Except Sunday			STATIONS										
122 188	PY	7.00AM	0.0	D-NR	LUND YL	UN	0.0	A	1.50PM	120	WYZ	DN-R	IRON SPRINGS YL	GS
					9.4								4.5	
120		7.20	9.4		AVON		9.4		1.25				DESERT MOUND	
120	WYZ	8.00	20.3	DN-R	IRON SPRINGS YL	GS	20.3		12.55		Y		COMSTOCK	
Loop 43		A 8.40AM	32.5	DN-R	CEDAR CITY YL	CD	32.5		12.05PM		Y	D	IRON MOUNTAIN YL	MN
					12.2								4.0	10.9
					(32.5)				Daily Except Sunday				14.9	
		(1.40)			Thru Time		(1.45)						(14.9)	
		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. 23 September 11, 1955		Mile Post	STATIONS				
	122	PY		0.0	D	MOAPA	MA	
	13			5.1		NARROWS		
11		10.2		LOGANDALE				
11		14.8		OVERTON				
	Y	16.7		MEAD LAKE (Spur)				
				(16.7)				

WESTWARD			PIOCHE BRANCH			EASTWARD		
Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS		Mile Post	Time-Table No. 23 September 11, 1955		Mile Post	SECOND CLASS	
	403			404				
	Local Freight			Local Freight				
	Daily Except Sunday			STATIONS				
ES 123 WS 116 DPWY		7.30AM	0.0	DN-R	CALIENTE YL	CS	0.0	A
					14.5			
26	s	8.20	14.5		PANACA		14.5	s
					18.2			
	Y	A 9.45AM	32.7	D	PIOCHE YL	RM	32.7	
					(32.7)			Daily Except Sunday
		(2.15)			Thru Time		(2.44)	
		14.0			Average speed per hour		11.9	

Westward FILLMORE BRANCH			Eastward				
Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 23 September 11, 1955		Mile Post	STATIONS			
	124 186	PW Y		0.0	DN	DELTA YL	AK
				21.7		GREENWOOD (Spur)	
26	Y	D	26	Y	D	FILLMORE YL	FI
						(32.2)	

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

**SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:**  
**Designation "Str."**—Train with Diesel locomotive and all light-weight roller-bearing passenger train equipment.  
**Designation "Psgr."**—Train with steam locomotive and all passenger train equipment; train with Diesel locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.  
**Designation "Frt."**—Train with freight cars; train with caboose only; locomotive without cars.  
 When a Diesel passenger locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified for "Psgr." trains will govern.  
 When a freight locomotive is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.

**GENERAL**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35 20
DLS and Merchandise Special: On straight track, where not otherwise restricted. 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. At North Yard. On branch lines. Diesel passenger locomotive operated without train. All lesser speed restrictions specified for passenger trains will govern.	60 50 50 30	50 40 40 30	25 25 25 15	Trains handling UP ore cars Nos. 8000-8499 under load or empty.			45
Diesel locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Trains handling air-dump cars.			35
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	Jordan spreaders and other machines of spreader type, when in operation.			15
Diesel locomotives 911, 912, 910-B and 910-C.	75	75		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
1500 class Diesel road freight locomotives.		50	50	When using cross-overs or turn-outs: 9000 class locomotives; Forward movement. Back-up movement.		10 6	10 6
Diesel freight and road switch locomotives.		65		All other class locomotives; Forward movement. Back-up movement.	15 10	15 10	15 10
Diesel yard switch locomotives in road service.	35	35	35	When using No. 14 turn-outs.	25	20	20
Steam locomotives running backward.		20	20	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
3800 class locomotives.		60	50	On wye tracks.	6	6	6
3900 class locomotives.		65	50	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
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
Wheeler Between M.P. 44.6* and 46.4 (See Note).	12	12	Between M.P. 110.8 and 111.2.	40	25
Between M.P. 46.5 and 47.2.	30	30	McCammon		
Cache Junction Between M.P. 49.0 and 49.3.	25	25			
Between M.P. 51.1 and 51.4.	45	35			
Between M.P. 53.5 and 53.9.	60	50			

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

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	79	50	Between M.P. 26.6 and 26.8.	70	60	50
Trains consisting of 50% or more ore.			30	Woods Cross Bamberger R. R. Crossing, M.P. 31.0.	60	50	40
Roy Between M.P. 8.7 and 9.1.	79	70	50	North Yard Between M.P. 34.5 and Fifth North Street.	25	25	15
Kaysville Between M.P. 20.9 and 21.2.	70	60	50	Between Fifth North Street and passenger station.	12	12	12
Farmington Between M.P. 22.3 and 22.5.	70	60	50	Salt Lake City			

**WITHIN OGDEN TERMINAL LIMITS, O.U.R.&D. SPEED RESTRICTIONS APPLY**

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

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

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

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.
Maximum speed.	79	79	50	<b>Erda</b>			
<b>Milford</b> 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
<b>Delta</b> 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	<b>Lake Point</b>			
<b>Lynnndyl</b> Between M.P. 665.7* and 665.9* (See Note).	70	60	50	A.S.&R. Co. Highline Trackage.			15
Overold Cinder Pit on inbound roundhouse lead.		5	5	D&RGW Crossing at M.P. 767.1.	65	55	45
<b>Champlin</b> 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	<b>Garfield</b>			
Between M.P. 682.5 and 684.5.	60	50	40	Between M.P. 770.1 and 770.5.	70	60	50
<b>Jericho</b> Between M.P. 685.6 and 689.0.	60	50	40	<b>Buena Vista</b>			
<b>McIntyre</b> Between M.P. 692.8 and 693.4.	70	60	50	Between M.P. 779.2** and 779.6 (See Note).	70	60	50
<b>Tintic</b> 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
<b>Boulter</b> Between M.P. 705.8 and 715.9.	55	45	35	Passenger Line—D&RGW railroad crossings on Ninth South Street.	20	20	20
<b>Pehrson</b> 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
<b>St. John</b> 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
<b>Warner</b> 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.			
				<b>Salt Lake City</b>			

**THIRD SUBDIVISION**  
Between Las Vegas and Caliente

Maximum speed.	79	79	50	<b>Ute</b>			
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
<b>Las Vegas</b> Between M.P. 332.5 and 335.0.	20	20	20	Between M.P. 380.4 and 380.9.	65	55	45
<b>Wann</b> Nellis Air Base Spur.		25	25	<b>Farrier</b>			
<b>Lovell</b> Government Ordnance Spur.			25	Maximum Speed at any point between Farrier and M.P. 500 near Uvada.	70	60	50
<b>Dike</b> Between M.P. 348.4 and 351.1.	40	40	30	Between M.P. 394.0 and 394.2.	60	50	40
<b>Apex</b> Between M.P. 356.1 and 356.8.	50	40	30	Between M.P. 394.6 and 395.9.	35	35	25
<b>Garnet</b> 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	<b>Hoya</b>			
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	<b>Carp</b>			
<b>Dry Lake</b> 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
				<b>Leith</b>			
				Between M.P. 430.0 and 455.2.	35	35	25
				<b>Etna</b>			
				Between M.P. 458.4 and 458.8.	45	35	25
				<b>Caliente</b>			
				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.
<b>Caliente</b> Between M.P. 460.0 and 460.3* (See Note).	45	35	25	<b>Brown</b> Between M.P. 489.1 and 492.1.	50	40	30
Between M.P. 461.2 and 461.7.	30	25	20	<b>Crestline</b> Between M.P. 494.1 and 494.4.	40	30	25
Between M.P. 461.7 and 463.9.	45	35	25	Between M.P. 495.0 and 497.3.	30	25	20
<b>Eccles</b> Between M.P. 466.0 and 466.9.	40	35	25	Maximum Speed at any point between M.P. 500.0, near Uvada, and Farrier.	70	60	50
<b>Minto</b> Between M.P. 468.1 and 468.3* (See Note).	55	45	35	<b>Uvada</b> Between M.P. 502.0* and 502.5 (See Note).	70	60	50
Between M.P. 469.1 and 477.3.	30	25	20	<b>Milford</b> Between M.P. 576.5* and 577.2 (See Note).	20	20	20
Between M.P. 479.1 and 479.5.	40	30	25				
Between M.P. 479.8 and 480.0.	50	40	25				
Between M.P. 480.4 and 481.6.	30	25	20				
<b>Acoma</b> Between M.P. 484.4* and 486.6 (See Note).	60	50	40				
Between M.P. 486.8 and 488.7.	30	30	25				

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

Maximum speed.	50	40	40	<b>Lehi</b>			
Through interlocking.	20	20	20	Sugar Factory Trackage.			5
<b>Lynnndyl</b> Between House Track Switch and Standpipe.	5	5	5	<b>Cutler</b> 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
<b>Mack</b> Between M.P. 674.6 and 686.3.	30	30	25	<b>Draper</b> Between M.P. 780.8 and 783.5.	20	20	20
<b>Mills</b> Between M.P. 691.8 and 694.4.	40	30	25	<b>Sandy</b> Maximum Speed at any point between Sandy and Atwood.	30	30	30
<b>Nephi</b> (See Note). City Limits, between M.P. 710.0 and 711.8**.	20	20	20	<b>Atwood</b> Midvale Smelter Trackage.			12
<b>Starr</b> Between M.P. 732.6 and 733.5.	40	30	25	Maximum Speed at any point between Atwood and Salt Lake City.	15	15	15
<b>Provo</b> (See Note). City Limits, between M.P. 751.0* and 754.8.	20	20	15	Salt Lake City—When pushing cars between Fifth North and Twenty-First South Streets.			5
Between M.P. 754.8 and 758.8.	20	20	20	Salt Lake City—Between Fifth North and Ninth South Street.	12	12	12
<b>Geneva</b> Over Road Crossings in Steel Plant.			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.			
<b>Pleasant Grove</b> City Limits, between M.P. 762.9 and 764.0.	25	25	25	<b>Salt Lake City</b>			
Wasatch Oil Spur.			10				
<b>American Fork</b> 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	
	Psg.	Fr.		Psg.	Fr.
Bushnell Hospital spur.	10	10	Cedar City Branch Between Lund and Iron Springs.	45	35
Malad Branch.		30	Between Iron Springs and Cedar City.	30	30
Syracuse Branch Maximum Speed.		15	Between Iron Springs and Cedar City with trains having GP-7 or GP-9 Diesel units.	25	20
Clearfield Naval Supply Depot area.		12	Cedar City Loop Track.	10	10
Naval Supply Depot wye.		8	Cedar City, oil track No. 12, Commissary spur and freight house lead.	5	5
Roche Beet Spur.		10	Iron Mountain Branch Between Iron Springs and M.P. 5.50.		20
Thatcher Branch.		10	Between M.P. 5.50 and Iron Mountain.		15
Bear River Branch.		10	Pioche Branch Between M.P. 0.0. and 17.0.		25
Cache Valley Branch Maximum Speed.		35	Between M.P. 17.0 and 22.5.		10
Between M.P. 13.6 and 13.9.		15	Between M.P. 22.5 and 25.5.		20
Between M.P. 17.7 and 18.0.		15	Between M.P. 25.5 and 32.7.		25
Between M.P. 42.7 and 43.3.		25	Prince Branch.		15
Ironton Spur.		15	Caselton Spur.		10
Eureka and Silver City Branches. Eureka, within city limits.		12	Mead Lake Branch Maximum Speed.		25
Mammoth Branch.		6	Between M.P. 1.6 and 2.3.		20
Fillmore Branch. All trains and engines must move prepared to stop at M.P. 18.5 if track is obstructed with drifting sand at that point.		30	Between M.P. 5.0 and 6.7.		10
			Between M.P. 7.0 and 9.0.		20

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

Salt Lake City	Yardmaster's Office, 13th North
Salt Lake City	South Yard Office, First North Street
Salt Lake City	Telegraph Office, Passenger Station
Salt Lake City	Train Dispatcher's Office
Salt Lake City	North Yard Telegraph Office
Salt Lake City	Engineer's Register Room, Roundhouse, North Yard
Salt Lake City	Switchmen's Register Room, North Yard
Ogden	Telegraph Office, Union Depot
Ogden	YD-21st St. Telegraph Office
Ogden	Engine Crew Dispatcher's Office, Roundhouse
Ogden	Enginemen's Wash Room
Ogden	RD-23th 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
Las Vegas	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.	9'	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	Sugar Factory	21.7	1.0 Mile	East	Level
Beers	72.3	9		East	Mill Spur	44.4	15	West	East
Thorensen	68.5	21		West					
Anderson	63.7	15		Both	<b>Malad Branch</b>				
Morton	58.2	16		Both	Chase	3.9	28	West	East
Cottle	55.7	22		Both	Roche Beet Spur	5.6	3 Miles	East	Level
Collinston (2)	40.1	32	P	Both	Roche		30	East	Level
Madsen	32.5	21		Both	Washakie	34.4	8	East	Level
Bushnell	19.3			East	Woodruff	40.5	8	East	West
Perry (1)	17.2			East					
		Spur 1.4 Mi.		Level	<b>Eureka Branch</b>				
Harrisville	4.7	Old Siding 52	P	Both	Eureka	3.6	3.66 Miles	East	East
Browning	2.7	Team Track 25	P	Both					
Sugar Factory				Both	<b>Silver City Branch</b>				
Spur	13.8	50	X	East	Silver City	2.4	1.94 Miles	East	East
Pioneer	29.7	60		Both					
Becks	32.9	Old Siding 88	P	Both	<b>Mammoth Branch</b>				
		Advance Track 68		Both	Mammoth Jct. to Mammoth Mine		3.66 Miles	East	East
				Both	Mammoth	1.6	10	Both	East
<b>Second Subdivision</b>									
Small Arms Spur	779.9	64	P	West	<b>Cedar City Branch</b>				
Bauer	744.8	33	P	Both	Kaiser	22.5	48	Both	East
Clover	732.8	Govt. Yard	P	East	Stock Yards	29.9	Stock Track 28 P Stock Spur 0.5 Mi.	West	East
Oasis (3)	644.4	33	P	Both					
Borden	620.9	4	P	West	<b>Pioche Branch</b>				
Pumice	604.3	16	P	Both	Peck	6.0	2	West	East
				Both					
<b>Third Subdivision</b>					<b>Prince Branch</b>				
Barclay	478.7	18	P	Both	Mendha	4.2	3	East	East
Hoya Pit	401.5	70	P	Both	Caselton	6.5	Yard	East	West
Arrolime	353.8	31	P	Both	Prince	8.6	4	Both	West
Lovell	344.6			West					
		Spur 11	P	West	<b>Mead Lake Branch</b>				
		Gov't Ordnance			Standard Oil Co.	3.1	6	East	East
Valley	342.4	Spur 4.0 Mi.	P	Both	Arrowhead	3.3	20	West	East
		Old Siding 38	P	Both	Seven Arrow				
		Industry 14		Both	Gypsum	9.3	7	East	West
		Nellis Air Base		West	Amber	9.5	5	East	West
		Spur 2.7 Mi.		West	Virgin	12.8	6	Both	West
					Glassand	13.7	20	West	West
<b>Provo Subdivision</b>									
Officer	38.9	83	P	Both					
Burton	39.5	21		Both					
Walton	41.1	16		West					
Bentz	42.2	9		West					
Atwood	45.9			West					
		Team Track 17 P		Both					
		Spur 11		West					
Cushing	47.5	27		Both					
Mellon Sand Spur	781.3	10		East					
Rideout	778.0	7	P	East					
Lehi Sugar Spur	769.1	98		East					
Hardy Beet Spur	761.8	27		West					
Bunker Spur	759.9	12		East					
Gatex	756.1	Industrial Spur		West					
Ironton	754.1	108		East					
Benjamin	741.6	28		Both					
Santaquin	730.7	8		West					
Sharp	703.6	13		East					
Mills	689.3	18	P	East					
Soma	679.0	14		Both					
Uisco	676.3	12	P	East					
Leamington	671.3	5	P	East					

- (1) Flag stop for Nos. 311-312.
- (2) Flag stop for Nos. 33-34.
- (3) Flag stop for Nos. 5-6.

SET OUT TRACKS

Location	Mile Post	Car Capacity Etc. See Rule 6-A Page 22	Switch Connections	Grade Descending	Location	Mile Post	Car Capacity Etc. See Rule 6-A Page 22	Switch Connections	Grade Descending
<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;