



UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



UTAH DIVISION
TIME-TABLE
No. 17

Effective Sunday,
January 10, 1954
at 12:01 A.M. MOUNTAIN TIME

*Safety Is
 No Accident*

FOR EMPLOYEES ONLY

W.R. Brumbaugh

SOUTH CENTRAL DISTRICT

UTAH DIVISION
 CORRECTED TO OCT. 1, 1952



A. D. HANSON
General Manager

H. E. SHUMWAY
General Superintendent Transportation

D. F. WENBERT
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

L. L. HOEFFEL, 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, Asst. 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. L. HULIHAN, Ass't Chief Train Dispatcher
Las Vegas, Nev.

G. J. WILDE, Ass't Chief Train Dispatcher
Las Vegas, Nev.

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

NAME	TITLE	PLACE
L. J. Taufer	District Surgeon	Salt Lake City.
R. R. Merrell	District Surgeon	Pocatello.
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	Delta.
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. E. Demman	Surgeon	Las Vegas.
J. J. Hamill	Surgeon	Las Vegas.
C. G. Scruggs	Surgeon	Las Vegas.
N. Z. Tanner	Surgeon	Layton.
Robt. Skabelund	Surgeon	Lewiston.
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	Ogden.
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.
E. B. McQuinn	Surgeon	Ogden.
E. 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. Hawkins	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	Salt Lake City.
Robert S. Budge	Surgeon	Smithfield.
G. B. Orton	Surgeon	Smithfield.
T. M. Aldous	Surgeon	Springville.
G. C. Ficklin	Surgeon	Tooele.
		Tremonton.

MILEAGE

Main Line	734.6
Branches	280.2
Grand Total	1014.8

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS					Distance from Ogden	Time-Table No. 17 January 10, 1954	Mile Post	FIRST CLASS							
9 Passenger	103 Streamliner Passenger	5 Mail and Express	107 Streamliner Passenger	37 Passenger				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	7.20	A 9.10	8.55 9.05	7.35 9.45	36.3	SALT LAKE CITY	36.3	5.05	5.45	8.50	5.30	7.15			
12.30	9.14		10.55	12.20	154.4	LYNN DYL	665.9	2.20	3.39	6.46	2.10				
2.10	10.30		12.08	2.25	248.5	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 7.20	3.15 2.25		4.50 4.00	8.45 8.15	486.1	MT LAS VEGAS MT PT	334.2	7.30 6.15	9.50 8.40	12.55 11.45	6.30 5.00				
10.45	5.10		6.43	12.45	657.1	YERMO	163.2	2.53	5.45	8.45	12.30				
11.08	5.28		7.00	1.15	670.5	BARSTOW	150.1	2.25	5.20	8.27	11.59				
1.15	7.25		8.55	3.40	751.3	SAN BERNARDINO	67.3	12.20	3.30	6.38	9.45				
1.25	7.33		9.03	3.50	754.8	COLTON	64.5	12.07	3.20	6.25	9.15				
1.40	7.45		9.15	4.15	761.8	RIVERSIDE	57.5	11.55	3.07	6.13	8.55				
2.01				5.00	781.5	ONTARIO	37.8	11.28			8.15				
2.11				5.20	787.3	POMONA	32.0	11.20			8.05				
2.50	8.40		10.10	6.25	813.6	EAST LOS ANGELES	5.7	10.50	2.20	5.20	7.25				
A 3.15	A 9.00		A 10.30	A 7.00	821.0	PT LOS ANGELES PT	0.0	10.30	2.00	5.00	7.00				
						(821.0)		Daily	Daily	Daily	Daily	Daily			
(19.10) 42.8	(15.35) 52.7	(0.55) 39.6	(15.20) 53.5	(25.25) 52.3		Thru Time		(18.35) 44.0	(15.30) 52.9	(15.35) 52.7	(22.25) 36.6	(0.50) 43.5			
						Average speed per hour									

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS			Distance from Salt Lake City	Time-Table No. 17 January 10, 1954	Mile Post	FIRST CLASS	
29 Passenger	33 Passenger	30 Passenger				34 Passenger	
				STATIONS			
			0.0	SALT LAKE CITY	36.3	A 8.25	A 9.45
			36.3	OGDEN	0.0	7.30	8.50
			57.4	BRIGHAM CITY	21.1	6.35	7.55
			85.1	CACHE JCT.	48.8	5.50	7.07
			147.5	McCAMMON	111.2	4.30	5.40
			170.2	POCATELLO	213.9	3.55	5.10
				(170.2)		Daily	Daily
				Thru Time		(4.30) 37.8	(4.35) 37.1
				Average speed per hour			

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

WESTWARD FIRST SUBDIVISION

SECOND CLASS

Time-Table No. 17

January 10, 1954

STATIONS

DN-R	SALT LAKE CITY YLSA	DS
DN-R	NORTH YARD YL C	
	NORTH SALT LAKE	
	BAMBERGER R. R. CROSS.	
D	WOODS CROSS WC	
	FARMINGTON	
D	KAYSVILLE K	
D	LAYTON NY	
D	CLEARFIELD CF	
	ROY	
	BRIDGE JCT. YL	
DN-R	OGDEN YL	OG YD RD
	D. & R. G. W. CROSSING YL	
	S. P. JCT. YL	
	HOT SPRINGS	
	WILLARD	
DN	BRIGHAM CITY YLBM	
D	HONEYVILLE HX	
	DEWEY	
	WHEELON	
DN	CACHE JCT. YL CJ	
D	TRENTON ON	
D	CORNISH CG	
	UTIDA	
D	WESTON WI	
DN	DAYTON CN	
	CLIFTON	
	COULAM	
	OXFORD	
	SWAN LAKE	
DN	DOWNEY DO	
	VIRGINIA	
D	ARIMO A	
DN-R	MCCAMMON YLMC	

Double Track

BLOCK SIGNALS

Car capacity of sidings, etc. See Rule 6(A) Page 22.

	254	277	251	311
	Time Freight	Time Freight	Time Freight	Mixed
	Daily	Daily	Daily	Daily Except Sunday
P				
COPT WYZ	10.30PM	8.10PM	4.00AM	
PX	10.40	8.20	4.10	
IX				
PX				
WS 72 WPX	10.56	8.34	4.27	
	11.04	8.41	4.35	
CS 133 PX	11.08	8.44	4.40	
	11.18	8.52	4.50	
WS 56 FX	11.25	8.57	4.55	
ES 115	11.36PM	9.07	5.04	
ES 41 PX				
P				
COPT WYZ	A 12.05AM	9.20	5.25	5.50AM
		10.00	6.05	
122 P		10.15	6.25	6.04
120 P		10.26	6.48 ³⁰	6.20
120 P		10.33	7.00	6.43 ³⁰
WS 114 PWY		10.42	7.22 ³³	A 7.00AM
ES 67		10.54	7.37	
120 P		11.01	7.45	
122 P		11.15 ²⁷⁰	8.01	
121 P		11.40	8.35	
WS 106 OCP		11.53PM	8.52	
ES 70 WYZ				
123 P				
P				
P				
121 P		12.05AM	9.05	
121 P		12.20	9.20	
PW		12.30	9.31	
121 P				
P				
121 PW		12.39	9.41	
121 PW		12.55	10.01	
P				
122 P		1.08	10.16	
ES 123		A 1.20AM	A 10.30AM	
WS 125				

(147.5)

(1.35) (5.10) (6.30) (1.10) Thru Time
21.3 28.5 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

Time-Table No. 17

January 10, 1954

STATIONS

DN-R	SALT LAKE CITY YLSA	DS
DN-R	NORTH YARD YL C	
	NORTH SALT LAKE	
	BAMBERGER R. R. CROSS.	
D	WOODS CROSS WC	
	FARMINGTON	
D	KAYSVILLE K	
D	LAYTON NY	
D	CLEARFIELD CF	
	ROY	
	BRIDGE JCT. YL	
DN-R	OGDEN YL	OG YD RD
	D. & R. G. W. CROSSING YL	
	S. P. JCT. YL	
	HOT SPRINGS	
	WILLARD	
DN	BRIGHAM CITY YLBM	
D	HONEYVILLE HX	
	DEWEY	
	WHEELON	
DN	CACHE JCT. YL CJ	
D	TRENTON ON	
D	CORNISH CG	
	UTIDA	
D	WESTON WI	
DN	DAYTON CN	
	CLIFTON	
	COULAM	
	OXFORD	
	SWAN LAKE	
DN	DOWNEY DO	
	VIRGINIA	
D	ARIMO A	
DN-R	MCCAMMON YLMC	

Double Track

BLOCK SIGNALS

	6	29	38	104	108	33	10	Distance from Salt Lake City
	Mail and Express	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
	7.15PM	6.00PM	5.30PM	8.50AM	5.45AM	5.30AM	5.05AM	0.0
								2.6
	7.25	6.10	5.40	8.58	5.53	5.40	5.15	5.2
								5.3
	7.28	6.13	5.44	9.01	5.56	5.43	5.18	8.2
	7.34	6.19	5.50			5.49	5.24	15.0
	7.38	6.23	5.55	9.10	6.05	5.53	5.29	19.6
	7.40	6.25	5.58			5.55	5.32	21.8
	7.44	6.29	6.02			6.00	5.37	26.5
	7.47	6.32	6.06	9.19	6.14	6.03	5.41	30.2
	7.52	6.37	6.11	9.23	6.18	6.08	5.47	35.3
	A 8.05PM	6.50	A 6.25PM	A 9.35AM	A 6.30AM	6.20	A 6.05AM	36.3
		7.20				6.50		
								37.0
		7.28				6.58 ³⁰		37.9
		7.35				7.06		45.1
		7.40				7.11		50.3
		s 7.55 ³⁴				s 7.22 ²⁵¹		57.4
		8.07				7.32		66.7
		8.12				s 7.37		72.2
		8.22				7.47		80.9
		s 8.40				s 8.02		85.1
		8.52				s 8.12		93.2
		f 8.56				f 8.20		96.9
		8.58				8.22		98.7
		9.02				s 8.26		101.4
		f 9.11				s 8.35		107.3
		9.16				8.39		111.5
		9.19				s 8.42		114.6
		9.22				8.45		117.6
		9.26 ²⁷⁰				s 8.50		121.0
		f 9.42				s 9.06		131.3
		9.49				s 9.13		136.3
		9.55				s 9.20		141.0
	A f 10.10PM					A s 9.35AM		147.5

(0.50) (4.10) (0.55) (0.45) (0.45) (4.05) (1.00) Thru Time
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.

		FIRST SUBDIVISION EASTWARD						
Time-Table No. 17 January 10, 1954		FIRST CLASS						
STATIONS		37 Passenger	30 Passenger	107 Streamliner Passenger	5 Mail and Express	103 Streamliner Passenger	34 Passenger	9 Passenger
DN-R SALT LAKE CITY YL SA	36.3	A 7.35AM	A 8.25AM	A 8.55AM	A 9.10AM	A 7.10PM	A 9.45PM	A 10.00PM
DN-R NORTH YARD YL C	33.7							
NORTH SALT LAKE	31.1	7.17	8.10	8.45	8.53	7.00	9.31	9.43
BAMBERGER R. R. CROSS.	31.0							
D WOODS CROSS WC	28.1	7.13	8.05	8.42	8.49	6.57	9.25	9.39
FARMINGTON	21.3	7.05	7.59		8.43		9.19	9.33
D KAYSVILLE K	16.7	7.00	7.55		8.39		9.14	9.29
D LAYTON NY	14.5	6.57	7.53	8.30	8.37	6.45	9.12	9.27
D CLEARFIELD CF	9.8	6.52	7.47		8.32		9.07	9.22
ROY	6.1	6.47	7.42	8.22	8.27	6.37	9.02	9.17
BRIDGE JCT. YL	1.0	6.40	7.35	8.15	8.20	6.30	8.55	9.10
DN-R OGDEN YL OG YD RD	0.0	6.35AM	7.30 7.10	8.10AM	8.15AM	6.25PM	8.50 8.30	9.05PM
D. & R. G. W. CROSSING YL	0.7							
S. P. JCT. YL	1.6		6.58 ³³				8.17	
HOT SPRINGS	8.8		6.48 ²⁵¹				8.09	
WILLARD	14.0		6.43 ³¹¹				8.04	
DN BRIGHAM CITY YL BM	21.1		s 6.35				s 7.55 ²⁹	
D HONEYVILLE HX	30.4		s 6.20				s 7.36	
DEWEY	35.9		s 6.14				s 7.31	
WHEELON	44.6		s 6.03				s 7.21	
DN CACHE JCT. YL CJ	48.8		s 5.50				s 7.07	
D TRENTON ON	56.9		s 5.35				s 6.50	
D CORNISH CG	60.6		s 5.30				s 6.44	
UTIDA	62.4		s 5.25				s 6.39	
D WESTON WI	65.1		s 5.22				s 6.36	
DN DAYTON CN	71.0		f 5.15				s 6.29	
CLIFTON	75.2		s 5.10				s 6.23	
COULAM	78.8		s 5.07				s 6.20	
OXFORD	81.3		s 5.04				s 6.17	
SWAN LAKE	84.7		s 5.00				s 6.13	
DN DOWNEY DO	95.0		f 4.50				s 6.02	
VIRGINIA	100.0		s 4.43				s 5.54	
D ARIMO A	104.7		s 4.38				s 5.49	
DN-R McCAMMON YL MC	111.2		s 4.30AM				s 5.40PM	
(147.5)		Daily	Daily	Daily	Daily	Daily	Daily	Daily
Thru Time	(1.00)	(3.55)	(0.45)	(0.55)	(0.45)	(4.05)	(0.55)	
Average speed per hour	36.3	37.6	48.4	39.6	48.4	36.1	39.6	

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		FIRST SUBDIVISION EASTWARD						
Time-Table No. 17 January 10, 1954		SECOND CLASS						
STATIONS		312 Mixed	278 Stock Special	259 Time Freight	270 Time Freight			
DN-R SALT LAKE CITY YL SA								
DN-R NORTH YARD YL C		A 9.00PM	A 5.00PM	A 2.30AM				
NORTH SALT LAKE		8.45	4.40	2.18				
BAMBERGER R. R. CROSS.								
D WOODS CROSS WC		8.39	4.34	2.13				
FARMINGTON		8.28	4.23	2.03				
D KAYSVILLE K		8.20	4.15	1.55				
D LAYTON NY		8.15	4.10	1.50				
D CLEARFIELD CF		8.05	4.00	1.40				
ROY		7.55	3.50	1.30				
BRIDGE JCT. YL		7.40	3.35	1.15				
DN-R OGDEN YL OG YD RD		A 3.00PM	7.30 6.30	3.30PM	1.00 12.30			
D. & R. G. W. CROSSING YL								
S. P. JCT. YL		2.45	6.10		12.25			
HOT SPRINGS		f 2.28	5.56		12.10			122 P
WILLARD		f 2.17	5.47		12.03AM			120 P
DN BRIGHAM CITY YL BM		2.00PM	5.35		11.53PM			120 P
D HONEYVILLE HX			5.15		11.39			WS 114 ES 67 PWY
DEWEY			5.06		11.31			120 P
WHEELON			4.50		11.15 ²⁷⁷			122 P
DN CACHE JCT. YL CJ			4.30		10.45			121 P
D TRENTON ON			3.52		10.10			WS 106 OCF ES 67 WYZ
D CORNISH CG								123 P
UTIDA								P
D WESTON WI			3.38		9.59			P
DN DAYTON CN			3.28		9.50			121 P
CLIFTON								PW
COULAM			3.16		9.40			121 P
OXFORD								P
SWAN LAKE			3.06		9.26 ²⁹			121 PW
DN DOWNEY DO			2.50		9.09			121 PW
VIRGINIA								P
D ARIMO A			2.35		8.55			122 P
DN-R McCAMMON YL MC			2.20PM		8.40PM			Es 123 WS 125 PWY
(147.5)		Daily Except Sunday	Daily	Daily	Daily			
Thru Time	(1.00)	(6.40)	(1.30)	(5.50)				
Average speed per hour	21.1	22.1	22.4	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 stations not shown on schedule pages.—See Page 21. For setout tracks.—See Page 22.

WESTWARD		SECOND SUBDIVISION						Distance from Salt Lake City	Time-Table No. 17	
SECOND CLASS		FIRST CLASS				COPT WYZ	January 10, 1954			
259 Time Freight	299 Stock Special	9 Passenger	103 Streamliner Passenger	37 Passenger	107 Streamliner Passenger		STATIONS			
Daily	Daily	Daily	Daily	Daily	Daily	DN-R NORTH YARD YL C				
	9.00PM	1.30PM				0.0	D. & R. G. W. CROSSING YL 0.7			
						0.7	D. & R. G. W. CROSSING YL 0.5			
						1.2	D. & R. G. W. CROSSING YL 1.1			
						2.3	WEST. PAC. CROSSING YL 2.1			
						4.4	BUENA VISTA			
			10.30PM	7.20PM	9.45AM	9.05AM	0.0	DN-R SALT LAKE CITY YL SA		
						1.3	EIGHTH SO. ST. YL 1.3			
						1.5	D. & R. G. W. CROSSING YL 0.2			
						1.7	D. & R. G. W. CROSSING YL 3.1			
						4.8	BUENA VISTA			
122 P					9.58	15.7	D GARFIELD GF 10.9			
125 P					s 10.11	16.8	D. & R. G. W. CROSSING 1.2			
						19.6	LAKE POINT 2.7			
122 P						27.6	ERDA 8.0			
122 PW					10.26	35.8	D WARNER DU 8.2			
122 PY					s 10.37	41.4	STOCKTON 5.6			
131 PW					f 10.44	47.9	D ST. JOHN SJ 6.5			
122 P					f 10.53	60.7	FAUST 12.8			
143 PW					f 11.05	66.8	PEHRSON 3.1			
122 P						74.1	LOFGREEN 7.3			
137 PW					11.23	79.8	BOULTER 5.7			
122 P						85.4	D TINTIC U 5.6			
122 PWYZ					f 11.43	92.1	McINTYRE 8.7			
123 P						98.7	JERICHO 6.6			
126 PW					11.57AM	109.0	CHAMPLIN 10.3			
139 P					12.09PM	118.1	DN LYNDYL NY 9.1			
118 OPTWY			f 12.30AM	9.14	s 12.20	10.55	STRONG 7.7			
122 P						125.8	DN DELTA AK 8.8			
124 PWY			s 12.48		s 12.45	134.6	VAN 9.5			
186 P						144.1	CLEAR LAKE 8.9			
122 P					1.05	153.0	NEELS 5.1			
122 P						158.1	BLOOM 8.4			
123 P						166.5	CRUZ 7.9			
122 P						174.4	BLACK ROCK 10.2			
124 P					f 1.41	184.6	READ 9.7			
123 PW						194.3	MURDOCK 4.6			
122 P			1.45	10.16	1.54	11.55AM	DN-R MILFORD YL FD 8.3			
122 P						198.9				
OPTWYZ	A 5.00AM	A 6.45PM	A 2.00AM	A 10.26PM	A 2.10PM	A 12.05PM				
						207.2				

WESTWARD		SECOND SUBDIVISION						Distance from Salt Lake City	Time-Table No. 17	
SECOND CLASS		FIRST CLASS				COPT WYZ	January 10, 1954			
260 Time Freight	256 Time Freight	10 Passenger	108 Streamliner Passenger	104 Streamliner Passenger	38 Passenger		STATIONS			
Daily	Daily	Daily	Daily	Daily	Daily	DN-R NORTH YARD YL C				
	A 11.30AM	A 2.30AM				35.3	D. & R. G. W. CROSSING YL 0.7			
						36.0	D. & R. G. W. CROSSING YL 0.5			
						36.5	D. & R. G. W. CROSSING YL 1.1			
						781.3	WEST. PAC. CROSSING YL 2.1			
						779.2	BUENA VISTA			
			A 4.45AM	A 5.35AM	A 8.40AM	A 5.00PM	36.3	DN-R SALT LAKE CITY YL SA		
						37.6	EIGHTH SO. ST. YL 1.3			
						37.8	D. & R. G. W. CROSSING YL 0.2			
						38.0	D. & R. G. W. CROSSING YL 3.1			
						779.2	BUENA VISTA			
122 P			4.25	5.20	8.25	4.40	D GARFIELD GF 10.9			
125 P						f 4.28	D. & R. G. W. CROSSING 1.2			
						767.1	LAKE POINT 2.7			
122 P						764.4	ERDA 8.0			
122 PW						756.4	D WARNER DU 8.2			
122 PY						748.2	STOCKTON 5.6			
131 PW						742.6	D ST. JOHN SJ 6.5			
122 P						736.1	FAUST 12.8			
143 PW						723.3	PEHRSON 3.1			
122 P						717.2	LOFGREEN 7.3			
137 PW						709.9	BOULTER 5.7			
122 P						704.2	D TINTIC U 5.6			
122 PWYZ						f 2.49	McINTYRE 8.7			
123 P						691.9	JERICHO 6.6			
126 PW						685.3	CHAMPLIN 10.3			
139 P						675.0	DN LYNDYL NY 9.1			
118 OPTWY			f 2.20	3.39	6.46	s 2.10	STRONG 7.7			
122 P						658.2	DN DELTA AK 8.8			
124 PWY			s 2.01			s 1.50	VAN 9.5			
186 P						639.9	CLEAR LAKE 8.9			
122 P						631.0	NEELS 5.1			
122 P						625.9	BLOOM 8.4			
123 P						617.5	CRUZ 7.9			
122 P						609.6	BLACK ROCK 10.2			
124 P						599.4	READ 9.7			
123 PW						f 12.57	MURDOCK 4.6			
122 P						589.7	DN-R MILFORD YL FD 8.3			
122 P						585.1				
OPTWYZ	12.50AM	2.30AM	5.37AM	12.35PM	2.50AM	5.30PM				
						576.8				

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.

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.

(8.00)	(5.15)	(3.30)	(3.06)	(4.25)	(3.00)	Thru Time
26.9	39.4	59.2	66.8	46.2	69.6	Average speed per hour

Thru Time	(3.55)	(3.05)	(3.03)	(4.25)	(8.40)	(9.00)
Average speed per hour	54.2	67.2	67.9	46.9	23.9	23.0

WESTWARD				THIRD SUBDIVISION					
SECOND CLASS		FIRST CLASS							
Car capacity of sidings, etc. See Rule 6(A) Page 22.	299 Stock Special	259 Time Freight	103 Streamliner Passenger	37 Passenger	107 Streamliner Passenger	9 Passenger	Distance from Salt Lake City	Time-Table No. 17	
	Daily	Daily	Daily	Daily	Daily	Daily		January 10, 1954	
STATIONS									
OPTWYZ	7.00PM	5.40AM	10.30PM	2.25PM	12.08PM	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	s 3.00	242.6	DN 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	D 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 OPWY			12.31AM	s 5.25	2.12	s 5.08	324.5	DN CALIENTE YL CS	
WS 113				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 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	D 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	
OPTWYZ	A 2.00AM	A 2.30PM	A 3.15AM	A 8.45PM	A 4.50PM	A 8.05AM	449.8	DN-R LAS VEGAS YL VG	
							(242.6)		
	(7.00) 34.6	(8.50) 23.4	(4.45) 51.0	(6.20) 38.3	(4.42) 51.6	(5.55) 41.0		Thru Time	
								Average speed per hour	

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

				THIRD SUBDIVISION				EASTWARD		
		FIRST CLASS								
Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 17									
	January 10, 1954									
STATIONS										
OPTWYZ	DN-R MILFORD YL FD	576.8	A 5.33AM	A 12.25PM	A 12.40AM	A 2.27AM		A 4.30PM	A 1.45AM	
123 P	5.1 UPTON	571.7	5.24	12.15	12.30	2.17				
122 P	10.1 THERMO	561.6		12.01PM						
122 P	6.8 NADA	554.8								
122 P	4.3 LATIMER	550.5								
122 PWY	DN LUND UN	541.4	5.00	s 11.40AM	s 12.05AM	1.56				
122 P	9.9 ZANE	531.5		11.22						
122 PW	4.8 BERYL	526.7		f 11.16						
122 P	10.9 HEIST	515.8								
122 PWY	D MODENA NA	509.8		f 11.00						
122 P	8.6 UVADA	501.2		10.48						
127 PY	7.5 CRESTLINE	493.7		10.36						
122 P	4.4 BROWN	489.3								
122 PW	4.7 ACOMA	484.6		10.20						
133 P	9.3 ISLEN	475.3		10.03						
44 P	3.0 LITTLE SPRINGS	472.3								
83 P	3.9 MINTO	468.4								
122 P	4.1 ECCLES	464.3		9.40						
ES 119 OPWY	DN CALIENTE YL CS	459.5	3.24	s 9.30	s 10.15PM	12.17AM				
WS 113	5.0 ETNA	454.5		9.13						
122 P	4.6 STINE	449.9								
122 P	5.0 BOYD	444.9								
122 PW	6.5 ELGIN	438.4		f 8.44						
145 P	3.9 KYLE	434.5								
122 P	5.4 LEITH	429.1		8.27						
102 PW	10.0 CARP	419.1		f 8.14						
122 P	5.6 VIGO	413.5								
69 P	5.0 GALT	408.5		7.55						
122 P	5.6 HOYA	402.9		7.46						
136 PW	5.0 ROX	397.9		f 7.40						
122 P	4.5 FARRIER	393.4								
122 PWY	D MOAPA MA	383.1		s 7.24	8.17					
122 P	9.6 UTE	373.5								
122 PW	10.5 DRY LAKE	363.0		f 7.01						
74 P	5.5 GARNET	357.5		6.55						
122 P	5.5 APEX	352.0								
122 P	5.0 DIKE	347.0								
122 P	8.3 WANN	338.7		6.36						
OPTWYZ	DN-R LAS VEGAS YL VG	334.2	12.55AM	6.30AM	7.30PM	9.50PM		6.35AM	3.45PM	
		(242.6)								
			(4.38) 52.3	(5.55) 41.0	(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. 38 will not stop at Moapa on Sundays for mail and express.
 For stations not shown on schedule pages.—See Page 21.
 For setout tracks.—See Page 22.

WESTWARD				PROVO SUBDIVISION				EASTWARD				
SECOND CLASS				Distance from Salt Lake City	Time-Table No. 17 January 10, 1954	Mile Post	SECOND CLASS					
Car capacity of trains, etc. See Rule 6(A) Page 22.	307 Mixed		305 Mixed				306 Mixed	308 Mixed				
	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday									Daily Except Sunday
COPT WYZ			2.00AM	0.0	DN R	SALT LAKE CITY YL C	36.3	A 12.15AM				
				1.3		EIGHTH SOUTH ST. YL	37.6	12.05AM				
IP				2.1		D. & R. G. W. CROSSING YL	38.4					
				3.4		D. & R. G. W. CROSSING YL	39.7					
77 P			2.20	4.7		HUSLERS YL	41.0	11.50PM				
47 P		f	2.30	7.3	D	MURRAY YL FN	43.6	f 11.40				
60 PW			2.35	7.9		PALLAS YL	44.2	11.35				
AI				11.4		D. & R. G. W. GAUNTLET	47.7					
AI				12.3		D. & R. G. W. CROSSING	48.6					
102 P		f	2.45	12.6		SANDY	48.9	f 11.20				
48 PW		s	3.05	17.1	D	DRAPER A	782.9	s 11.10				
WS 73 BS 70 P		f	3.25	24.5		MOUNT	775.5	f 10.50				
73 PWY		f	3.45	29.0		CUTLER YL	771.0	f 10.30				
31 P		f	4.05	30.5	D	LEHI YL HI	769.5	f 10.20				
45 P		f	4.15	33.5	D	AMERICAN FORK AF	766.5	f 10.00				
73 P		f	4.35	36.5	D	PLEASANT GROVE GO	763.5	f 9.40				
100 P		f	4.45	42.0	D	GENEVA YL G	758.0	f 9.20				
AI				42.7		D. & R. G. W. CROSSING	757.3					
COPT WYZ		9.00AM	A 5.15AM	47.3	DN-R	PROVO YL VO	752.7	9.00PM	A 5.30PM			
		f	9.10	52.0		SPRINGVILLE	748.0		f 5.15			
29 P		s	9.30	55.6	D	SPANISH FORK SF	744.4		f 5.05			
116 PW		s	10.00	63.2	D	PAYSON CN	736.8		f 4.50			
125 PW		f	10.50	78.0		STARR	722.0		f 4.25			
132 PY		s	11.40AM	89.2	DN	NEPHI NI	710.8		s 4.05			
75 P		f	12.20PM	103.7		JUAB	696.3		f 3.40			
125 P		f	1.05	118.9		PARLEY	681.1		f 3.05			
60 P		f	1.40	130.1		MACK	669.9		f 2.36			
OPTWY		A	2.00PM	134.1	DN-R	LYNNDYL YL NY	665.9		2.30PM			
						(134.1)		Daily Except Saturday	Daily Except Sunday			

(5.00) (3.15) Thru Time (3.15) (3.00)
 17.4 14.6 Average speed per hour 14.5 28.9

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 307 is superior to No. 308.—See Rule S-72.
 For stations not shown on schedule pages.—See Page 21.
 For setout tracks.—See Page 22.

Westward CACHE VALLEY BRANCH				Eastward					
SECOND CLASS				Distance from Cache Jct.	Time-Table No. 17 January 10, 1954	Mile Post	SECOND CLASS		
Car capacity of trains, etc. See Rule 6(A) Page 22.	303 Mixed		304 Mixed						
	Daily Except Sunday	Daily Except Sunday							
OCPWYZ		6.10AM		0.0	DN-R	CACHE JCT. YL CJ	0.0	A 3.00PM	
10				4.8		PETERSBORO (Spur)	4.8		
35	f	6.35		8.6		MENDON	8.6	f 2.15	
7				12.4		NEBEKER (Spur)	12.4		
19 w	f	6.55		13.8	D	WELLSVILLE WV	13.8	f 1.55	
25				14.5		HILLS	14.5		
22	f	7.10		17.6		HYRUM	17.6	f 1.30	
13				20.2		HOLT	20.2		
85 WYZ	s	7.35		24.1	D	LOGAN YL Q	24.1	s 1.10	
				24.4		BENSON JCT. YL	24.4		
20				26.4		GREENVILLE	26.4		
15	f	8.02		31.5	D	SMITHFIELD YL SM	31.5	f 12.30	
9				33.4		BAUGH (Spur)	33.4		
9				36.5		HODGES (Spur)	36.5		
33 w	f	8.25		37.4	D	RICHMOND YL RN	37.4	f 12.01PM	
10				39.6		MERRILLS YL	39.6		
6	f	8.34		41.0		WEBSTER YL	41.0	f 11.30AM	
				41.5	D	LEWISTON YL (Spur)	41.5		
35	f	9.05		43.8		FRANKLIN YL F	43.8	f 11.20	
24	f	9.15		48.0		WHITNEY YL	48.0	f 11.08	
22 WY	A	10.10AM		50.8	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.

WESTWARD			MALAD BRANCH			EASTWARD		
Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS	Distance from Brigham City	Time-Table No. 17			Mile Post	SECOND CLASS	Car capacity of sidings, etc. See Rule 6(A) Page 22.
	311		January 10, 1954				312	
	Mixed						Mixed	
	Daily Except Sunday		STATIONS					
WS 114 ES 67 PWY	f 7.30AM	0.0	DN-R	BRIGHAM CITY YL BM	0.0	A 1.30PM		
51	f 7.45	5.6		CORINNE YL	5.6	f 12.55	11	
24	f 8.02	13.7		CROPLEY	13.7	f 12.35		
46	s 8.15	17.8	D	TREMONTON YL MU	17.8	s 12.25		
19 WY	s 8.30	19.8	D	GARLAND YL AJ	19.8	s 12.15PM		
20	f 8.46	25.0		FIELDING	25.0	f 11.56AM		
14	f 9.25	36.7		PORTAGE	36.7	f 11.20		
12	f 9.50	44.5		CHERRY CREEK (Spur)	44.5	f 10.55		
30 WY	A 10.15AM	51.5	D-R	MALAD YL MV	51.5	10.30AM		
				(51.5)			(5.2)	
(2.45) Thru Time			(3.00)					
18.7 Average speed per hour			17.1					

Westward SYRACUSE BRANCH Eastward			Westward BEAR RIVER BRANCH Eastward			Westward THATCHER BRANCH Eastward					
Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 17		Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 17		Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 17		Mile Post
	January 10, 1954				January 10, 1954				January 10, 1954		
	STATIONS				STATIONS				STATIONS		
WS 56 ES 115 FX	D	CLEARFIELD YL CF	0.0	19 WY	D	GARLAND YL AJ	0.0	46	D	TREMONTON YL MU	0.0
	I	D. & R. G. W. CROSSING YL	0.3			GARLAND JCT. YL	1.1	22		SUNSET YL	5.1
45		BARNES YL (Spur)	2.1	9		HAWS YL	3.4			END OF TRACK YL	5.6
3		END OF TRACK YL	2.4	11		BUSH YL	7.5				
				22		BRADFORD YL	9.2				
						END OF TRACK YL	9.9				
(2.4)			(9.9)			(5.6)					

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

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

* Will also stop for non-revenue passengers.

WESTWARD			CEDAR CITY BRANCH			EASTWARD			Westward IRON MOUNTAIN BRANCH Eastward			
Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS	Distance from Moapa	Time-Table No. 17			Mile Post	SECOND CLASS	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 17			Mile Post
	417		January 10, 1954				418		January 10, 1954			
	Local Freight						Local Freight					
	Daily Except Sunday		STATIONS					STATIONS				
122 188 PWY	f 7.30AM	0.0	DN-R	LUND YL UN	0.0	A 1.50PM	120 WYZ	DN-R	IRON SPRINGS YL GS	0.0		
120	f 7.50	9.4		AVON	9.4	f 1.25			DESERT MOUND	4.5		
120 WYZ	f 8.30	20.3	DN-R	IRON SPRINGS YL GS	20.3	f 12.55	Y		COMSTOCK	10.9		
20	f 8.45	25.2		HALIVAH	25.2	f 12.20	Y		DN IRON MOUNTAIN YL MN	14.9		
Loop 43 ow	A 9.10AM	32.5	DN-R	CEDAR CITY YL CD	32.5	12.05PM						
				(32.5)					(14.9)			
(1.40) Thru Time			(1.45)									
19.5 Average speed per hour			18.2									

WESTWARD			MEAD LAKE BRANCH			EASTWARD		
Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 17		Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 17		Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.
	January 10, 1954				January 10, 1954			
	STATIONS				STATIONS			
122 PWY	D	MOAPA MA	0.0					
13		NARROWS	5.1					
11		LOGANDALE	10.2					
11		OVERTON	14.8					
Y		MEAD LAKE (Spur)	16.7					
(16.7)								

WESTWARD			PIOCHE BRANCH			EASTWARD			Westward FILLMORE BRANCH Eastward			
Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS	Distance from Moapa	Time-Table No. 17			Mile Post	SECOND CLASS	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 17			Mile Post
	403		January 10, 1954				404		January 10, 1954			
	Local Freight						Local Freight					
	Daily Except Sunday		STATIONS					STATIONS				
ES 123 WS 116 OPWY	f 7.30AM	0.0	DN-R	CALIENTE YL CS	0.0	A 2.45PM	124 PW 186 Y	DN	DELTA YL AK	0.0		
26	s 8.20	14.5		PANACA	14.5	s 1.30	10		GREENWOOD (Spur)	21.7		
Y	A 9.45AM	32.7	D	PIOCHE YL RM	32.7	12.01PM	26 Y	D	FILLMORE YL FI	32.2		
				(32.7)					(32.2)			
(2.15) Thru Time			(2.44)									
14.0 Average speed per hour			11.9									

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

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

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

Designation "Frt."—Train with freight cars; train with caboose only; locomotive without cars.
 When a Diesel-electric passenger locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified for "Psgr." trains will govern.

When a freight locomotive is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.
 On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.

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

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	79	50				
DLS and Stock Special: Ogden to Las Vegas. On straight track, where not otherwise restricted. On curves, where not otherwise restricted.			60 50	Trains handling wrecking derricks: For first five miles after leaving initial terminal. Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			20 40 35
Inspection bus cars.		40	40				
When caboose is handled in train consisting of passenger train equipment.		60					
Within yard limits— Protected by continuous block signal system. Not protected by continuous block signal system. At North Yard. On branch lines. Diesel-electric 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 company roadway machines on their own wheels, except wrecking derricks. Straight track. On curves. On branch lines.			30 25 15
Diesel-electric locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Trains handling scale test cars— On main line. On branch lines.			30 20
Diesel-electric 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	Trains handling water cars converted from Vanderbilt (round) type tender on secondary tracks and branch lines.			20
1500 class Diesel-electric road freight locomotives.		50	50	Trains handling air-dump cars.			35
Diesel-electric freight and road switch locomotives.		65		Jordan spreaders and other machines of spreader type, when in operation.			15
Diesel-electric yard switch locomotives in road service.	35	35	35	Trains handling 5 or more cars of ore from Cedar City Branch: Between Lund and Milford. Between Milford and Black Rock. Between Black Rock and Lynndyl. Between Lynndyl and Salt Lake via Tintic. Between Lund and Modena. Between Modena and Las Vegas.			40 30 40 40 30 40
Steam locomotives running backward.		20	20	When using cross-overs or turn-outs: 9000 class locomotives; Forward movement. Back-up movement. All other class locomotives; Forward movement. Back-up movement.		10 6	10 6
3800 class locomotives.		60	50				
3900 class locomotives.		65	50	When using No. 14 turn-outs.	25	20	20
4000, 9000, 2-10-2 and 4-10-2 type locomotives.		50	50	Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch except at S.P. Jct.	20	20	20
7000-7800 class locomotives. Between Las Vegas and Salt Lake. Between Salt Lake and McCammon.		70 75	50 50	On wye tracks.	6	6	6
MacArthur type locomotives with 63-inch drivers.		55	50	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch lines. (Slower speed must be observed where conditions require.)			25 15
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				
Between Iron Mountain and Provo: 2-10-2 type locomotives. 2-10-2 type locomotive handling ore.			40 35				

**FIRST SUBDIVISION
Between Ogden and McCammon**

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Hot Springs Between M.P. 10.3 and 10.6.	60	50	Utida Between M.P. 64.1 and 64.5.	60	50
Between M.P. 12.3 and 12.7.	60	50	Weston Between M.P. 66.1 and 67.1.	45	35
Between M.P. 13.7 and 14.0.	60	50	Between M.P. 68.6 and 68.8.	70	50
Willard Between M.P. 19.2 and 19.4.	60	50	Oxford Between M.P. 82.7 and 83.0.	45	35
Between M.P. 20.9 and 21.1.	35	25	Swan Lake Between M.P. 85.6 and 85.8.	60	50
Brigham City Between M.P. 23.1 and 23.4.	60	50	Between M.P. 86.5 and 87.5.	60	50
Dewey Between M.P. 37.8 and 38.0.	40	30	Between M.P. 90.2 and 90.4.	50	40
Between M.P. 41.0 and 41.4.	60	50	Between M.P. 92.3 and 93.9* (See Note).	60	50
Between M.P. 42.0 and 42.2.	40	30	Downey Between M.P. 99.4 and 99.6.	50	40
Between M.P. 43.5 and 44.4.	40	30	Virginia Between M.P. 102.4 and 102.6.	60	50
Wheelon Between M.P. 44.6 and 46.4.	12	12	Arimo Between M.P. 107.4 and 107.7.	60	50
Between M.P. 46.5 and 47.2.	30	30	Between M.P. 110.8 and 111.2.	40	25
Cache Junction Between M.P. 49.0 and 49.3.	25	25	McCammon		
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.
Trains consisting of 50% or more ore.			30	Between M.P. 26.6 and 26.8.	70	60	50
Roy Between M.P. 8.7 and 9.1.	79	70	50	Woods Cross Bamberger R. R. Crossing, M.P. 31.0.	65	50	40
Kaysville Between M.P. 20.9 and 21.2.	70	60	50	North Yard Between M.P. 34.5 and Fifth North Street.	25	25	15
Farmington Between M.P. 22.3 and 22.5.	70	60	50	Between Fifth North Street and passenger station. Salt Lake City	12	12	12

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

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

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

THIRD SUBDIVISION Between Las Vegas and Caliente							
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.
Las Vegas Between M.P. 334.2 and 335.3.	20	20	20	Farrier Maximum Speed at Any Point Between Farrier and Leith.	70	60	50
Wann Nellis Air Base Spur.		25	25	Between M.P. 394.0 and 394.2.	60	50	40
Lovell Government Ordnance Spur.			25	Between M.P. 394.6 and 395.9.	35	35	25
Dike Between M.P. 348.4 and 351.1.	40	40	30	Between M.P. 397.5 and 398.6.	45	35	25
Apex Between M.P. 356.1 and 356.8.	50	40	30	Hoya Between M.P. 403.7 and 419.7.	35	35	25
Garnet Between M.P. 357.3 and 357.8* (See Note).	70	60	50	Carp Between M.P. 425.4 and 426.2.	55	45	35
Between M.P. 358.2* and 358.5 (See Note).	45	40	30	Between M.P. 427.9 and 428.2.	55	45	35
Between M.P. 358.8 and 359.4.	60	50	40	Between M.P. 429.1 and 429.2.	60	50	40
Between M.P. 362.2 and 362.5* (See Note).	60	50	40	Maximum Speed at Any Point Between Leith and Farrier.	70	60	50
Dry Lake Between M.P. 363.9 and 364.3.	70	60	50	Leith Between M.P. 430.0 and 455.2.	35	35	25
Between M.P. 369.1 and 369.4.	70	60	50	Etna Between M.P. 458.4 and 458.8.	45	35	25
Ute Between M.P. 379.2 and 379.6.	60	50	40	Caliente Between Signal 4592 and Switch to Oil Spur at M.P. 460.0.	20	20	20
Between M.P. 380.4 and 380.9.	65	55	45				

*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 Between M.P. 460.0 and 460.3* (See Note).	45	35	25	Acoma Between M.P. 484.5* and 486.6 (See Note).	50	40	30
Maximum Speed at Any Point between Caliente and M.P. 500.0 near Uvada.	70	60	50	Between M.P. 486.8 and 488.7.	30	30	25
Between M.P. 461.2 and 461.7.	30	25	20	Between M.P. 489.1 and 489.2.	50	40	30
Between M.P. 461.7 and 463.9.	45	35	25	Brown Between M.P. 489.7* and 489.9 (See Note).	45	35	30
Eccles Between M.P. 466.0 and 466.9.	45	35	25	Between M.P. 490.6* and 492.1 (See Note).	50	40	30
Minto Between M.P. 468.1 and 468.3* (See Note).	55	45	35	Crestline Between M.P. 494.1 and 494.4.	40	30	25
Steam Locomotives running backwards between Minto and Islen.		12	12	Between M.P. 495.0 and 497.3.	30	25	20
Between M.P. 469.1 and 471.2.	30	25	20	Maximum Speed at Any Point between M.P. 500.0 and Caliente.	70	60	50
Little Springs Between M.P. 471.3 and 475.0* (See Note).	30	25	20	Uvada Between M.P. 502.0* and 502.5 (See Note).	70	60	50
Islen Between M.P. 475.4 and 477.3.	30	25	20	Milford Between M.P. 576.5* and 577.2 (See Note).	20	20	20
Between M.P. 479.1 and 479.5.	40	30	25				
Between M.P. 479.8 and 480.0.	50	40	25				
Between M.P. 480.4 and 481.6.	30	25	20				

PROVO SUBDIVISION Between Lynndyl and Salt Lake City							
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.
Maximum Speed.	50	40	40	Lehi Sugar Factory Trackage.			5
Through interlocking.	20	20	20	Cutler Emsco Spur, over No. 7 Switch.			5
Lynndyl Between House Track Switch and Standpipe.	5	5	5	Between M.P. 773.4 and 778.1.	30	30	20
Between M.P. 666.0 and 667.3.	40	30	20	Draper Between M.P. 780.8 and 783.5.	20	20	20
Mack Between M.P. 674.6 and 686.3.	30	30	20	Sandy Maximum Speed at Any Point between Sandy and Atwood.	30	30	30
Mills Between M.P. 691.8 and 694.4.	40	30	25	Atwood Midvale Smelter Trackage.			12
Nephi City Limits, between M.P. 710.0 and 711.8**.	20	20	20	Maximum Speed at Any Point between Atwood and Salt Lake City.	15	15	15
Starr Between M.P. 732.6 and 733.5.	40	30	25	Salt Lake City—When pushing cars between Fifth North and Twenty-First South Streets.			5
Provo City Limits, between M.P. 751.0* and 754.3.	20	20	15	Salt Lake City—Between Fifth North and Ninth South Street.	12	12	12
Between M.P. 754.8 and 758.8.	20	20	20	Salt Lake City—All trains and engines using main tracks along Third West Street must consume no less than six minutes between First South Street and Ninth South Street.			
Geneva Over Road Crossings in Steel Plant.			15	Salt Lake City			
Pleasant Grove City Limits, between M.P. 762.9 and 764.0.	20	20	20				
Wasatch Oil Spur.			10				
American Fork City Limits, between M.P. 765.5 and 767.5.	20	20	20				

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

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Pggr.	Frt.		Pggr.	Frt.
Bushnell Hospital spur.	10	10	Cedar City Branch		
Malad Branch.		30	Between Lund and Iron Springs.	35	35
Syracuse Branch			Between Iron Springs and Cedar City.	30	30
Maximum Speed.		15	Cedar City Loop Track.	10	10
Clearfield			Cedar City, oil track No. 12, Commissary spur		
Naval Supply Depot area.		12	and freight house lead.	5	5
Naval Supply Depot wye.		8	Iron Mountain Branch.		15
Roche Beet spur.		10	Pioche Branch		
Thatcher Branch.		10	Between M.P. 0.0 and 17.0.		25
Bear River Branch.		10	Between M.P. 17.0 and 22.5.		10
Cache Valley Branch			Between M.P. 22.5 and 25.5.		20
Maximum Speed.		35	Between M.P. 25.5 and 32.7.		25
Between M.P. 13.6 and 13.9.		15	Prince Branch.		15
Between M.P. 17.7 and 18.0.		15	Caselton Spur.		10
Between M.P. 42.7 and 43.3.		25	Mead Lake Branch		
Benson Branch.		15	Maximum Speed.		25
Ironton Spur.		15	Between M.P. 1.6 and 2.3.		20
Eureka and Silver City Branches.		12	Between M.P. 5.0 and 6.7.		10
Eureka, within city limits.		6	Between M.P. 7.0 and 9.0.		20
Mammoth Branch.		6			
Fillmore Branch.		30			

All trains and engines must move prepared to stop at M.P. 18.5 if track is obstructed with drifting sand at that point.

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

Salt Lake City	Yardmaster's Office, 13th North
Salt Lake City	South Yard Office, First North Street
Salt Lake City	Telegraph Office, Passenger Station
Salt Lake City	Train Dispatcher's Office
Salt Lake City	North Yard Telegraph Office
Salt Lake City	Engineer's Register Room, Roundhouse, North Yard
Salt Lake City	Switchmen's Register Room, North Yard
Ogden	Telegraph Office, Union Depot
Ogden	YD-21st St. Telegraph Office
Ogden	Engine Crew Dispatcher's Office, Roundhouse
Ogden	Enginemen's Wash Room
Ogden	RD-28th St. Telegraph Office
Cache Jct.	Telegraph Office
Preston	Telegraph Office
Pocatello	Tower Locker Room
Pocatello	Train Dispatcher's Office
Pocatello	Passenger Conductor's Register Room, Passenger Station
Pocatello	Yard Telegraph Office
Pocatello	Switchmen's Locker Room
Pocatello	Engine Crew Dispatcher's Office
Pocatello	Train Crew Dispatcher's Office
Pocatello	West End Yardmaster's Office
Provo	Joint Yard Telegraph Office
Provo	Joint Passenger Station
Provo	Yard Office
Lynndyl	Telegraph Office
Milford	Enginemen's Locker Room
Milford	Telegraph Office
Cedar City	Men's Wash Room, Depot
Caliente	Telegraph Office
Caliente	Enginemen's Register Room
Las Vegas	Freight Enginemen's Locker Room
Las Vegas	Passenger Enginemen's Locker Room
Las Vegas	Conductor's Register Room
Las Vegas	Telegraph Office
Las Vegas	Yard Office
Las Vegas	Dispatcher's Office

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
30"	120.	52"	69.2	1'15"	48.
31"	116.1	53"	67.9	1'20"	45.
32"	112.5	54"	66.6	1'25"	42.3
33"	109.1	55"	65.4	1'30"	40.
34"	105.9	56"	64.2	1'35"	37.9
35"	102.9	57"	63.1	1'40"	36.
36"	100.	58"	62.	1'45"	34.3
37"	97.3	59"	61.	1'50"	32.7
38"	94.7	1'	60.	1'55"	31.3
39"	92.3	1' 1"	59.	2'	30.
40"	90.	1' 2"	58.	2'15"	28.6
41"	87.8	1' 3"	57.1	2'30"	24.
42"	85.7	1' 4"	56.2	2'45"	21.8
43"	83.7	1' 5"	55.3	3'	20.
44"	81.8	1' 6"	54.5	3'30"	17.1
45"	80.	1' 7"	53.7	4'	15.
46"	78.3	1' 8"	52.9	5'	12.
47"	76.6	1' 9"	52.1	6'	10.
48"	75.	1'10"	51.4	7'	8.6
49"	73.5	1'11"	50.7	8'	7.5
50"	72.	1'12"	50.	10'	6.
51"	70.6				

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity Etc. See Rule 6-A Page 22	Switch Connections	Grade Descending	Location	Mile Post	Car Capacity Etc. See Rule 6-A Page 22	Switch Connections	Grade Descending
Marsh Valley	103.0	2 Mi.	P	West	Cache Valley Branch				
Beers	72.3	9		East	Sugar Factory Spur	21.7	1.0 Mile	East	Level
Thorensen	68.5	21		West	Mill Spur	44.4	15	West	East
Anderson	63.7	15		Both					
Morton	58.2	16		Both	Malad Branch				
Cottle	55.7	22		Both	Chase	3.9	28	West	East
Collinston (2)	40.1	32	P	Both	Roche Beet Spur	5.6	3 Mile	East	Level
Madsen	32.5	21		Both	Roche		30	East	Level
Bushnell	19.3	Spur 1.4 Mi.		East	Washakie	34.4	8	East	Level
Perry (1)	17.2	Old Siding 52 P		Both	Woodruff	40.5	8	East	West
		Team Track 25		Both					
Harrisville	4.7	32	P	Both	Eureka Branch				
Browning	2.7	29		Both	Eureka	3.6	3.66 Mile	East	East
Sugar Factory Spur	13.8	50	X	East					
Pioneer	29.7	60		Both	Silver City Branch				
Becks	32.9	Old Siding 88 P		Both	Silver City	2.4	1.94 Mile	East	East
		Advance Track 68		Both					
Second Subdivision					Mammoth Branch				
Small Arms Spur	779.9	64	P	West	Mammoth Jct. to Mammoth Mine	1.6	3.66 Mile	East	East
Bauer	744.8	33	P	Both	Mammoth		10	Both	East
Clover	732.8	Gov't Yard		East					
Oasis (3)	644.4	33	P	Both	Cedar City Branch				
Borden	620.9	4	P	West	Kaiser	22.5	48	Both	East
Pumice	604.3	16	P	Both	Stock Yards	29.9	Stock Track 28 P Stock Spur 0.5 Mi.	West	East
Third Subdivision					Pioche Branch				
Barclay	478.7	18	P	Both	Peck	6.0	2	West	East
Hoya Pit	401.5	70	P	Both					
Arrolime	353.8	31	P	Both	Prince Branch				
Lovell	344.6	Spur 11		West	Atlanta	2.6	13	Both	East
		Gov't Ordnance		West	Mendha	4.2	3	East	East
Valley	342.4	Spur 4.0 Mi.		Both	Caselton	6.5	Yard	East	West
		Industry 14		Both	Prince	8.6	4	Both	West
		Nellis Air Base		West					
		Spur 2.7 Mi.		West	Mead Lake Branch				
Provo Subdivision					Standard Oil Co.	3.1	6	East	East
Officer	38.9	83	P	Both	Arrowhead	3.3	20	West	East
Burton	39.5	21		Both	Seven Arrow				
Walton	41.1	16		West	Gypsum	9.3	7	East	West
Bentz	42.2	9		West	Amber	9.5	5	East	West
Atwood	45.9	Team Track 17 P		Both	Virgin	12.8	6	Both	West
		Spur 11		West	Glassand	13.7	20	West	West
Cushing	47.5	27		Both					
Mellen 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	PW	East					
Soma	679.0	14	P	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. 37-38.

SET OUT TRACKS

Location	Mile Post	Car Capacity Etc. See Rule 6-A Page 22	Switch Connections	Grade
First Subdivision	104.7	36	Both	West
Armo	100.0	Old Siding 54	Both	West
Virginia	95.0	Team Track 12	Both	West
Downey	95.0	Stock 14	Both	Level
Swan Lake	84.7	House 57	Both	Level
Oxford	81.3	Old Siding 42	Both	Level
Coulam	78.3	House 16	Both	East
Chifton	75.2	30	Both	East
Dayton	71.0	35	Both	East
Weston	65.1	19	Both	East
Utida	62.4	27	Both	East
Cornish	62.4	27	Both	East
Trenton	56.9	35	Both	Level
Clearfield	9.8	25	Both	East
Clearfield	9.8	House 15	Both	East
Clearfield	9.8	Stock 48	Both	East
Layton	14.5	Stock 13	Both	East
Kaysville	16.7	Stock 13	Both	East
Farmington	21.3	13	Both	Level
Woods Cross	28.1	Old Siding 49	Both	West
Woods Cross	28.1	Team Track 5	Both	West
Woods Cross	28.1	Storage 43	Both	West
Sure Seal	29.3	11	Both	East
Second Subdivision	779.2	36	Both	Level
Buena Vista	756.4	22	Both	Level
Erda	756.4	22	Both	Level
St. John	736.1	43	Both	Level
Faust	723.3	35	Both	East
Pehrson	717.2	15	Both	East
Lotgreen	709.9	22	Both	East
Boulter	704.2	22	Both	East
McIntyre	691.9	22	Both	West
Jericho	685.3	30	Both	West
Champlin	675.0	22	Both	West
Strong	658.2	22	Both	West
Van	639.9	22	Both	West
Clear Lake	631.0	22	Both	West
Neils	625.9	22	Both	West
Bloom	617.5	22	Both	West
Kruz	609.6	23	Both	Level
Black Rock	599.4	22	Both	Level
Read	589.7	22	Both	East
Murdoch	585.1	22	Both	East
Cache Valley Branch	48.9	16	Both	East
Sandy	48.9	16	Both	East
Draper	782.9	48	Both	East
Mount	775.5	48	Both	East
Geneva	758.0	73	Both	West
Springville	748.0	25	Both	West
Spanish Fork	744.4	16	Both	East
Star	722.0	14	Both	West
Juab	696.3	34	Both	West
Cache Valley Branch	17.6	House 22	Both	East
Hyrum	37.4	House 18	Both	West
Richmond	37.4	House 18	Both	West
Lewisston	41.5	Sugar Spur 1.46 Mi.	Both	West
Malad Branch	5.6	Stock 22	Both	Level
Corinne	5.6	Stock 22	Both	Level
Portage	36.7	House 36	Both	Level
Cedar City Branch	9.4	2	Both	East
Avon	9.4	2	Both	East
Third Subdivision	571.7	14	Both	East
Upton	561.6	14	Both	East
Thermo	561.6	14	Both	East
Nada	554.8	14	Both	East
Lattimer	550.7	14	Both	East
Zane	531.5	14	Both	East
Beryl	526.7	36	Both	Level
Heist	516.8	22	Both	Level
Uvada	501.2	22	Both	East
Crestline	493.7	22	Both	East
Brown	489.3	14	Both	East
Accoma	484.6	23	Both	East
Islen	475.3	22	Both	East
Minto	468.4	22	Both	East
Eccles	464.3	14	Both	East
Ethna	454.5	11	Both	East
Stine	449.4	14	Both	East
Boyd	444.9	12	Both	East
Elgin	438.4	22	Both	East
Kyle	434.1	21	Both	East
Leith	429.1	17	Both	East
Carp	419.1	9	Both	East
Vigo	413.5	21	Both	East
Hoya	402.9	7	Both	East
Rox	397.9	18	Both	East
Ute	373.5	9	Both	East
Dry Lake	363.0	21	Both	East
Garnet	357.5	6	Both	East
Apex	352.0	22	Both	East
Dike	347.0	8	Both	East
Wann	338.7	16	Both	East
Third Subdivision	571.7	14	Both	East
Upton	561.6	14	Both	East
Thermo	561.6	14	Both	East
Nada	554.8	14	Both	East
Lattimer	550.7	14	Both	East
Zane	531.5	14	Both	East
Beryl	526.7	36	Both	Level
Heist	516.8	22	Both	Level
Uvada	501.2	22	Both	East
Crestline	493.7	22	Both	East
Brown	489.3	14	Both	East
Accoma	484.6	23	Both	East
Islen	475.3	22	Both	East
Minto	468.4	22	Both	East
Eccles	464.3	14	Both	East
Ethna	454.5	11	Both	East
Stine	449.4	14	Both	East
Boyd	444.9	12	Both	East
Elgin	438.4	22	Both	East
Kyle	434.1	21	Both	East
Leith	429.1	17	Both	East
Carp	419.1	9	Both	East
Vigo	413.5	21	Both	East
Hoya	402.9	7	Both	East
Rox	397.9	18	Both	East
Ute	373.5	9	Both	East
Dry Lake	363.0	21	Both	East
Garnet	357.5	6	Both	East
Apex	352.0	22	Both	East
Dike	347.0	8	Both	East
Wann	338.7	16	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.

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

D—day operator;

N—night operator;

R—train register;

YL—yard limits.

DN—day and night operator;

table indicate:

I—interlocking;

Z—Track scales;

O—oil;

AI—Automatic interlocking;

P—dispatcher's telephone;

CS—center siding;

T—turntable;

WS—westward siding;

W—water;

RCS—Remote control switch;

X—cross-over;

C—coal;

Y—wye.

The following letters placed in columns provided in time-