

**UNION PACIFIC RAILROAD COMPANY**  
**SOUTH-CENTRAL DISTRICT**



**UTAH DIVISION**  
**TIME-TABLE**  
**No. 17**

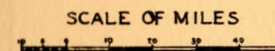
**Effective Sunday,**  
**January 10, 1954**  
**at 12:01 A.M. MOUNTAIN TIME**

*Safety Is*  
*No Accident*

**FOR EMPLOYEES ONLY**

**SOUTH CENTRAL DISTRICT**

UTAH DIVISION  
 CORRECTED TO OCT. 1, 1952





**WESTWARD**

**FIRST SUBDIVISION**

**SECOND CLASS**

Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 17 January 10, 1954			
	254	277	251	311
	Time Freight Daily	Time Freight Daily	Time Freight Daily	Mixed 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	
CS 133 PX	11.04	8.41	4.35	
WS 56 ES 115 PX	11.08	8.44	4.40	
ES 41 PX	11.18	8.52	4.50	
P	11.25	8.57	4.55	
COPT WYZ	11.36PM	9.07	5.04	
	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 <sup>30</sup>	f 6.20
120 P		10.33	7.00	f 6.43 <sup>30</sup>
WS 114 ES 67 PWY		10.42	7.22 <sup>33</sup>	A 7.00AM
120 P		10.54	7.37	
122 P		11.01	7.45	
121 P		11.15 <sup>270</sup>	8.01	
WS 106 ES 70 OCP WYZ		11.40	8.35	
123 P		11.53PM	8.52	
P				
P				
121 P		12.05AM	9.05	
121 P		12.20	9.20	
PW				
121 P		12.30	9.31	
P				
121 PW		12.39	9.41	
121 PW		12.55	10.01	
P				
122 P		1.08	10.16	
ES 123 WS 125 IPWY		A 1.20AM	A 10.30AM	

Time-Table No. 17  
January 10, 1954

**STATIONS**

DN-R SALT LAKE CITY YLSA DS
2.6
DN-R NORTH YARD YL C
2.6
NORTH SALT LAKE
0.1
BAMBERGER R. R. CROSS.
2.9
D WOODS CROSS WC
6.8
FARMINGTON
4.6
D KAYSVILLE K
2.2
D LAYTON NY
4.7
D CLEARFIELD CF
3.7
ROY
5.1
BRIDGE JCT. YL
1.0
DN-R OGDEN YL OG YD RD
0.7
D. & R. G. W. CROSSING YL
0.9
S. P. JCT. YL
7.2
HOT SPRINGS
5.2
WILLARD
7.1
DN BRIGHAM CITY YLBM
9.3
D HONEYVILLE HX
5.5
DEWEY
8.7
WHEELON
4.2
DN CACHE JCT. YL CJ
8.1
D TRENTON ON
3.7
D CORNISH CG
1.8
UTIDA
2.7
D WESTON WI
5.9
DN DAYTON CN
4.2
CLIFTON
3.1
COULAM
3.0
OXFORD
3.4
SWAN LAKE
10.3
DN DOWNEY DO
5.0
VIRGINIA
4.7
D ARIMO A
6.5
DN-R McCAMMON YLMC

BLOCK SIGNALS

Double Track

(1.35) 21.3 (5.10) 28.5 (6.30) 22.3 (1.10) 18.0 Thru Time Average speed per hour

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

**WESTWARD**

**FIRST SUBDIVISION**

**FIRST CLASS**

Distance from Salt Lake City	Time-Table No. 17 January 10, 1954						
	6	29	38	104	108	33	10
	Mail and Express Daily	Passenger Daily	Passenger Daily	Streamliner Passenger Daily	Streamliner Passenger Daily	Passenger Daily	Passenger Daily
0.0	7.15PM	6.00PM	5.30PM	8.50AM	5.45AM	5.30AM	5.05AM
2.6							
5.2	7.25	6.10	5.40	8.58	5.53	5.40	5.15
5.3							
8.2	7.28	6.13	5.44	9.01	5.56	5.43	5.18
15.0	7.34	6.19	5.50			5.49	5.24
19.6	7.38	6.23	5.55	9.10	6.05	5.53	5.29
21.8	7.40	6.25	5.58			5.55	5.32
26.5	7.44	6.29	6.02			6.00	5.37
30.2	7.47	6.32	6.06	9.19	6.14	6.03	5.41
35.3	7.52	6.37	6.11	9.23	6.18	6.08	5.47
36.3	A 8.05PM	6.50	A 6.25PM	A 9.35AM	A 6.30AM	6.20	A 6.05AM
		7.20				6.50	
37.0							
37.9		7.28				6.58 <sup>30</sup>	
45.1		7.35				7.06	
50.3		7.40				7.11	
57.4		s 7.55 <sup>34</sup>				s 7.22 <sup>251</sup>	
66.7		8.07				7.32	
72.2		8.12				s 7.37	
80.9		8.22				7.47	
85.1		s 8.40				s 8.02	
93.2		8.52				s 8.12	
96.9		f 8.56				f 8.20	
98.7		8.58				8.22	
101.4		9.02				s 8.26	
107.3		f 9.11				s 8.35	
111.5		9.16				8.39	
114.6		9.19				s 8.42	
117.6		9.22				8.45	
121.0		9.26 <sup>270</sup>				s 8.50	
131.3		f 9.42				s 9.06	
136.3		9.49				s 9.13	
141.0		9.55				s 9.20	
147.5		Af 10.10PM				A s 9.35AM	

Time-Table No. 17  
January 10, 1954

**STATIONS**

DN-R SALT LAKE CITY YLSA DS
2.6
DN-R NORTH YARD YL C
2.6
NORTH SALT LAKE
0.1
BAMBERGER R. R. CROSS.
2.9
D WOODS CROSS WC
6.8
FARMINGTON
4.6
D KAYSVILLE K
2.2
D LAYTON NY
4.7
D CLEARFIELD CF
3.7
ROY
5.1
BRIDGE JCT. YL
1.0
DN-R OGDEN YL OG YD RD
0.7
D. & R. G. W. CROSSING YL
0.9
S. P. JCT. YL
7.2
HOT SPRINGS
5.2
WILLARD
7.1
DN BRIGHAM CITY YLBM
9.3
D HONEYVILLE HX
5.5
DEWEY
8.7
WHEELON
4.2
DN CACHE JCT. YL CJ
8.1
D TRENTON ON
3.7
D CORNISH CG
1.8
UTIDA
2.7
D WESTON WI
5.9
DN DAYTON CN
4.2
CLIFTON
3.1
COULAM
3.0
OXFORD
3.4
SWAN LAKE
10.3
DN DOWNEY DO
5.0
VIRGINIA
4.7
D ARIMO A
6.5
DN-R McCAMMON YLMC

Double Track

BLOCK SIGNALS

(0.50) 43.5 (4.10) 35.4 (0.55) 39.6 (0.45) 48.4 (0.45) 48.4 (4.05) 36.1 (1.00) 36.3 Thru Time 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

Mile Post	FIRST CLASS							
	37 Passenger	30 Passenger	107 Streamliner Passenger	5 Mail and Express	103 Streamliner Passenger	34 Passenger	9 Passenger	
36.3	A 7.35AM	A 8.25AM	A 8.55AM	A 9.10AM	A 7.10PM	A 9.45PM	A 10.00PM	
33.7								
31.1	7.17	8.10	8.45	8.53	7.00	9.31	9.43	
31.0								
28.1	7.13	8.05	8.42	8.49	6.57	9.25	9.39	
21.3	7.05	7.59		8.43		9.19	9.33	
16.7	7.00	7.55		8.39		9.14	9.29	
14.5	6.57	7.53	8.30	8.37	6.45	9.12	9.27	
9.8	6.52	7.47		8.32		9.07	9.22	
6.1	6.47	7.42	8.22	8.27	6.37	9.02	9.17	
1.0	6.40	7.35	8.15	8.20	6.30	8.55	9.10	
0.0	6.35AM	7.30 7.10	8.10AM	8.15AM	6.25PM	8.50 8.30	9.05PM	
0.7								
1.6		6.58 <sup>33</sup>				8.17		
8.8		6.48 <sup>251</sup>				8.09		
14.0		6.43 <sup>311</sup>				8.04		
21.1		s 6.35				s 7.55 <sup>29</sup>		
30.4		6.20				7.36		
35.9		s 6.14				7.31		
44.6		6.03				7.21		
48.8		s 5.50				s 7.07		
56.9		5.35				s 6.50		
60.6		s 5.30				s 6.44		
62.4		5.25				6.39		
65.1		5.22				s 6.36		
71.0		f 5.15				s 6.29		
75.2		5.10				6.23		
78.3		5.07				6.20		
81.3		5.04				6.17		
84.7		5.00				6.13		
95.0		f 4.50				s 6.02		
100.0		4.43				5.54		
104.7		4.38				s 5.49		
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

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. Rules 251 to 254 inclusive apply between Ogden and Salt Lake City. Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden. For conditional stops to discharge or pick up revenue passengers.—See Page 14. For stations not shown on schedule pages.—See Page 21. For setout tracks.—See Page 22. No. 34 will not stop at Dayton on Sundays, or at Arimo, Weston and Trenton on Sundays and holidays, for mail and express. No. 30 will not stop at Dewey on Sundays for mail and express.

FIRST SUBDIVISION EASTWARD

Time-Table No. 17  
January 10, 1954

SECOND CLASS

Mile Post	SECOND CLASS				Car capacity of sidings, etc. See Rule 6(A) Page 21.
	312 Mixed	278 Stock Special	259 Time Freight	270 Time Freight	
36.3					F
33.7		A 9.00PM	A 5.00PM	A 2.30AM	COPT WYZ
31.1		8.45	4.40	2.18	PX
31.0					IX
28.1		8.39	4.34	2.13	PX
21.3		8.28	4.23	2.03	WS 72 WPX
16.7		8.20	4.15	1.55	CS 133 PX
14.5		8.15	4.10	1.50	
9.8		8.05	4.00	1.40	WS 56 PX
6.1		7.55	3.50	1.30	ES 115 PX
1.0		7.40	3.35	1.15	F
0.0	A 3.00PM	7.30 6.30	3.30PM	1.00 12.30	COPT WYZ
0.7					
1.6		2.45	6.10	12.25	122 P
8.8	f 2.28	5.56		12.10	120 P
14.0	f 2.17	5.47		12.03AM	120 P
21.1	2.00PM	5.35		11.53PM	WS 114 ES 67 PWY
30.4		5.15		11.39	120 P
35.9		5.06		11.31	122 P
44.6		4.50		11.15 <sup>277</sup>	121 P
48.8		4.30		10.45	WS 106 OCP ES 67 WYZ
56.9		3.52		10.10	123 P
60.6					P
62.4					P
65.1		3.38		9.59	121 P
71.0		3.28		9.50	121 P
75.2					PW
78.3		3.16		9.40	121 P
81.3					P
84.7		3.06		9.26 <sup>29</sup>	121 PW
95.0		2.50		9.09	121 PW
100.0					P
104.7		2.35		8.55	122 P
111.2		2.20PM		8.40PM	ES 123 WS 125 IPWY
(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 THIRD SUBDIVISION

Table with columns for Car capacity, Class (Second Class, First Class), Stations, and Distance from Salt Lake City. Includes schedule for Time-Table No. 17, January 10, 1954.

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

THIRD SUBDIVISION EASTWARD

Table with columns for Car capacity, Class (First Class, Second Class), Stations, and Mile Post. Includes schedule for Time-Table No. 17, January 10, 1954.

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.

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. 17 January 10, 1954	Mile Post	SECOND CLASS					
	307	305				306	308				
	Mixed	Mixed				Mixed	Mixed				
	Daily Except Sunday	Daily Except Sunday									
COPT WYZ		2.00AM	0.0	DN R SALT LAKE CITY YL SA C	36.3	A 12.15AM					
		2.06	1.3	1.3 EIGHTH SOUTH ST. YL	37.6	12.05AM					
IP			2.1	0.8 D. & R. G. W. CROSSING YL	38.4						
			3.4	1.3 D. & R. G. W. CROSSING YL	39.7						
77 P		2.20	4.7	1.3 HUSLERS YL	41.0	11.50PM					
47 P		f 2.30	7.3	2.6 MURRAY YL FN	43.6	f 11.40					
60 FW		2.35	7.9	0.6 PALLAS YL	44.2	11.35					
AI			11.4	3.5 D. & R. G. W. GAUNTLET	47.7						
AI			12.3	0.9 D. & R. G. W. CROSSING	48.6						
102 P		f 2.45	12.6	0.3 SANDY	48.9	f 11.20					
48 FW		s 3.05	17.1	4.5 DRAPER A	782.9	s 11.10					
WS 73 BS 70 P		f 3.25	24.5	7.4 MOUNT	775.5	f 10.50					
73 FWY		f 3.45	29.0	4.5 CUTLER YL	771.0	f 10.30					
31 P		f 4.05	30.5	1.5 D LEHI YL HI	769.5	f 10.20					
45 P		f 4.15	33.5	3.0 D AMERICAN FORK AF	766.5	f 10.00					
73 P		f 4.35	36.5	3.0 D PLEASANT GROVE GO	763.5	f 9.40					
100 P		f 4.45	42.0	5.5 D GENEVA YL G	758.0	f 9.20					
AI			42.7	0.7 D. & R. G. W. CROSSING	757.3						
COPT WYZ		9.00AM A 5.15AM	47.3	4.6 DN-R PROVO YL VO	752.7	9.00PM A 5.30PM					
		f 9.10	52.0	4.7 SPRINGVILLE	748.0	f 5.15					
29 P		s 9.30	55.6	3.6 D SPANISH FORK SF	744.4	f 5.05					
116 FW		s 10.00	63.2	7.6 D PAYSON CN	736.8	f 4.50					
125 FW		f 10.50	78.0	14.8 STARR	722.0	f 4.25					
132 FY		s 11.40AM	89.2	11.2 DN NEPHI NI	710.8	s 4.05					
75 P		f 12.20PM	103.7	14.5 JUAB	696.3	f 3.40					
125 P		f 1.05	118.9	15.2 PARLEY	681.1	f 3.05					
60 P		f 1.40	130.1	11.2 MACK	669.9	f 2.36					
OPTWY		A 2.00PM	134.1	4.0 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	14.5	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		
Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS		Distance from Cache Jct.	Time-Table No. 17 January 10, 1954	Mile Post	SECOND CLASS		
	303	304						
	Mixed	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	4.8 PETERSBORO (Spur)	4.8			
35	f	6.35	8.6	3.8 MENDON	8.6	f 2.15		
7			12.4	3.8 NEBEKER (Spur)	12.4			
19 W	f	6.55	13.8	1.4 D WELLSVILLE WV	13.8	f 1.55		
25			14.5	0.7 HILLS	14.5			
22	f	7.10	17.6	3.1 HYRUM	17.6	f 1.30		
13			20.2	2.6 HOLT	20.2			
85 WYZ	s	7.35	24.1	3.9 D LOGAN YL Q	24.1	s 1.10		
			24.4	0.3 BENSON JCT. YL	24.4			
20			26.4	2.0 GREENVILLE	26.4			
15	f	8.02	31.5	5.1 D SMITHFIELD YL SM	31.5	f 12.30		
9			33.4	1.9 BAUGH (Spur)	33.4			
9			36.5	3.1 HODGES (Spur)	36.5			
33 W	f	8.25	37.4	0.9 D RICHMOND YL RN	37.4	f 12.01PM		
10			39.6	2.2 MERRILLS YL	39.6			
6	f	8.34	41.0	1.4 WEBSTER YL	41.0	f 11.30AM		
			41.5	0.5 D LEWISTON YL (Spur)	41.5			
35	f	9.05	43.8	2.3 FRANKLIN YL F	43.8	f 11.20		
24	f	9.15	48.0	4.2 WHITNEY YL	48.0	f 11.08		
22 WY	A	10.10AM	50.8	2.8 D-R PRESTON YL PN	50.8	11.00AM		
				(50.8)		Daily Except Sunday		
	(4.00)	Thru Time	(4.00)					
	12.7	Average speed per hour	12.7					

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

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

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

For setout tracks.—See Page 22.

WESTWARD			MALAD BRANCH			EASTWARD			
SECOND CLASS			Time-Table No. 17			SECOND CLASS			
311			January 10, 1954			312			
Mixed			STATIONS			Mixed			
Daily Except Sunday			STATIONS			Daily Except Sunday			
WS 114 ES 67	PWY	7.30AM	0.0	DN-R	BRIGHAM CITY YL BM	0.0	A	1.30PM	
51	f	7.45	5.6		CORINNE YL	5.6	f	12.55	
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	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	10.15AM	51.5	D-R	MALAD YL MV	51.5		10.30AM	
			(51.5)						
			(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				
Time-Table No. 17			Time-Table No. 17			Time-Table No. 17				
January 10, 1954			January 10, 1954			January 10, 1954				
STATIONS			STATIONS			STATIONS				
WS 66 ES 115	FX	D	0.0	19	wy	D	0.0	46	D	0.0
			0.3				1.1			5.1
			0.3				1.1			5.1
			0.3				1.1			5.1
45			2.1	9			3.4			5.6
3			2.4	11			7.5			
				22			9.2			
							9.9			
			(2.4)				(9.9)			

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			
SECOND CLASS			Time-Table No. 17			SECOND CLASS			
417			January 10, 1954			418			
Local Freight			STATIONS			Local Freight			
Daily Except Sunday			STATIONS			Daily Except Sunday			
122 188	PWY	7.30AM	0.0	DN-R	LUND YL UN	0.0	A	1.50PM	
120		7.50	9.4		AVON	9.4		1.25	
120	WYZ	8.30	20.3	DN-R	IRON SPRINGS YL GS	20.3		12.55	
20		8.45	25.2		HALIVAH	25.2		12.20	
Loop 43	ow	9.10AM	32.5	DN-R	CEDAR CITY YL CD	32.5		12.05PM	
			(32.5)						
			(1.40)	Thru Time			(1.45)		
			19.5	Average speed per hour			18.2		

WESTWARD			MEAD LAKE BRANCH			EASTWARD			
Time-Table No. 17			Time-Table No. 17			Time-Table No. 17			
January 10, 1954			January 10, 1954			January 10, 1954			
STATIONS			STATIONS			STATIONS			
122	PWY	0.0	D	0.0	124	PW	0.0		
		5.1		5.1			21.7		
13		5.1		5.1			21.7		
11		10.2		10.2			21.7		
11		14.8		14.8			21.7		
	Y	16.7		16.7			21.7		
			(16.7)						

WESTWARD			PIOCHE BRANCH			EASTWARD			
SECOND CLASS			Time-Table No. 17			SECOND CLASS			
403			January 10, 1954			404			
Local Freight			STATIONS			Local Freight			
Daily Except Sunday			STATIONS			Daily Except Sunday			
ES 123 WS 116 OPWY		7.30AM	0.0	DN-R	CALIENTE YL CS	0.0	A	2.45PM	
26	s	8.20	14.5		PANACA	14.5	s	1.30	
	Y	9.45AM	32.7	D	PIOCHE YL RM	32.7		12.01PM	
			(32.7)						
			(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.			60	Trains handling wrecking derricks: For first five miles after leaving initial terminal.			20
On curves, where not otherwise restricted.			50	Derricks with 6-wheel trucks.			40
Inspection bus cars.		40	40	Derricks with 4-wheel trucks.			35
When caboose is handled in train consisting of passenger train equipment.		60		(All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			
Within yard limits—				Trains handling company roadway machines on their own wheels, except wrecking derricks.			
Protected by continuous block signal system.	60	50	25	Straight track.			30
Not protected by continuous block signal system.	50	40	25	On curves.			25
At North Yard.	50	40	25	On branch lines.			15
On branch lines.	30	30	15	Trains handling scale test cars—			
Diesel-electric passenger locomotive operated without train.			25	On main line.			30
All lesser speed restrictions specified for passenger trains will govern.				On branch lines.			20
Diesel-electric locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Trains handling water cars converted from Vanderbilt (round) type tender on secondary tracks and branch lines.			20
Diesel-electric locomotives in road or helper service—				Trains handling air-dump cars.			35
Backing up shoving a train.				Jordan spreaders and other machines of spreader type, when in operation.			15
(Speed of train being helped will govern.)	40	40	40	Trains handling 5 or more cars of ore from Cedar City Branch:			
Backing up pulling train.			40	Between Lund and Milford.			40
Backing up light.			40	Between Milford and Black Rock.			30
1500 class Diesel-electric road freight locomotives.		50	50	Between Black Rock and Lynndyl.			40
Diesel-electric freight and road switch locomotives.		65		Between Lynndyl and Salt Lake via Tintic.			40
Diesel-electric yard switch locomotives in road service.	35	35	35	Between Lund and Modena.			30
Steam locomotives running backward.		20	20	Between Modena and Las Vegas.			40
3800 class locomotives.		60	50	When using cross-overs or turn-outs:			
3900 class locomotives.		65	50	9000 class locomotives;			
4000, 9000, 2-10-2 and 4-10-2 type locomotives.		50	50	Forward movement.		10	10
7000-7800 class locomotives.				Back-up movement.		6	6
Between Las Vegas and Salt Lake.	70	50		All other class locomotives;			
Between Salt Lake and McCammon.	75	50		Forward movement.	15	15	15
MacArthur type locomotives with 63-inch drivers.	55	50		Back-up movement.	10	10	10
MacArthur type locomotives with 57-inch drivers.	35	35		When using No. 14 turn-outs.	25	20	20
Other Ten Wheeler type locomotives and Consolidation type locomotives.		35	35	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.			
Mallet type locomotives, 3500 to 3599 incl.		30	30	On wye tracks.	6	6	6
0-6-0 type yard locomotives.		20	20	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power:			
Between Iron Mountain and Provo:				On main line.			25
2-10-2 type locomotives.			40	On branch lines.			15
2-10-2 type locomotive handling ore.			35	(Slower speed must be observed where conditions require.)			

**FIRST SUBDIVISION**  
Between Ogden and McCammon

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Hot Springs			Utida		
Between M.P. 10.3 and 10.6.	60	50	Between M.P. 64.1 and 64.5.	60	50
Between M.P. 12.3 and 12.7.	60	50	Weston		
Between M.P. 13.7 and 14.0.	60	50	Between M.P. 66.1 and 67.1.	45	35
Willard			Between M.P. 68.6 and 68.8.	70	50
Between M.P. 19.2 and 19.4.	60	50	Oxford		
Between M.P. 20.9 and 21.1.	35	25	Between M.P. 82.7 and 83.0.	45	35
Brigham City			Swan Lake		
Between M.P. 23.1 and 23.4.	60	50	Between M.P. 85.6 and 85.8.	60	50
Dewey			Between M.P. 86.5 and 87.5.	60	50
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. 43.5 and 44.4.	40	30	Between M.P. 99.4 and 99.6.	50	40
Wheelon			Virginia		
Between M.P. 44.6 and 46.4.	12	12	Between M.P. 102.4 and 102.6.	60	50
Between M.P. 46.5 and 47.2.	30	30	Arimo		
Cache Junction			Between M.P. 107.4 and 107.7.	60	50
Between M.P. 49.0 and 49.3.	25	25	Between M.P. 110.8 and 111.2.	40	25
Between M.P. 51.1 and 51.4.	45	35	McCammon		
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				Woods Cross			
Between M.P. 8.7 and 9.1.	79	70	50	Bamberger R. R. Crossing, M.P. 31.0.	65	50	40
Kaysville				North Yard			
Between M.P. 20.9 and 21.2.	70	60	50	Between M.P. 34.5 and Fifth North Street.	25	25	15
Farmington				Between Fifth North Street and passenger station.	12	12	12
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.
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.
<b>Milford</b> Between M.P. 576.5* and 577.2 (See Note).	20	20	20	<b>Erda</b> 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> A.S.&R. Co. Highline Trackage.			15
<b>Lynndyl</b> 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
<b>Champlin</b> Between M.P. 678.9 and 679.2.	65	55	45	<b>Garfield</b> Between M.P. 770.1 and 770.5.	70	60	50
Between M.P. 680.5 and 681.0.	60	50	40	<b>Buena Vista</b> 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
<b>Jericho</b> Between M.P. 685.6 and 689.0.	60	50	40	Salt Lake City—within Grant Tower Interlocking Limits.	12	12	12
<b>McIntyre</b> Between M.P. 692.8 and 693.4.	70	60	50	Passenger Line—D&RGW railroad crossings on Ninth South Street.	20	20	20
<b>Tintic</b> 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
<b>Boulter</b> 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.			
<b>Pehrson</b> Between M.P. 719.6 and 721.0.	60	50	40	<b>Salt Lake City</b>			
<b>St. John</b> Between M.P. 742.1 and 744.1.	55	45	35				
<b>Warner</b> Between M.P. 754.2 and 755.6.	60	50	40				

**THIRD SUBDIVISION**  
Between Las Vegas and Caliente

<b>Las Vegas</b> Between M.P. 334.2 and 335.3.	20	20	20	<b>Farrier</b> Maximum Speed at Any Point Between Farrier and Leith.	70	60	50
<b>Wann</b> Nellis Air Base Spur.		25	25	Between M.P. 394.0 and 394.2.	60	50	40
<b>Lovell</b> Government Ordnance Spur.			25	Between M.P. 394.6 and 395.9.	35	35	25
<b>Dike</b> Between M.P. 348.4 and 351.1.	40	40	30	Between M.P. 397.5 and 398.6.	45	35	25
<b>Apex</b> Between M.P. 356.1 and 356.8.	50	40	30	<b>Hoya</b> Between M.P. 403.7 and 419.7.	35	35	25
<b>Garnet</b> Between M.P. 357.3 and 357.8* (See Note).	70	60	50	<b>Carp</b> 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
<b>Dry Lake</b> Between M.P. 363.9 and 364.3.	70	60	50	<b>Leith</b> Between M.P. 430.0 and 455.2.	35	35	25
Between M.P. 369.1 and 369.4.	70	60	50	<b>Etna</b> Between M.P. 458.4 and 458.8.	45	35	25
<b>Ute</b> Between M.P. 379.2 and 379.6.	60	50	40	<b>Caliente</b> 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.
<b>Caliente</b> Between M.P. 460.0 and 460.3* (See Note).	45	35	25	<b>Acoma</b> 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	<b>Brown</b> Between M.P. 489.7* and 489.9 (See Note).	45	35	30
<b>Eccles</b> Between M.P. 466.0 and 466.9.	45	35	25	Between M.P. 490.6* and 492.1 (See Note).	50	40	30
<b>Minto</b> Between M.P. 468.1 and 468.3* (See Note).	55	45	35	<b>Crestline</b> 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
<b>Little Springs</b> Between M.P. 471.3 and 475.0* (See Note).	30	25	20	<b>Uvada</b> Between M.P. 502.0* and 502.5 (See Note).	70	60	50
<b>Islen</b> Between M.P. 475.4 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				

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

Maximum Speed.	50	40	40	<b>Lehi</b> Sugar Factory Trackage.			5
Through interlocking.	20	20	20	<b>Cutler</b> Emsco Spur, over No. 7 Switch.			5
<b>Lynndyl</b> 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	<b>Draper</b> Between M.P. 780.8 and 783.5.	20	20	20
<b>Mack</b> Between M.P. 674.6 and 686.3.	30	30	20	<b>Sandy</b> Maximum Speed at Any Point between Sandy and Atwood.	30	30	30
<b>Mills</b> Between M.P. 691.8 and 694.4.	40	30	25	<b>Atwood</b> Midvale Smelter Trackage.			12
<b>Nephi</b> (See Note). 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
<b>Starr</b> 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
<b>Provo</b> (See Note). City Limits, between M.P. 751.0* and 754.8.	20	20	15	Salt Lake City—Between Fifth North and Ninth South Street.	12	12	12
Between M.P. 754.8 and 758.8.	20	20	20	Salt Lake City—All trains and engines using main tracks along Third West Street must consume no less than six minutes between First South Street and Ninth South Street.			
<b>Geneva</b> Over Road Crossings in Steel Plant.			15	<b>Salt Lake City</b>			
<b>Pleasant Grove</b> City Limits, between M.P. 762.9 and 764.0.	20	20	20				
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.



SET OUT TRACKS

Location	Mile Post	Car Capacity Etc. See Rule 6-A Page 22	Switch Connections	Grade Descending	Location	Mile Post	Car Capacity Etc. See Rule 6-A Page 22	Switch Connections	Grade Descending
<b>First Subdivision</b>					<b>Third Subdivision</b>				
Arimo	104.7	36	Both	West	Upton	571.7	14	Both	East
Virginia	100.0	Old Siding 54	Both	West	Thermo	561.6	14	Both	West
		Team Track 12	Both	West	Nada	554.8	14	Both	East
Downey	95.0	Stock 14	Both	Level	Latimer	550.7	14	Both	East
		House 57	Both	Level	Zane	531.5	14	Both	West
Swan Lake	84.7	21	Both	Level	Beryl	526.7	36	Both	Level
Oxford	81.3	Old Siding 42	Both	East	Heist	515.8	22	Both	East
		House 16	Both	East	Uvada	501.2	22	Both	East
Coulam	78.3	30	Both	East	Crestline	493.7	22	Both	West
Clifton	75.2	27	Both	Level	Brown	489.3	14	Both	West
Dayton	71.0	35	Both	East	Acoma	484.6	23	Both	West
Weston	65.1	19	Both	East	Islen	475.3	22	Both	West
Utida	62.4	27	Both	East	Minto	468.4	14	Both	West
Cornish	60.6	35	Both	Level	Eccles	464.3	14	Both	West
Trenton	56.9	25	Both	East	Etna	454.5	11	East	West
Wheelon	44.6	18	Both	West	Stine	449.4	22	Both	West
Dewey	35.9	34	Both	East	Boyd	444.9	12	Both	West
Honeyville	30.4	32	Both	East	Elgin	438.4	22	Both	West
Willard	14.0	7	Both	West	Kyle	434.1	21	Both	West
Hot Springs	8.8	17	Both	West	Leith	429.1	17	Both	West
Roy	6.1	East Spur 8	East	West	Carp	419.1	9	Both	West
		West Spur 8	East	West	Vigo	413.5	21	Both	West
Clearfield	9.8	House 15	West	East	Hoya	402.9	7	East	West
Layton	14.5	Stock 48	Both	East	Rox	397.9	18	West	West
Kaysville	16.7	Stock 13	West	East	Ute	373.5	9	West	East
Farmington	21.3	13	Both	Level	Dry Lake	363.0	21	Both	East
Woods Cross	28.1	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
Sure Seal	29.3	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 and 6(A)**

The following letters placed before figures of a schedule indicate:

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

**Rule 6(A)**

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

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

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

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