

F. C. PAULSEN General Manager
A. D. HANSON General Superintendent Transportation
G. A. CUNNINGHAM, Superintendent,
Salt Lake City, Utah

C. C. LARKIN, Ass't Superintendent. Salt Lake City, Utah
H. S. JENSEN, Trainmaster. Salt Lake City, Utah
A. W. KIRKEBY, Trainmaster. Salt Lake City, Utah
A. E. STRAND, Terminal Trainmaster
Salt Lake City, Utah
G. H. BAKER, Trainmaster. Milford, Utah
A. R. NELSON, Master Mechanic. Pocatello, Idaho
R. F. WEISS, Master Mechanic. Los Angeles, Calif.
J. E. DRUMMOND, Road Foreman of Engines
Salt Lake City, Utah
C. F. BAILEY, Road Foreman of Engines
Salt Lake City, Utah
M. DEVEREAUX, Terminal Road Foreman
of Engines. Salt Lake City, Utah
J. J. SCHNACKENBERG, Road Foreman of Engines
Milford, Utah
J. W. GODFREY, Acting Division Engineer
Salt Lake City, Utah
B. ESBENSON, General Roadmaster. Salt Lake City, Utah

First, Second and Third Subdivisions and Branches
McCammon to Caliente
D. DURHAM, Chief Train Dispatcher
Salt Lake City, Utah
J. C. HAYMOND, Ass't Chief Train Dispatcher
Salt Lake City, Utah
G. B. CHASTAIN, Ass't Chief Train Dispatcher
Salt Lake City, Utah
C. E. WEICHERS, Ass't Chief Train Dispatcher
Salt Lake City, Utah
K. P. VARLEY, Ass't Chief Train Dispatcher
Salt Lake City, Utah
K. G. JONES, Ass't Chief Train Dispatcher
Salt Lake City, Utah
E. R. GUYE, 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.

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

NAME	TITLE	PLACE	TERRITORY
D. L. GAMETTE	Medical Director	Los Angeles	Vicinity Salt Lake City.
L. J. TAUFER	District Surgeon	Salt Lake City	Vicinity Pocatello.
H. H. HUGHART	District Surgeon	Pocatello	Los Angeles and Vicinity.
DON B. GIBBONEY	District Surgeon	Los Angeles	Draper to Vineyard.
K. E. Moyes	Surgeon	American Fork	North Salt Lake to Farmington.
J. E. Trowbridge	Surgeon	Bountiful	Willard to Cropley and Cache Junction.
H. L. Pearse	Surgeon	Brigham	Crestline to Moapa.
Thomas W. Auner	Surgeon	Caliente	Cedar City to Avon.
L. V. Broadbent	Surgeon	Cedar City	Cedar City to Avon.
P. K. Edmunds	Surgeon	Cedar City	Cedar City to Avon.
R. W. Farnsworth	Surgeon	Cedar City	Black Rock to Lynndyl.
M. E. Bird	Surgeon	Delta	McCammon to Weston.
E. L. Nelson	Surgeon	Downey	North Salt Lake to Kaysville.
H. S. Jensen	Surgeon	Farmington	Portage to Cropley, Utah.
B. N. Benson	Surgeon	Garland	Clearfield to Woods Cross.
G. D. Rutledge	Surgeon	Kaysville	Crestline to Moapa.
J. B. Demman	Surgeon	Las Vegas	Roach to Dry Lake.
J. J. Hamill	Surgeon	Las Vegas	Las Vegas.
C. G. Scruggs	Surgeon	Las Vegas	Roy to Layton.
N. Z. Tanner	Surgeon	Layton	Preston to Logan, Dayton and Cache Junction.
A. K. Hansen	Surgeon	Lewiston	Cache Valley Branch.
S. M. Budge	Surgeon	Logan	Cache Valley Branch.
O. W. Budge	Surgeon	Logan	Cache Valley Branch.
J. C. Hayward	Surgeon	Logan	Cache Valley Branch.
K. C. Riter	Surgeon	Logan	Cache Valley Branch.
O. H. Mabe	Surgeon	Malad	Malad Branch.
J. S. Alley	Surgeon	Midvale	Midvale to Murray and Sandy.
L. A. Busch	Surgeon	Milford	Crestline to Clear Lake.
H. B. Fowler	Surgeon	Milford	Crestline to Clear Lake.
John M. Ball	Surgeon	Murray	Sandy to Salt Lake City.
F. H. Beckstead	Surgeon	Nephi	Santaquin to Lynndyl.
R. F. Howe	Surgeon	Ogden	Ogden to Green River, Brigham to Kaysville.
L. S. Sycamore	Surgeon	Ogden	Ogden to Green River, Brigham to Kaysville.
K. A. Stratford	Surgeon	Ogden	Ogden to Green River, Brigham to Kaysville.
Floyd W. Seager	Surgeon	Ogden	Kaysville to Brigham.
Don D. Olsen	Surgeon	Ogden	Kaysville to Brigham.
C. D. Van Hook	Surgeon	Ogden	Vicinity Ogden.
D. W. Tanner	Surgeon	Ogden	Kaysville to Brigham.
Harold V. DeMars	Oculist & Aurist	Ogden	Vicinity Ogden.
R. W. Pugmire	Oculist	Ogden	Vicinity Ogden.
Max Stewart	Surgeon	Payson	Vicinity Ogden.
B. C. Linebaugh	Surgeon	Pleasant Grove	Spanish Fork to Santaquin.
F. H. Howard	Surgeon	Pocatello	Draper to Vineyard.
Orville E. Merrell, Jr.	Surgeon	Pocatello	Vicinity Pocatello.
George F. Cox	Surgeon	Pocatello	Vicinity Pocatello.
H. Dean Hartvigsen	Surgeon	Pocatello	Vicinity Pocatello.
L. R. Hawkes	Surgeon	Pocatello	Pocatello, Idaho.
J. J. Weight	Surgeon	Preston	Preston to Logan.
J. B. Westwood	Surgeon	Provo	Spanish Fork to Vineyard.
Eldon D. Clark	Oculist & Aurist	Provo	Spanish Fork to Vineyard.
W. G. Noble	Surgeon	Richmond	Provo and Vicinity.
F. J. Winget	Surgeon	Salt Lake City	Vicinity of Richmond.
Sharpe Sanders	Surgeon	Salt Lake City	Vicinity Salt Lake City.
Scott C. Sharp	Surgeon	Salt Lake City	Vicinity Salt Lake City.
John R. Anderson	Surgeon	Salt Lake City	Vicinity Salt Lake City.
Lyman W. Condie	Surgeon	Salt Lake City	Vicinity Salt Lake City.
Rulon E. Smith	Surgeon	Salt Lake City	Vicinity Salt Lake City.
Geo. H. Curtis	Surgeon	Salt Lake City	Vicinity Salt Lake City.
E. B. Fairbanks	Oculist & Aurist	Salt Lake City	Vicinity Salt Lake City.
Bryce J. Fairbanks	Oculist & Aurist	Salt Lake City	Vicinity Salt Lake City.
Harry Berman	Oculist & Aurist	Salt Lake City	Vicinity Salt Lake City.
Alan S. Crandall	Oculist	Salt Lake City	Vicinity Salt Lake City.
R. S. Budge	Surgeon	Smithfield	Logan to Richmond.
E. C. Budge	Surgeon	Smithfield	Logan to Richmond.
T. M. Aldous	Surgeon	Tooele	Wamer and Vicinity.

MILEAGE

Main Line	734.6
Branches	306.1
Grand Total	1040.7

WESTWARD				CONDENSED TIME-TABLE				EASTWARD				
FIRST CLASS				Distance from Ogden	Time-Table No. 6 June 10, 1950			Mile Post	FIRST CLASS			
3 Passenger	103 Streamliner Passenger	1 Passenger	37 Passenger		4 Passenger	2 Passenger	104 Streamliner Passenger		38 Passenger			
Daily	Daily	Daily	Daily		STATIONS							
9.45	6.25	5.00	7.00	0.0	MT	OGDEN	MT	0.0	A 6.20	A 7.10	A 9.35	A 6.40
10.35	7.10	5.50	8.00	36.3	MT	SALT LAKE CITY	MT	36.3	5.30	6.20	8.50	5.45
9.55	6.20	5.00	8.40	784.0	PT		PT	784.0	4.10	5.10	7.40	5.45
12.10	8.15	7.20	11.45	154.4		LYNNNDYL		665.9	2.00	2.50	5.49	1.30
1.55	9.28	9.05	2.05	243.5		MILFORD		576.8	12.35	1.15	4.40	11.40
2.33	9.56	9.40	2.50	278.9		LUND		541.4	11.45	12.30	4.12	10.50
4.40	11.36	11.41	5.07	360.8		CALIENTE		459.5	9.55	10.35	2.35	8.40
7.35	2.15	2.30	8.45	486.1		LAS VEGAS		334.2	7.05	7.40	11.45	5.30
7.50	2.25	2.45	8.45	486.1				334.2	6.50	7.25	11.45	5.00
11.02	5.10	6.00	1.25	657.1		YERMO		163.2	3.32	4.11	8.45	12.30
11.25	5.28	6.25	2.00	670.5		BARSTOW		150.1	3.08	3.52	8.27	12.01
1.30	7.25	8.35	4.30	751.3		SAN BERNARDINO		67.3	1.05	1.50	6.38	9.55
1.40	7.33	8.45	4.40	754.8		COLTON		64.5	12.52	1.37	6.25	9.32
1.55	7.45	9.00	5.00	761.8		RIVERSIDE		57.5	12.40	1.25	6.13	9.15
2.15	8.03	9.23	5.28	781.5		ONTARIO		37.8	12.17	1.02	5.53	8.45
2.23	8.11	9.32	5.40	787.3		POMONA		32.0	12.10	12.54	5.46	8.35
A 3.20	A 9.00	A 10.40	A 7.00	821.0		PT LOS ANGELES	PT	0.0	11.15	12.01	5.00	7.30
						821.0			Daily	Daily	Daily	Daily
(18.35) 44.2	(15.35) 62.6	(18.40) 43.9	(25.00) 32.8			Thru Time			(18.06) 45.4	(18.09) 45.2	(15.35) 52.6	(22.10) 37.0
					Average speed per hour							

WESTWARD				CONDENSED TIME-TABLE				EASTWARD				
FIRST CLASS				Distance from Salt Lake City New Main Line	Time-Table No. 6 June 10, 1950			Mile Post	FIRST CLASS			
33 Passenger	29 Passenger	31 Passenger	30 Passenger		32 Passenger	34 Passenger						
Daily	Daily	Daily	Daily		STATIONS							
11.30	8.00	5.35		0.0	SALT LAKE CITY			36.3	A 7.50	A 9.15	A 10.15	
12.30	9.00	6.35		36.3	OGDEN			0.0	6.55	8.15	9.15	
1.00	9.30	7.00		36.3					6.35	7.55	8.55	
1.35	10.05	7.34		57.4	BRIGHAM			21.1	6.05	7.23	8.25	
2.25	10.55	8.30		85.1	CACHE JCT.			48.8	5.23	6.32	7.33	
3.55	12.20	10.10		147.5	McCAMMON			111.2	3.55	5.00	6.05	
A 4.30	A 12.55	A 10.45		170.2	POCATELLO			213.9	3.25	4.30	5.35	
					(170.2)				Daily	Daily	Daily	
(5.00) 34.0	(4.65) 34.6	(5.10) 32.9				Thru Time			(4.25) 38.5	(4.45) 35.8	(4.40) 36.4	
					Average speed per hour							

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

ON THE FIRST SUBDIVISION BETWEEN OGDEN AND SALT LAKE CITY

The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254. When necessary to provide single track operation on double track, and for operation of trains against the current of traffic, and for operation of work trains, train order authority must be obtained.

The movement of trains will be supervised by the train dispatcher, and oral and message instructions issued by him must be complied with.

Within yard limits where main track is not protected by continuous block signals, oral or message information concerning a first-class train does not relieve a train receiving such information from protecting in accordance with Rules 93 and 99.

When instructed by train dispatcher to clear a train or trains, the following will govern:

Nos. 103 and 104 must be cleared not less than five minutes by first-class trains and not less than fifteen minutes by second-class, extra trains and yard engines; other first-class trains must be cleared not less than ten minutes by second-class, extra trains and yard engines except westward second-class and extra trains must clear first-class trains not less than twenty minutes at Bridge Jct.

WESTWARD

FIRST SUBDIVISION

SECOND CLASS

Table with columns for Car capacity of sidings, etc., Time Freight, and Mixed. Rows include various train numbers like COPT WYZ, WS 72 WPX, CS 133 PX, etc.

Time-Table No. 6 June 10, 1950

STATIONS

Vertical list of stations including SALT LAKE CITY YLSA, NORTH YARD YL C, BAMBERGER R. R. CROSS., WOODS CROSS WC, FARMINGTON, KAYSVILLE K, LAYTON NY, CLEARFIELD CF, ROY, BRIDGE JCT. YL, OGDEN YL, D. & R. G. W. CROSSING YL, S. P. JCT. YL, HOT SPRINGS, WILLARD, BRIGHAM YL BM, HONEYVILLE HX, DEWEY, WHEELON, CACHE JCT. YL CJ, TRENTON ON, CORNISH CG, UTIDA, WESTON WI, DAYTON CN, CLIFTON, COULAM, OXFORD, SWAN LAKE, DOWNEY DO, VIRGINIA, ARIMO, and McCAMMON YLMC.

Double Track

BLOCK SIGNALS

(147.5)

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.

Between Salt Lake City and Ogden the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.—See instructions on Page 3.

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, also setout tracks.—See Page 21.

WESTWARD

FIRST SUBDIVISION

FIRST CLASS

Table with columns for Passenger, Streamliner Passenger, and Passenger. Rows include various train numbers like 33, 29, 38, 31, 104, 2, 4.

Eligible from Salt Lake City

Time-Table No. 6 June 10, 1950

STATIONS

Vertical list of stations including SALT LAKE CITY YLSA, NORTH YARD YL C, NORTH SALT LAKE, BAMBERGER R. R. CROSS., WOODS CROSS WC, FARMINGTON, KAYSVILLE K, LAYTON NY, CLEARFIELD CF, ROY, BRIDGE JCT. YL, OGDEN YL, D. & R. G. W. CROSSING YL, S. P. JCT. YL, HOT SPRINGS, WILLARD, BRIGHAM YL BM, HONEYVILLE HX, DEWEY, WHEELON, CACHE JCT. YL CJ, TRENTON ON, CORNISH CG, UTIDA, WESTON WI, DAYTON CN, CLIFTON, COULAM, OXFORD, SWAN LAKE, DOWNEY DO, VIRGINIA, ARIMO, and McCAMMON YLMC.

Double Track

BLOCK SIGNALS

(147.5)

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.

Between Salt Lake City and Ogden the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.—See instructions on Page 3.

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For conditional stops to discharge or pick up revenue passengers.—See Page 14.

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

FIRST SUBDIVISION EASTWARD

Time-Table No. 6 June 10, 1950	Miles Post	FIRST CLASS						
		30 Passenger	37 Passenger	32 Passenger	1 Passenger	103 Streamliner Passenger	34 Passenger	3 Passenger
STATIONS								
DN-R SALT LAKE CITY YLSA DS	36.3	A 7.50AM	A 8.00AM	A 9.15AM	A 5.50PM	A 7.10PM	A 10.15PM	A 10.35PM
DN-R NORTH YARD YL C	33.7							
NORTH SALT LAKE	31.1	7.34	7.42	8.59	5.38	7.01	f 9.59	10.23
BAMBERGER R. R. CROSS.	31.0							
D WOODS CROSS WC	28.1	7.30	7.38	8.55	5.34	6.58	f 9.54	10.19
FARMINGTON	21.3	7.23	7.30	8.45	5.28		f 9.46	10.13
D KAYSVILLE K	16.7	7.18	7.25	8.38	5.24		f 9.41	10.09
D LAYTON NY	14.5	7.15	7.22	8.35	5.22	6.47	f 9.37	10.07
D CLEARFIELD CF	9.8	7.10	7.17	8.30	5.17		f 9.32	10.02
ROY	6.1	7.05	7.12	8.25	5.12	6.40	9.27	9.57
BRIDGE JCT. YL	1.0	7.00	7.05	8.20	5.05		9.20	9.50
DN-R OGDEN YL OG YD RD	0.0	6.55 6.35 ²⁵¹	7.00AM	8.15 7.55	5.00PM	6.25PM	9.15 8.55	9.45PM
D. & R. G. W. CROSSING YL	0.7							
S. P. JCT. YL	1.6	6.26 ³¹¹		7.46			8.46	
HOT SPRINGS	8.8	6.18		f 7.38			8.38	
WILLARD	14.0	6.13		f 7.32			8.33	
DN BRIGHAM YL BM	21.1	s 6.05		s 7.23 ²⁵¹			s 8.25	
D HONEYVILLE HX	30.4	5.53		f 7.05			f 8.05	
DEWEY	35.9	5.47		f 6.58			f 7.54 ³¹	
WHEELON	44.6	5.37		f 6.46			7.45	
DN CACHE JCT. YL CJ	48.8	s 5.23		s 6.32			s 7.33	
D TRENTON ON	58.9	5.07		s 6.17			f 7.20	
D CORNISH CG	60.6	5.03		s 6.12			s 7.12	
UTIDA	62.4	5.01					7.09	
D WESTON WI	65.1	4.58		s 6.05			f 7.06	
DN DAYTON CN	71.0	4.49		s 5.55			f 6.58	
CLIFTON	75.2	4.44		f 5.49			f 6.52	
COULAM	78.3	4.40		f 5.45			6.48	
OXFORD	81.3	4.36		f 5.41			f 6.45	
SWAN LAKE	84.7	4.32		f 5.37			f 6.41	
DN DOWNEY DO	95.0	s 4.20		s 5.25			s 6.30	
VIRGINIA	100.0	4.07		f 5.16			f 6.21	
D ARIMO A	104.7	4.02		f 5.10			f 6.15	
DN-R McCAMMON YLMC	111.2	3.55 ³³ AM		s 5.00AM			s 6.05PM	
(147.5)		Daily	Daily	Daily	Daily	Daily	Daily	Daily
Thru Time	(3.65)	(1.00)	(4.15)	(9.50)	(0.45)	(4.10)	(0.50)	
Average speed per hour	37.6	36.3	34.7	43.6	48.4	35.4	43.6	

BLOCK SIGNALS

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
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FIRST SUBDIVISION EASTWARD

Time-Table No. 6 June 10, 1950	Miles Post	SECOND CLASS			
		278 Stock Special	259 Time Freight	312 Mixed	270 Time Freight
STATIONS					
DN-R SALT LAKE CITY YLSA DS	36.3				
DN-R NORTH YARD YL C	33.7	A 9.30PM	A 5.00PM		A 2.30AM
NORTH SALT LAKE	31.1	9.15	4.40		2.00
BAMBERGER R. R. CROSS.	31.0				
D WOODS CROSS WC	28.1				
FARMINGTON	21.3	8.58	4.23		1.47
D KAYSVILLE K	16.7	8.50	4.15		1.40
D LAYTON NY	14.5	8.45	4.10		1.36
D CLEARFIELD CF	9.8	8.35	4.00		1.30
ROY	6.1	8.25	3.50		1.22
BRIDGE JCT. YL	1.0	8.10	3.35		1.15
DN-R OGDEN YL OG YD RD	0.0	8.00 6.30	3.30PM	A 4.00PM	1.00 12.30
D. & R. G. W. CROSSING YL	0.7				
S. P. JCT. YL	1.6				
HOT SPRINGS	8.8	5.56		f 3.28	12.16
WILLARD	14.0	5.47		f 3.17	12.10
DN BRIGHAM YL BM	21.1	5.35		3.00PM	12.01AM
D HONEYVILLE HX	30.4	5.15			11.48PM
DEWEY	35.9	5.06			11.40
WHEELON	44.6	4.50			11.25 ²⁷⁷
DN CACHE JCT. YL CJ	48.8	4.30			10.55 ²⁰
D TRENTON ON	58.9	3.52			10.36
D CORNISH CG	60.6				
UTIDA	62.4				
D WESTON WI	65.1	3.38			10.25
DN DAYTON CN	71.0	3.28			10.17
CLIFTON	75.2				
COULAM	78.3	3.16			10.07
OXFORD	81.3				
SWAN LAKE	84.7	3.06			9.57
DN DOWNEY DO	95.0	2.50			9.40 ³¹
VIRGINIA	100.0				
D ARIMO A	104.7	2.35			9.10
DN-R McCAMMON YLMC	111.2	2.20PM			8.50PM
(147.5)		Daily	Daily	Daily Except Sunday	Daily
Thru Time	(7.10)	(1.30)	(1.00)	(5.40)	
Average speed per hour	20.2	22.4	21.1	26.0	

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

BLOCK SIGNALS

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WESTWARD		SECOND SUBDIVISION						Distance from Salt Lake City	Time-Table No. 6 June 10, 1950	
Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS		FIRST CLASS				STATIONS		Freight Line	Passenger Line
	259 Time Freight Daily	299 Stock Special Daily	3 Passenger Daily	103 Streamliner Passenger Daily	1 Passenger Daily	37 Passenger Daily				
	8.00PM	12.30PM					0.0	DN-R NORTH YARD YL C		
							1.1	1-1 S. L. G. & W. CROSSING YL		
							1.2	0.1 D. & R. G. W. CROSSING YL		
I							2.3	1-1 WEST. PAC. CROSSING YL		
P							4.4	2.1 BUENA VISTA		
			9.55PM	6.20PM	5.00PM	8.40AM	0.0	DN-R SALT LAKE CITY YL SA		
							1.3	1.3 EIGHTH SO. ST. YL		
							1.5	0.2 D. & R. G. W. CROSSING YL		
							1.7	0.2 D. & R. G. W. CROSSING YL		
122 P			10.06	6.31	5.11	8.55	4.8	3.1 BUENA VISTA		
126 P			10.15		5.20	9.07	15.7	10.9 D GARFIELD GF		
AI							16.8	1.2 D. & R. G. W. CROSSING		
122 P			10.19	6.44	5.24	9.15	19.6	2.7 LAKE POINT		
122 PW			10.28	6.51	5.33	9.28	27.6	8.0 ERDA		
122 PY			10.38	6.59	5.43	9.45	35.8	8.2 D WARNER DU		
131 PW			10.46	7.05	5.51	10.00	41.1	5.6 STOCKTON		
122 P			10.52	7.10	5.57	10.10	47.9	6.5 D ST. JOHN SJ		
143 PW			11.03	7.20	6.09	10.25	60.7	12.8 FAUST		
122 P			11.10	7.26	6.16	10.33	66.8	6.1 PEHRSON		
137 PW			11.19	7.34	6.25	10.42	74.1	7.3 LOFGREEN		
122 P			11.26	7.41	6.32	10.50	79.8	5.7 BOULTER		
122 PWYZ			11.34	7.46	6.40	11.00	85.4	5.6 D TINTIC U		
123 P			11.42	7.52	6.48	11.10	92.1	6.7 McINTYRE		
126 PW			11.49	7.58	6.55	11.20	98.7	6.6 JERICHO		
139 P			11.59PM	8.07	7.07	11.32	109.0	10.3 CHAMPLIN		
OPTWY			12.10AM	8.15	7.20	11.45	118.1	9.1 D LYNNDYL NY		
122 P			12.17	8.21	7.27	11.53AM	125.8	7.7 STRONG		
124 186 PWY			12.25	8.28	7.35	12.08PM	134.6	8.8 DN DELTA AK		
122 P			12.35		7.44	12.20	144.1	9.5 VAN		
122 P			12.43	8.43	7.53	12.30	153.0	8.9 CLEAR LAKE		
123 P			12.48	8.47	7.58	12.35 ³⁵	158.1	5.1 NEELS		
122 P			12.56	8.54	8.08	12.50	166.5	8.4 BLOOM		
124 P			1.04 ⁴	9.00	8.17	1.00	174.4	7.9 CRUZ		
123 PW			1.16	9.08	8.28	1.15	184.6	10.2 BLACK ROCK		
122 P			1.30 ²		8.38	1.30	194.3	9.7 READ		
122 P			1.35	9.19	8.43	1.37	198.9	4.6 MURDOCK		
OPTWYZ	A 4.00AM	A 5.45PM	A 1.45AM	A 9.27PM	A 8.55PM	A 1.50PM	207.2	8.3 DN-R MILFORD YL FD		
	(8.00) 25.9	(5.15) 39.4	(3.50) 54.0	(3.07) 66.5	(3.55) 52.9	(5.10) 40.1				

For conditional stops to discharge or pick up revenue passengers.—See Page 14.
For stations not shown on schedule pages, also set out tracks.—See Page 21.

WESTWARD		SECOND SUBDIVISION						EASTWARD		
Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS		FIRST CLASS				STATIONS	Freight Line	Passenger Line	
	4 Passenger	2 Passenger	104 Streamliner Passenger	38 Passenger	260 Time Freight	256 Time Freight				COPT WYZ
							0.0	DN-R NORTH YARD YL C		
							1.1	1-1 S. L. G. & W. CROSSING YL		
							1.2	0.1 D. & R. G. W. CROSSING YL		
I							2.3	1-1 WEST. PAC. CROSSING YL		
P							4.4	2.1 BUENA VISTA		
	A 4.10AM	A 5.10AM	A 7.40AM	A 4.15PM			0.0	DN-R SALT LAKE CITY YL SA		
							1.3	1.3 EIGHTH SO. ST. YL		
							1.5	0.2 D. & R. G. W. CROSSING YL		
							1.7	0.2 D. & R. G. W. CROSSING YL		
122 P	3.55	4.52		3.57			4.8	3.1 BUENA VISTA		
126 P	3.45	4.41	7.21	3.44			15.7	10.9 D GARFIELD GF		
AI							16.8	1.2 D. & R. G. W. CROSSING		
122 P	3.41	4.36		3.38			19.6	2.7 LAKE POINT		
122 PW	3.33	4.28		3.28			27.6	8.0 ERDA		
122 PY	3.25	4.20	7.03	3.19			35.8	8.2 D WARNER DU		
131 PW	3.20	4.14	6.58	3.08			41.1	5.6 STOCKTON		
122 P	3.14	4.08	6.53	2.59			47.9	6.5 D ST. JOHN SJ		
143 PW	3.03	3.56	6.43	2.45			60.7	12.8 FAUST		
122 P	2.57	3.50		2.37			66.8	6.1 PEHRSON		
137 PW	2.49	3.42		2.27			74.1	7.3 LOFGREEN		
122 P	2.41	3.33		2.18			79.8	5.7 BOULTER		
122 PWYZ	2.34	3.25	6.19	2.10			85.4	5.6 D TINTIC U		
123 P	2.27	3.18	6.12	2.01			92.1	6.7 McINTYRE		
126 PW	2.20	3.11	6.06	1.53			98.7	6.6 JERICHO		
139 P	2.09	3.00	5.57	1.42			109.0	10.3 CHAMPLIN		
OPTWY	2.00	2.50	5.49	1.30			118.1	9.1 D LYNNDYL NY		
122 P	1.52	2.40	5.43	1.15			125.8	7.7 STRONG		
124 186 PWY	1.42	2.30	5.36	1.05			134.6	8.8 DN DELTA AK		
122 P	1.32	2.21		12.52			144.1	9.5 VAN		
122 P	1.24	2.12		12.42			153.0	8.9 CLEAR LAKE		
123 P	1.19	2.07	5.18	12.35 ³⁷			158.1	5.1 NEELS		
122 P	1.11	1.58	5.11	12.24			166.5	8.4 BLOOM		
124 P	1.04 ³	1.50	5.05	12.15			174.4	7.9 CRUZ		
123 PW	12.55	1.40		12.05PM			184.6	10.2 BLACK ROCK		
122 P	12.47	1.30 ³	4.50	11.55AM			194.3	9.7 READ		
122 P	12.43	1.24		11.50			198.9	4.6 MURDOCK		
OPTWYZ	12.35AM	1.15AM	4.40	11.40AM	1.50AM	4.30PM	207.2	8.3 DN-R MILFORD YL FD		
	(3.35) 57.8	(3.56) 62.9	(3.00) 69.0	(4.36) 46.2	(8.40) 23.9	(9.00) 23.0				

For conditional stops to discharge or pick up revenue passengers.—See Page 14.
For stations not shown on schedule pages, also set out tracks.—See Page 21.

WESTWARD

THIRD SUBDIVISION

Car capacity of sidings, etc. See Rule 6(A) Page 21.	SECOND CLASS		FIRST CLASS					Distance from Salt Lake City
	299 Stock Special	259 Time Freight	103 Streamliner Passenger	1 Passenger	37 Passenger	301 Mixed	3 Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
	6.00PM	4.40AM	9.28PM	9.05PM	2.05PM	3.15AM	1.55AM	207.2
123 P				9.12	2.13	3.23	2.03	212.3
122 P			9.40	9.20	2.22	3.33	2.11	222.4
122 P				9.26	2.28	3.40	2.18	229.2
122 P			9.49	9.30	2.32	3.45	2.22	233.5
122 P			9.56	9.40	s 2.50	A 3.55AM	s 2.33	242.6
122 P				9.50	3.00		2.43	252.5
122 PW				9.55	f 3.07		2.48	257.3
122 P				10.05	3.18		2.58	268.2
122 PWX			10.21	10.12	f 3.28		s 3.05	274.2
122 P			10.28	10.20	3.40		3.15	282.8
127 PY			10.39 ¹	10.39 ¹⁰³	3.55		3.30 ¹⁰⁴	290.3
122 P			10.45 ⁴	10.47 ⁴	4.02		3.38	294.7
122 PW			10.51	10.54	4.10		3.46	299.4
133 P			11.05 ²	11.10 ²	4.26		4.02	308.7
83 P			11.21	11.26	4.42		4.18	315.6
122 P			11.28	11.33	4.50		4.25	319.7
ES 123 vs 116 OPTWY			11.36	11.41	s 5.07		s 4.40	324.5
122 P			11.42	11.47PM	5.16		4.48	329.5
122 P			11.58PM	12.03AM	5.33		5.04	330.1
122 PW			12.09AM	12.15	5.50		5.17	345.6
122 P			12.24	12.30	6.05		5.32	354.9
102 77 PW			12.34	12.42	6.20		5.44	364.9
122 P			12.43	12.51	6.30		5.53	370.5
69 P			12.51	12.59	6.38		6.01	375.5
122 P			1.01	1.12 ¹⁰⁴	6.50		6.12	381.1
136 PW			1.06 ¹⁰⁴	1.19	6.59		6.20	386.1
122 P			1.12	1.25	7.10		6.26	390.6
122 PWX			1.21	1.35	s 7.30		6.36 ³⁸	400.9
122 P			1.30	1.44	7.49 ⁴		6.46	410.5
122 PW			1.39	1.53	7.59		6.56	421.0
74 P			1.46	2.00	8.11 ²		7.03	426.5
122 P			1.53	2.07	8.20		7.10	432.0
122 P			2.00	2.14	8.27		7.17	437.0
122 P			2.07	2.23	8.37		7.27	445.3
OPTWYZ	A 1.00AM	A 1.30PM	A 2.15AM	A 2.30AM	A 8.45PM		A 7.35AM	449.8

Thru Time Average speed per hour

(7.00)	(8.50)	(4.47)	(5.25)	(6.40)	(0.40)	(5.40)	
34.7	27.4	50.7	44.7	36.4	53.1	42.8	

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, also setout tracks.—See Page 21.

THIRD SUBDIVISION

EASTWARD

Car capacity of sidings, etc. See Rule 6(A) Page 21.	FIRST CLASS		SECOND CLASS	
	38 Passenger	302 Mixed	4 Passenger	2 Passenger
	Daily	Daily	Daily	Daily
	11.30AM	11.45PM	12.25AM	1.05AM
123 P	11.21	11.36	12.13	12.57
122 P	11.12	11.27	12.04AM	12.48
122 P	11.05	11.20	11.58PM	12.42
122 P	11.00	11.15	11.54	12.38
122 P	11.00	11.15	11.54	12.38
122 PWY	s 10.50	11.05PM	s 11.45	12.30
122 P	10.34		11.33	12.20
122 PW	f 10.29		11.29	12.15
122 P	10.18		11.19	12.05AM
122 OPWY	f 10.10		11.13	11.59PM
122 P	9.58		11.05	11.51
127 PY	9.46		10.54	11.40
122 P	9.36		10.47 ¹⁰³	11.33
122 PW	9.28		10.37	11.26
133 P	9.11		10.23	11.19 ¹⁰³
83 P	8.55		10.08	10.48
122 P	8.48		10.02	10.42
ES 123 vs 116 OPTWY	s 8.40		s 9.55	10.35
122 P	8.28		9.43	10.22
122 P	8.12		9.27	10.06
122 PW	f 8.00		9.15	9.54
122 P	7.43		9.00	9.39
102 77 PW	f 7.30		8.49	9.28
122 P	7.21		8.40	9.19
69 P	7.11		8.31	9.09
122 P	7.02		8.22	9.00
136 PW	f 6.55		8.15	8.53
122 P	6.47		8.09	8.47
122 PWY	6.47		8.09	8.47
122 P	6.20		7.49 ³⁷	8.27
122 PW	f 6.08		7.39	8.17
74 P	6.00		7.33	8.11 ³⁷
122 P	5.52		7.27	8.02
122 P	5.44		7.19	7.54
122 P	5.36		7.11	7.46
OPTWYZ	5.30AM		7.05PM	7.40PM

Thru Time Average speed per hour

(6.00)	(0.40)	(5.20)	(5.25)	(4.44)	(9.66)	(10.00)
40.4	53.1	45.4	44.8	51.2	24.4	21.2

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, also setout tracks.—See Page 21.

WESTWARD				PROVO SUBDIVISION				EASTWARD			
Car capacity of sidings, etc. See Rule 6(A) Page 21.	SECOND CLASS			Distance from Salt Lake City	Time-Table No. 6 June 10, 1950	Mile Post	SECOND CLASS			Mile Post	
	COPT WYZ	307	305				306	308			
		Mixed	Mixed				Mixed	Mixed			
	Daily Except Sunday	Daily Except Sunday									
					STATIONS						
			3.00AM	0.0	DN R SALT LAKE CITY YL C	36.3	A 11.15PM				
				1.3	1.3 EIGHTH SOUTH ST. YL	37.6	11.05				
				2.1	0.8 D. & R. G. W. CROSSING YL	38.4					
				3.4	1.3 D. & R. G. W. CROSSING YL	39.7					
			3.20	4.7	1.3 HUSLERS YL	41.0	10.50				
		f	3.35	7.3	2.6 D MURRAY YL FN	43.6	f 10.40				
			3.40	7.9	0.6 PALLAS YL	44.2	10.35				
				11.4	3.5 D. & R. G. W. GAUNTLET	47.7					
				12.3	0.9 D. & R. G. W. CROSSING	48.6					
		f	3.50	12.6	0.3 SANDY	48.9	f 10.20				
		s	4.20	17.1	4.5 D DRAPER A	782.9	s 10.10				
		f	4.50	24.5	7.4 MOUNT	775.5	f 9.50				
			5.20	29.0	4.5 CUTLER YL	771.0	f 9.30				
		f	5.40	30.5	1.5 D LEHI YL HI	769.5	f 9.20				
		f	6.00	33.5	3.0 D AMERICAN FORK AF	766.5	f 9.00				
		f	6.20	36.5	3.0 D PLEASANT GROVE GO	763.5	f 8.40				
		f	6.30	42.0	5.5 D GENEVA G	758.0	f 8.20				
				42.7	0.7 D. & R. G. W. CROSSING	757.3					
		8.00AM A	7.00AM	47.3	4.6 DN-R PROVO YL VO	752.7	8.00PM A 6.00PM				
		f	8.10	52.0	4.7 SPRINGVILLE	748.0	f 5.05				
		s	8.30	55.6	3.6 D SPANISH FORK SF	744.4	f 4.55				
		s	9.00	63.2	7.6 D PAYSON CN	736.8	f 4.40				
		f	9.50	78.0	14.8 STARR	722.0	f 4.10				
		s	10.40	89.2	11.2 DN NEPHI NI	710.8	s 3.50				
		f	11.20AM	103.7	14.5 JUAB	696.3	f 3.20				
		f	12.05PM	118.9	15.2 PARLEY	681.1	f 2.36				
		f	12.40	180.1	11.2 MACK	669.9	f 2.06				
		A	1.00PM	134.1	4.0 D-R LYNNDYL YL NY	665.9	2.00PM				
					(134.1)						
							Daily Except Saturday	Daily Except Sunday			
		(5.00)	(4.00)		Thru Time	(3.15)	(4.00)				
		17.4	11.8		Average speed per hour	14.5	21.6				

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 307 is superior to No. 308.—See Rule S-72.

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

WESTWARD				CACHE VALLEY BRANCH				EASTWARD			
Car capacity of sidings, etc. See Rule 6(A) Page 21.	SECOND CLASS			Distance from Cache Vt.	Time-Table No. 6 June 10, 1950	Mile Post	SECOND CLASS			Mile Post	
	CPWYZ	303	304				306	308			
		Mixed	Mixed				Mixed	Mixed			
	Daily Except Sunday	Daily Except Sunday									
					STATIONS						
					DN-R CACHE JCT. YL CJ	0.0	A 3.00PM				
				4.8	4.8 PETERSBORO (Spur)	4.8					
		f	5.25	8.6	3.8 MENDON	8.6	f 2.15				
				12.4	3.8 NEBEKER (Spur)	12.4					
		w	5.45	13.8	1.4 D WELLSVILLE WV	13.8	f 1.55				
				14.5	0.7 HILLS	14.5					
		f	5.59	17.6	3.1 HYRUM	17.6	f 1.30				
				20.2	2.6 HOLT	20.2					
				21.7	1.5 SUGAR FACTORY JCT. YL	21.7					
		s	6.30	24.1	2.4 D LOGAN YL Q	24.1	s 1.10				
				24.4	0.3 BENSON JCT. YL	24.4					
				26.4	2.0 GREENVILLE	26.4					
		f	6.57	31.5	5.1 D SMITHFIELD YL SM	31.5	f 12.30				
				33.4	1.9 BAUGH (Spur)	33.4					
				36.5	3.1 HODGES (Spur)	36.5					
		w	7.20	37.4	0.9 D RICHMOND YL RN	37.4	f 12.01PM				
				39.6	2.2 MERRILLS YL	39.6					
		f	7.29	41.0	1.4 WEBSTER YL	41.0	f 11.30AM				
				41.5	0.5 LEWISTON YL (Spur)	41.5					
		f	8.00	43.8	2.3 D FRANKLIN YL F	43.8	f 11.20				
		f	8.10	48.0	4.2 WHITNEY YL	48.0	f 11.08				
		wy	9.00AM	50.8	2.8 D-R PRESTON YL PN	50.8	11.00AM				
					(50.8)						
							Daily Except Sunday				
		(4.00)	(4.00)		Thru Time	(4.00)					
		12.7	12.7		Average speed per hour	12.7					

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, also setout tracks.—See Page 21.

WESTWARD			MALAD BRANCH			EASTWARD			BENSON BRANCH		
Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS	Distance from Brigham	Time-Table No. 6	Mile Post	SECOND CLASS	Distance from Brigham	Time-Table No. 6	Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Westward	Eastward
	311 Mixed		June 10, 1950		312 Mixed		June 10, 1950				
	Daily Except Sunday		STATIONS				STATIONS				
WS 114 PX 07	7.30AM	0.0	DN-R BRIGHAM YLBM 5.6	0.0	A 2.00PM		BENSON JCT. YL 5.2	0.0			
	f 7.45	5.6	CORINNE YL 8.1	5.6	f 1.35		BENSON YL 5.2	5.2			
10	f 8.02	13.7	CROPLEY 4.1	13.7	f 1.10						
46	s 8.15	17.8	D TREMONTON YLMU 2.0	17.8	s 12.55						
19 WY	s 8.30	19.8	D GARLAND YL AJ 5.2	19.8	s 12.20PM						
20	f 8.46	25.0	FIELDING 11.7	25.0	f 11.56AM						
14	f 9.25	36.7	PORTAGE 7.8	36.7	f 11.20						
12	f 9.50	44.5	CHERRY CREEK (Spur) 7.0	44.5	f 10.55						
30 CWY	A 10.15AM	51.5	D-R MALAD YL MV 7.0	51.5	10.30AM						
			(61.5)		Daily Except Sunday					(5.2)	
	(3.30)		Thru Time		(3.30)						
	14.7		Average speed per hour		14.7						

SYRACUSE BRANCH			BEAR RIVER BRANCH			THATCHER BRANCH		
Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 6	Distance from	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 6	Distance from	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 6	Distance from
	June 10, 1950			June 10, 1950			June 10, 1950	
	STATIONS			STATIONS			STATIONS	
WS 06 ES 115 PX	D CLEARFIELD YL CF 0.3	0.0	19 WY D GARLAND YL AJ 1.1	0.0	46	D TREMONTON YL MU 5.1	0.0	
	D. & R. G. W. CROSSING YL 1.8	0.3	GARLAND JCT. YL 2.3	1.1	22	SUNSET YL 0.5	5.1	
46	BARNES YL (Spur) 2.6	2.1	HAWS YL 2.2	3.4		END OF TRACK YL 0.5	5.6	
3	SYRACUSE YL 2.6	4.7	LAMB YL 1.9	5.6				
			BUSH YL 1.7	7.5				
			BRADFORD YL 0.7	9.2				
			END OF TRACK YL 0.7	9.9				
	(4.7)		(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, also setout tracks.—See Page 21.

Conditional Stops to Discharge or Pick Up Revenue Passengers			
Train	At	Discharge passengers from	Pick up passengers destined to
30	Any station.	Beyond Pocatello.	
31	Any station.	Any station.	Any station.
32	Any station.	Any station.	Any station.
33	Any station.		Beyond Pocatello.
37	Any station.	Any station.	Any station.
4	Meapa.	Los Angeles.	Salt Lake City and beyond.
38	Any station.	Any station.	Any station.

WESTWARD			CEDAR CITY BRANCH			EASTWARD			IRON MOUNTAIN BRANCH		
Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS	Distance from	Time-Table No. 6	Mile Post	FIRST CLASS	Distance from	Time-Table No. 6	Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Westward	Eastward
	417 Local Freight		June 10, 1950		301 Mixed		June 10, 1950				
	Daily Except Sunday		STATIONS		Daily		STATIONS				
122 188 PWY	2.00PM	0.0	DN-R LUND YL UN 9.4	0.0	A 11.00PM	A 12.05PM	PWYZ D-R IRON SPRINGS YLGS 4.0	0.0			
76 P	2.25	9.4	AVON 11.6	9.4	10.40	11.20AM	DESERT MOUND 10.7	4.0			
PWYZ	3.07	21.0	D-R IRON SPRINGS YLGS 4.2	21.0	10.15	10.50	PY DN IRON MOUNTAIN YL MN 14.7	14.7			
20 P	3.20	25.2	HALIVAH 7.3	25.2	10.05	10.20					
LOOP 43 OPW	A 3.45PM	32.5	DN-R CEDAR CITY YL CD 7.3	32.5	9.45PM	10.00AM					
			(32.5)		Daily	Daily Except Sunday				(14.7)	
	(1.45)		Thru Time		(1.15)	(2.05)					
	18.2		Average speed per hour		26.0	15.6					

WESTWARD			MEAD LAKE BRANCH			EASTWARD		
Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS	Distance from	Time-Table No. 6	Mile Post	SECOND CLASS	Distance from	Time-Table No. 6	Mile Post
	313 Local Freight		June 10, 1950		314 Local Freight		June 10, 1950	
	Daily Except Sunday		STATIONS				STATIONS	
122 PWY	8.00AM	0.0	DN-R MOAPA MA 5.1	0.0	A 11.40AM			
11	8.25	5.1	NARROWS 5.1	5.1	11.25			
9	8.50	10.2	LOGANDALE 4.6	10.2	10.55			
11	9.15	14.8	OVERTON 1.9	14.8	10.30			
	y A 9.40AM	16.7	MEAD LAKE (Spur) 1.9	16.7	10.00AM			
			(16.7)		Daily Except Sunday			
	(1.40)		Thru Time		(1.40)			
	10.0		Average speed per hour		10.0			

FAIRFIELD BRANCH			WESTWARD PIOCHE BRANCH			EASTWARD			FILLMORE BRANCH		
Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 6	Distance from	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 6	Distance from	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 6	Distance from	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 6	Distance from
	June 10, 1950			June 10, 1950			June 10, 1950			June 10, 1950	
	STATIONS			STATIONS			STATIONS			STATIONS	
73 PW Y	R CUTLER YL 4.9	0.0	ES 123 WS 115 OPTWY	6.30AM	DN-R CALIENTE CS 14.5	0.0	A 1.45PM	124 186 PW Y	DN-R DELTA YL AK 21.7	0.0	
16	CLINTON 15.4	4.9	26	s 7.20	PANACA 18.2	14.5	s 12.30PM	10	GREENWOOD (Spur) 10.5	21.7	
20	FAIRFIELD 3.3	20.3	16	y A 8.45AM	D PIOCHE YL RM 3.3	32.7	11.00AM	26	Y D FILLMORE YL FI 32.2	32.2	
16	FIVE MILE PASS 23.6	23.6									
	(23.6)				(32.7)		Daily Except Sunday			(32.2)	
	(2.15)		Thru Time		(2.45)						
	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 No. 313 is superior to No. 314.—See Rule S-72.
For stations not shown on schedule pages, also setout tracks.—See Page 21.

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	75	50	Trains handling company roadway machines on their own wheels on main line—			
DLS and Stock Special: Ogden to Las Vegas.				Straight track.			30
On straight track, where not otherwise restricted.			60	On curves.			25
On curves, where not otherwise restricted.			50	On branch lines.			15
Mountain type locomotives.		70	50	Diesel-electric switch locomotives in road service.	35	35	35
3900 class locomotives.		65	50	Within yard limits—			
3800 class locomotives.		60	50	Protected by continuous block signal system.	60	50	25
4000, 9000, 2-10-2 and 4-10-2 type locomotives.		50	50	Not protected by continuous block signal system.	50	40	25
When caboose is handled in train consisting of passenger train equipment.				At North Yard.	50	40	25
Diesel-electric locomotives in road or helper service—				On branch lines.	30	30	15
Backing up shoving a train.				Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35
(Speed of train being helped will govern.)				Trains handling water cars converted from Vanderbilt (round) type tender.			20
Backing up pulling train.	40	40	40	When using cross-overs or turn-outs:			
Backing up light.			40	9000 class locomotives;			
Inspection bus cars.		40	40	Forward movement.		10	10
MacArthur type locomotives with 63-inch drivers.		55	50	Back-up movement.		6	6
MacArthur type locomotives with 57-inch drivers.		35	35	All other class locomotives;			
Ten Wheeler type locomotives 1575 to 1579.		55	40	Forward movement.	15	15	15
Other Ten Wheeler type locomotives and Consolidation type locomotives.		35	35	Back-up movement.	10	10	10
Mallet type locomotives, 3500 to 3599 incl.		35	35	When using No. 14 turn-outs.	25	20	20
0-6-0 and 0-8-0 type yard locomotives.		20	20	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 except at S.P. Jct.	20	20	20
Steam locomotives running backward.		20	20	On wye tracks.	6	6	6
Trains handling scale test cars—				Jordan spreaders and other machines of spreader type, when in operation.			15
On main line.			30	Trains handling air-dump cars.			35
On branch lines.			20	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power:			
Trains handling 5 or more cars Iron Mountain ore:				On main line.			25
Between Lund and Lyndyl.			40	On branch lines.			15
Between Lyndyl and York.			30	(Slower speed must be observed where conditions require.)			
Between York and Provo.			40				

**FIRST SUBDIVISION
Between McCammon and Ogden**

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Maximum Speed.	70	50	Trenton		
McCammon			Between M.P. 53.9 and 53.5.	60	50
Between M.P. 111.2 and 110.8.	40	25	Between M.P. 51.4 and 51.1.	45	35
Between M.P. 107.7 and 107.4.	60	50	Between M.P. 49.3 and 49.0.	30	25
Arimo			Cache Jct.		
Between M.P. 102.6 and 102.4.	60	50	Between M.P. 47.1 and 46.5.	30	30
Virginia			Between M.P. 46.4 and 44.6.	12	12
Between M.P. 99.6 and 99.4.	50	40	Wheelon		
Downey			Between M.P. 44.4 and 43.5.	40	30
Between M.P. 93.9 and 93.6.	60	50	Between M.P. 42.2 and 42.0.	40	30
Between M.P. 92.8 and 92.3.	60	50	Between M.P. 41.4 and 41.0.	60	50
Between M.P. 90.4 and 90.2.	50	40	Between M.P. 38.0 and 37.8.	45	35
Between M.P. 87.5 and 87.3.	60	50	Honeyville		
Between M.P. 86.7 and 86.5.	60	50	Between M.P. 23.4 and 23.1.	60	50
Between M.P. 85.8 and 85.6.	60	50	Brigham		
Swan Lake			Between M.P. 21.1 and 20.9.	35	25
Between M.P. 83.0 and 82.7.	40	30	Between M.P. 19.4 and 19.2.	60	50
Dayton			Willard		
Between M.P. 67.1 and 66.8.	40	30	Between M.P. 14.0 and 13.7.	60	50
Between M.P. 66.6 and 66.1.	60	50	Between M.P. 12.7 and 12.3.	60	50
Weston			Between M.P. 10.6 and 10.3.	60	50
Between M.P. 64.5 and 64.1.	60	50	Hot Springs		

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

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Roy				Farmington			
Between M.P. 8.7 and 9.1.	70	65	50	Between M.P. 22.3 and 22.5.	70	60	50
Naval Supply Depot area.			12	Between M.P. 26.6 and 26.8.	70	60	50
Naval Supply Depot wye.			8	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. 34.9 and Fifth North Street.	30	30	20
				Between Fifth North Street and passenger depot.	12	12	12
				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. roundhouse 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

SECOND SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pass.	Fr.		Str.	Pass.	Fr.
Salt Lake City, when pushing cars between Fifth North and Twenty-first South Streets.			5	Warner Between M.P. 744.1 and 742.1.	55	45	35
Salt Lake City, between Fifth North and Ninth South Streets and between Third West and Fourth West Streets.	12	12	12	Faust Between M.P. 721.0 and 719.6.	60	50	40
All trains and engines using main tracks on Third West Street, Salt Lake City, must consume not less than 6 minutes between First South Street and Ninth South Street.				Pehrson Between M.P. 715.8 and 706.8.	55	45	35
Western Pacific Railroad Crossing M.P. 36.0 (Freight Line.)	20	20	20	Boulter Between M.P. 703.8 and 702.1.	70	60	50
D. & R. G. W. Railroad Crossing, Ninth South Street, M.P. 37.8.	20	20	20	Between M.P. 699.9 and 699.6.	70	60	50
Between Buena Vista and North Yard, (Freight Line).	20	20	20	Tintic Between M.P. 693.4 and 692.8.	70	60	50
Between M.P. 779.6 and 779.2.	70	60	50	McIntyre Between M.P. 688.9 and 685.7.	60	50	40
Buena Vista Between M.P. 770.6 and 770.1.	70	60	50	Jericho Between M.P. 684.5 and 682.5.	60	50	40
Garfield Between M.P. 767.5 and 767.2.	65	55	45	Between M.P. 681.0 and 680.5.	60	50	40
D. & R. G. W. Crossing M.P. 767.1.	65	55	45	Between M.P. 679.2 and 678.9.	65	55	45
American Smelting and Refining Co. highline.			15	Lynndyl Over old cinder pit on inbound roundhouse lead.		5	5
Lake Point Between M.P. 763.3 and 762.8.	65	55	45	Between M.P. 665.9 and 665.7.	70	60	50
Between M.P. 761.9 and 760.9.	70	60	50	Strong Between M.P. 656.4 and 655.8.	70	60	50
Between M.P. 758.8 and 757.1.	55	45	35	Between M.P. 653.2 and 652.9.	70	60	50
Erda Between M.P. 755.5 and 754.2.	60	50	40	Between M.P. 651.6 and 651.4.	70	60	50
				Between M.P. 577.0 and 576.5.	20	20	20
				Milford			

THIRD SUBDIVISION

Milford Between M.P. 577.0 and 576.5.	20	20	20	Acoma Between M.P. 481.6 and 480.4.	30	25	20
Modena Between M.P. 502.4 and 502.0.	70	60	50	Between M.P. 480.0 and 479.8.	50	40	25
Uvada Between M.P. 499.9 and 499.7.	70	60	50	Between M.P. 479.4 and 479.1.	40	30	25
Between M.P. 498.5 and 497.6.	70	60	50	Between M.P. 477.2 and 469.1.	30	25	20
Maximum speed. Between M.P. 497.3 and Caliente.	70	60	50	Islen to Minto Steam engines backing up.	12	12	12
Between M.P. 497.3 and 495.0.	30	25	20	Minto Between M.P. 468.3 and 468.1.	55	45	35
Between M.P. 494.4 and 494.1.	40	30	25	Between M.P. 466.9 and 466.0.	45	35	25
Crestline Between M.P. 492.1 and 491.9.	40	30	25	Eccles Between M.P. 463.9 and 461.7.	45	35	25
Between M.P. 491.5 and 490.6.	50	40	30	Between M.P. 461.7 and 461.2.	30	25	20
Between M.P. 489.9 and 489.7.	45	35	30	Between M.P. 460.3 and 460.0.	45	35	25
Brown Between M.P. 489.2 and 489.1.	50	40	30	Caliente Caliente, between public crossing east of passenger depot and Signal 4592.	20	20	20
Between M.P. 488.7 and 486.8.	30	30	25	Between M.P. 458.8 and 458.4.	45	35	25
Between M.P. 486.6 and 484.5.	50	40	30				

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pass.	Fr.		Str.	Pass.	Fr.
Etna Between Etna and M.P. 425. Streamline trains must not exceed schedule time.		50		Between M.P. 398.6 and 397.6.	45	35	25
Between M.P. 455.1 and 430.1.	35	35	25	Rox Between M.P. 397.3 and 396.2.	70	60	50
Elgin Between M.P. 429.2 and 429.1.	60	50	40	Between M.P. 395.8 and 394.7.	35	35	25
Leith Between M.P. 428.2 and 428.0.	55	45	35	Between M.P. 394.2 and 394.0.	60	50	40
Between M.P. 427.6 and 426.4.	60	50	40	Moapa Between M.P. 380.9 and 380.4.	65	55	45
Between M.P. 426.2 and 425.5.	55	45	35	Between M.P. 379.6 and 379.2.	60	50	40
Between M.P. 425.1 and 425.0.	60	50	40	Ute Between M.P. 369.4 and 369.1.	70	60	50
Between M.P. 425.0 and 420.0. Streamline trains must not exceed schedule time.		60		Between M.P. 364.2 and 363.9.	70	60	50
Between M.P. 424.1 and 423.2.	70	60	50	Dry Lake Between M.P. 362.5 and 362.2.	60	50	40
Between M.P. 422.2 and 422.0.	70	60	50	Between M.P. 359.4 and 358.8.	60	50	40
Between M.P. 421.3 and 420.4.	70	60	50	Between M.P. 358.4 and 358.2.	45	40	30
Between M.P. 420.0 and Farrier. Streamline trains must not exceed schedule time.		50		Between M.P. 357.8 and 357.3.	70	60	50
Between M.P. 419.6 and 419.1.	35	35	25	Garnet Between M.P. 356.8 and 356.1.	50	40	30
Carp Between M.P. 418.5 and 403.7.	35	35	25	Apex Between M.P. 351.1 and 348.4.	40	40	30
Hoya Between M.P. 400.5 and 399.9.	70	60	50	Valley Airport spur.		25	25
				Wann Between M.P. 335.3 and 334.2.	20	20	20
				Las Vegas			

PROVO SUBDIVISION

Maximum speed.	50	40	40	Sugar Factory trackage.			5
Between Salt Lake City and Atwood.	15	15	15	American Fork City limits, between M.P. 767.5 and 765.8.	20	20	20
Between Atwood and Sandy.	30	30	30	Pleasant Grove City limits, between M.P. 764.0 and 762.9.	20	20	20
Through interlocking.	20	20	20	Wasatch Oil spur.			10
All trains and engines using main tracks on Third West Street, Salt Lake City, must consume not less than 6 minutes between First South Street and Ninth South Street.				Geneva Steel Plant Over road crossings.			15
Midvale All tracks except main track.			12	Provo City limits, between M.P. 754.8 and 751.0.	20	20	15
Sandy Between M.P. 784.0 and 781.0 westward.	20	20	20	Payson Between M.P. 733.5 and 732.9.	40	30	25
Between M.P. 781.0 and 783.0 eastward.	20	20	20	Nephi City limits, between M.P. 711.8 and 710.0.	20	20	20
Draper Between M.P. 778.0 and 773.5.	40	30	20	Plaster mill spur.			10
Cutler Emsco spur, over No. 7 switch.			5	Juab Between M.P. 694.4 and 691.8.	40	30	25
Lehi Lehi Cereal Mills.			10	Mills Between M.P. 685.8 and 674.6.	40	30	20
				Lynndyl Between house track switch and standpipe.	5	5	5

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.
Bushnell Hospital spur.	10	10	Benson Branch.		15
Syracuse Branch.		15	Fairfield Branch.		15
Malad Branch.			Eureka Branch.		12
Between Brigham and Garland.		30	Eureka, within city limits.		6
Between Garland and Malad.		20	Fillmore Branch.		30
Roche Beet spur.		10	At M.P. 18.5, account drifting sand, all trains and engines must move prepared to stop if track is not clear.		
Thatcher Branch.		10	Cedar City Branch.	30	30
Bear River Branch.		10	Cedar City Loop.	10	10
Sugar Factory Branch.		15	Cedar City, oil track No. 12, Commissary spur and freight house lead.		5
Cache Valley Branch.		25	Iron Mountain Branch.		15
Nebeker Between M.P. 13.6 and 13.8.		15	Pioche Branch Between M.P. 0.0 and 17.0.		25
Wellsville Between M.P. 13.8 and 13.9.		15	Between M.P. 17.0 and 22.0.		10
Hyrum Between M.P. 17.7 and 18.0.		15	Between M.P. 22.0 and 32.7.		25
Lewiston Between M.P. 43.0 and 43.8.		20	Prince Branch.		15
Franklin Between M.P. 43.8 and 44.0.		20	Mead Lake Branch.		25
			Between M.P. 5.4 and 6.1.		15

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	Engineers' 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
Lynnndyl	Telegraph Office
Milford	Enginemen's Locker Room
Milford	Telegraph Office
Cedar City	Telegraph Office
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"	46.
32"	112.5	54"	66.6	1'25"	42.8
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'	16.
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.

STATIONS NOT SHOWN ON SCHEDULE PAGES, ALSO SET OUT TRACKS

Location	Mile Post	Car Capacity Etc. See Rule 6-A Page 23	Switch Connections	Grade Descending	Location	Mile Post	Car Capacity Etc. See Rule 6-A Page 23	Switch Connections	Grade Descending
First Subdivision					Third Subdivision				
Arimo	104.7	36	Both	West	Upton	571.7	14	Both	East
Marsh Valley	103.0	2 Mi. P	West	West	Laho	566.6	26 P	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
		21	Both	Level	Beryl	526.7	36	Both	Level
		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
Beers	72.3	9	East	East	Acoma	484.6	23	Both	West
Dayton	71.0	35	Both	East	Barclay	478.7	18 P	Both	West
Thorensen	68.5	21	West	East	Islen	475.3	22	Both	West
Weston	65.1	19	Both	East	Little Springs	472.3	16 P	East	West
Anderson	63.7	15	Both	East	Minto	468.4	14	Both	West
Utida	62.4	27	Both	East	Eccles	464.3	14	Both	West
Cornish	60.6	35	Both	Level	Etna	454.5	11	East	West
Morton	58.2	16	Both	Level	Boyd	444.9	12	Both	West
Trenton	56.9	25	Both	East	Elgin	438.4	22	Both	West
Cottle	55.7	22	Both	East	Leith	429.1	17	Both	West
Wheelon	44.6	18	Both	West	Carp	419.1	9	Both	West
Collinston (2)	40.1	32 P	Both	East	Vigo	413.5	21	Both	West
Dewey	35.9	34	Both	East	Hoya	402.9	7	East	West
Madsen	32.5	21	Both	East	Hoya Pit	401.5	70 P	Both	West
Honeyville	30.4	32	Both	East	Rox	397.9	18	West	West
Bushnell	19.3	32	East	East	Ute	373.5	9	West	East
Perry (1)	17.2	Spur 1.4 Mi.	Both	Level	Dry Lake	363.0	21	Both	East
		Old Siding 52 P	Both	Level	Garnet	357.5	6	West	East
		Team Track 25	Both	Level	Arrolime	353.8	31 P	West	East
Willard	14.0	7	Both	West	Apex	352.0	8	Both	East
Hot Springs	8.8	17	Both	West	Dike	347.0	8	East	West
Harrisville	4.7	32 P	Both	Level	Valley	342.4	8	Both	West
Browning	2.7	29	Both	West			Old Siding 38 P	Both	West
Roy	6.1	East spur 8	East	West			Industry 14	Both	West
		West spur 8	East	West			Nellis Air Field		
		House 15	West	East			Spur 2.7 mi.		
Clearfield	9.8				Wann	338.7	16	Both	West
Sugar Factory									
Spur	13.8	50 X	East	East					
Layton	14.5	Stock 48	Both	East	Provo Subdivision				
Kaysville	16.7	Stock 13	West	East	Officer	38.9	83 P	Both	East
Farmington	21.3	13	Both	Level	Burton	39.5	21	Both	East
Onion Spur	28.0	6	East	East	Walton	41.1	16	West	East
Woods Cross	28.1	Old Siding 49	Both	West	Bentz	42.2	9	West	West
		Team Track 5	West	West	Atwood	45.9	9	Both	West
		Storage 43	West	West			Team Track 17 P	Both	West
		Old Siding 88 P	Both	East			Spur 11	West	West
		Advance Track 68	Both	East	Cushing	47.5	27	Both	East
Becks	32.9				Sandy	48.9	16	Both	East
					Draper	782.9	48	Both	East
Second Subdivision					Mellen Sand Spur	781.3	10	East	East
Small Arms Spur.	779.9	64 P	West	Level	Rideout	778.0	7 P	East	East
Buena Vista	779.2	22	Both	Level	Mount	775.5	41	Both	West
Erda	756.4	22	Both	East	Lehi Sugar Spur	769.1	98	East	West
Bauer	744.8	33 P	Both	East	Hardy Beet Spur	761.8	27	West	East
St. John	736.1	43	Both	Level	Bunker Spur	759.9	12	East	East
Clover	732.8	Govt. Yard P	East	East	Geneva	758.0	73	Both	West
Faust	723.3	35	Both	East	Cutting Spur	754.8	38	East	West
Pehrson	717.2	15	Both	East	Ironton	754.1	108	East	West
Lofgreen	709.9	22	Both	East	Springville	748.0	25	Both	East
Boulter	704.2	22	Both	East	Spanish Fork	744.4	16	Both	East
McIntyre	691.9	22	Both	West	Benjamin	741.6	28	Both	West
Jericho	685.3	30	Both	West	Santaquin	730.7	8	West	East
Champlin	675.0	22	Both	West	Starr	722.0	14	West	West
Strong	658.2	22	Both	West	Nephi				
Oasis (3)	644.4	33 P	Both	West	Plaster Spur	710.8	2.1 Mi.	Both	East
Van	639.9	22	Both	West	Sharp	703.6	13	East	East
Clear Lake	631.0	22	Both	East	Levan	699.0	5	East	West
Neels	625.9	22	Both	East	Juab	696.3	34	Both	West
Borden	620.9	4 P	West	East	Mills	689.3	18 PW	East	West
Bloom	617.5	22	Both	Level	Soma	679.0	14 P	Both	East
Cruz	609.6	23	Both	Level	Uisco	676.3	12	East	West
Pumice	604.3	16 P	Both	East	Leamington	671.3	26 P	Both	West
Black Rock	599.4	22	Both	East	Cache Valley				
Read	589.7	22	Both	East	Branch				
Murdock	585.1	22	Both	East	Hyrum	17.6	House 22	Both	East

STATIONS NOT SHOWN ON SCHEDULE PAGES, ALSO SET OUT TRACKS

Location	Mile Post	Car Capacity Etc. See Rule 6-A Page 23	Switch Connections	Grade Descending	Location	Mile Post	Car Capacity Etc. See Rule 6-A Page 23	Switch Connections	Grade Descending
Cache Valley Branch (Cont.)					Prince Branch				
Sugar Factory Spur	21.7	1.0 Mile House 18 Sugar Spur 1.46 Mi. 15	East	Level	Atlanta	2.6	13	Both	East
Richmond	37.4		Both	West	Mendha	4.2	3	East	East
Lewiston	41.5		West	East	Prince	8.6	4	Both	West
Mill Spur	44.4		West	East					
Malad Branch					Mead Lake Branch				
Corinne Jct.	3.9	28 Stock 22 House 36 3 Mi. 30	West	East	Standard Oil Co.	3.1	1	East	West
Corinne	5.6		Both	Level	Arrowhead	3.3	18	West	East
Roche Beet Spur	5.6		East	Level	Seven Arrow Gypsum	9.3	7	East	West
Roche			East	Level	Amber	9.5	4	East	West
Halbert	30.5	6	East	West	Virgin	12.8	6	Both	West
Washakie	34.4	8	East	Level	Glassand	13.7	21	West	West
Portage	36.7	16	East	Level					
Woodruff	40.5	8	East	West					
Evona Branch									
Ogden	0.0	3.3 Mi.	OUR&D Yard	East					
Fairfield Branch									
Dahl Spur	12.7	9	East	West					
Floyd Spur	17.4	9	West	East					
Eureka Branch									
Eureka	3.6	3.66 Mi.	East	East					
Silver City Branch									
Silver City	2.4	1.94 Mi.	East	East					
Mammoth Branch									
Mammoth Jct. to Mammoth Mine		3.66 Mi.	East	East					
Mammoth Mine to Grand Central Mine		0.42 Mi.	East	East					
Mammoth	1.6	10	Both	East					
Cedar City Branch									
Avon	9.4	2	West	East					
Kaiser	22.5	48	Both	East					
Stock Yards	29.9	Stock Track 28 P Stock Spur 0.5 Mi.	West	East					
Pioche Branch									
Peck	6.0	2	West	East					

- (1) Flag stop for Nos. 32-311-312.
- (2) Flag stop for Nos. 31-32-33-34.
- (3) Flag stop for Nos. 37-38.

SYMBOLS AND ABBREVIATIONS
(Rule 6 and 6(A))

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:

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