



UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



UTAH DIVISION
TIME-TABLE
No. 7

EFFECTIVE SUNDAY,
SEPTEMBER 24, 1950
 at 12:01 A. M.

Mountain time Between Salt Lake City and McCammon
 Pacific time between Salt Lake City and Las Vegas

Be Careful Today

FOR EMPLOYEES ONLY

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
G. E. LEARY, 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.
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	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. Noyes	Surgeon	American Fork	North Salt Lake to Farmington.
J. E. Trowbridge	Surgeon	ountiful	Willard to Cropely and Cache Junction.
H. L. Poarse	Surgeon	Brigham City	
David Salomon	Surgeon	Caliente	Crestline to Manpa.
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 Lyndyl.
M. E. Bird	Surgeon	Delta	McCammon to Weston.
E. L. Nelson	Surgeon	Downey	North Salt Lake to Kaysville.
H. S. Jensen	Surgeon	Farmington	Parings to Cropely, Utah.
B. N. Bonson	Surgeon	Garland	Clearfield to Woods Cross.
G. O. Rutledge	Surgeon	Kaysville	Crestline to Moapa.
J. R. Damman	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.
D. H. Mabey	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 Lyndyl.
R. F. Howo	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. Olson	Surgeon	Ogden	Kaysville to Brigham.
C. D. Von Hook	Surgeon	Ogden	Vicinity Ogden.
D. W. Tonner	Surgeon	Ogden	Kaysville to Brigham.
Harold V. DeMars	Oculist & Aurist	Ogden	Vicinity Ogden.
R. W. Pugmire	Oculist	Ogden	Vicinity Ogden.
Max Stewart	Surgeon	Payson	Spanish Fork to Santaquin.
B. C. Linebaugh	Surgeon	Pleasant Grove	Draper to Vineyard.
F. H. Howard	Surgeon	Pocatello	Vicinity Pocatello.
Orville E. Mcrell, Jr.	Surgeon	Pocatello	Vicinity Pocatello.
George F. Cox	Surgeon	Pocatello	Vicinity Pocatello.
H. Dan Hartvigsen	Surgeon	Pocatello	Pocatello, Idaho.
L. R. Hawks	Surgeon	Preston	Preston to Logan.
J. J. Weight	Surgeon	Provo	Spanish Fork to Vineyard.
J. B. Westwood	Surgeon	Provo	Spanish Fork to Vineyard.
Eldon D. Clark	Oculist & Aurist	Provo	Provo and Vicinity.
W. G. Noble	Surgeon	Richmond	Vicinity of Richmond.
F. J. Winge	Surgeon	Salt Lake City	Vicinity Salt Lake City.
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.
Ralph S. Tingey	Surgeon	Salt Lake City	Vicinity Salt Lake City.
Rulon E. Smith	Surgeon	Salt Lake City	Vicinity Salt Lake City.
Goa. H. Curtis	Surgeon	Salt Lake City	Vicinity Salt Lake City.
E. B. Fairbanks	Oculist & Aurist	Salt Lake City	Vicinity Salt Lake City.
Byce J. Fairbanks	Oculist & Aurist	Salt Lake City	Vicinity Salt Lake City.
Horry Borman	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	Warnar 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. 7 September 24, 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	0.0	MT	OGDEN	MT	0.0	A	6.20	A	7.10	A	9.35	A	6.40
9.55	6.25	5.00	7.00	36.3	MT	SALT LAKE CITY	MT	36.3	A	5.30	A	6.20	A	8.50	A	5.45
10.45	7.10	5.50	8.00	784.0	PT		PT	784.0		4.10		5.10		7.40		4.15
12.22	8.14	7.10	11.45	154.4		LYNN DYL		665.9		1.55		2.38		5.46		1.30
2.10	9.30	8.45	2.05	243.5		MILFORD		570.8		12.30		1.15		4.37		11.40
2.50	9.57	9.15	2.50	273.9		LUND		541.4		11.40		12.25		4.00		10.50
4.55	11.30	11.05	5.00	360.9		CALIENTE		459.5		9.40		10.25		2.24		8.40
7.50	2.15	2.30	8.45	486.1		LAS VEGAS		334.2		7.00		7.40		11.55		5.30
8.10	2.25	2.45	9.15	657.1		YERMO		163.2		6.45		7.25		11.45		5.00
11.25	5.10	6.00	1.25	670.5		HARSTOW		150.1		3.22		4.12		8.45		12.30
11.48	5.28	6.25	2.00	751.3		SAN BERNARDINO		67.3		2.55		3.52		8.27		12.01
1.55	7.25	8.35	4.20	754.8		COLTON		64.5		12.50		1.50		6.38		9.55
2.05	7.33	8.45	4.30	761.8		RIVERSIDE		57.5		12.37		1.37		6.25		9.32
2.20	7.45	9.00	4.50	781.5		ONTARIO		37.8		12.25		1.25		6.13		9.15
2.43	8.03	9.23	5.23	787.3		POMONA		32.0		11.58		1.00		5.53		8.35
2.53	8.11	9.32	5.35	821.0		LOS ANGELES	PT	0.0		11.50		12.50		5.46		8.27
A 4.00	A 9.00	A 10.40	A 7.00		PT		PT			11.00		12.01		5.00		7.30
(19.05)	(15.35)	(18.40)	(25.00)			821.0				Daily		Daily		Daily		Daily
42.2	52.7	44.0	52.8			Thru Time				(18.20)		(18.09)		(15.35)		(22.10)
						Average speed per hour				44.8		45.2		52.7		37.0

WESTWARD CONDENSED TIME-TABLE EASTWARD

FIRST CLASS				Distance from Salt Lake City New Main Line	Time-Table No. 7 September 24, 1950			Mile Post	FIRST CLASS					
33 Passenger	29 Passenger	31 Passenger	30 Passenger		32 Passenger	34 Passenger								
Daily	Daily	Daily		0.0		SALT LAKE CITY		36.3	A	7.50	A	9.15	A	10.15
11.30	8.00	5.35		36.3		OGDEN		0.0		6.55		8.15		9.15
12.30	9.00	6.35		57.4		BRIGHAM CITY		21.1		6.35		7.55		8.55
1.00	9.30	7.00		65.1		CACHE JCT.		48.8		6.05		7.23		8.25
1.35	10.05	7.34		147.5		McCAMMON		111.2		5.23		6.32		7.33
2.25	10.55	8.30		170.2		POCATELLO		213.0		3.55		5.00		6.05
3.55	12.20	10.10				(170.2)				3.25		4.30		5.35
A 4.30	A 12.55	A 10.45								Daily		Daily		Daily
(5.00)	(4.55)	(5.10)				Thru Time				(4.25)		(4.45)		(4.40)
34.0	34.6	32.9				Average speed per hour				38.5		35.8		36.4

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.

FIRST SUBDIVISION

EASTWARD

Time-Table No. 7 September 24, 1950	Mile 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 10.45PM		
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	10.33		
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	10.29		
FARMINGTON	21.3	7.23	7.30	8.45	5.28		f 9.46	10.23		
D KAYSVILLE K	16.7	7.18	7.25	8.38	5.24		f 9.41	10.19		
D LAYTON NY	14.5	7.15	7.22	8.35	5.22	6.47	f 9.37	10.17		
D CLEARFIELD CF	9.8	7.10	7.17	8.30	5.17		f 9.32	10.12		
ROY	6.1	7.05	7.12	8.25	5.12	6.40	9.27	10.07		
BRIDGE JCT. YL	1.0	7.00	7.05	8.20	5.05		9.20	10.00		
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	9.55PM		
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 CITY YLBM	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		6.08			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	3.55AM ³³		s 5.00AM			s 6.05PM			
(147.5)		Daily	Daily	Daily	Daily	Daily	Daily	Daily		

Thru Time (3.55) (1.00) (4.15) (0.50) (0.45) (4.10) (0.50)
Average speed per hour 37.6 36.3 34.7 43.6 48.4 35.4 43.6

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
Between Ogden and Salt Lake City 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 conditional stops to discharge or pick up revenue passengers.—See Page 14.
For stations not shown on schedule pages, also setont tracks.—See Page 21.

FIRST SUBDIVISION

EASTWARD

Time-Table No. 7 September 24, 1950	Mile Post	SECOND CLASS									Car capacity of sidings, etc. See Rule 6(A) Page 22.
		278 Stock Special	259 Time Freight	312 Mixed	270 Time Freight						
STATIONS											
DN-R SALT LAKE CITY YLSA DS											P
DN-R NORTH YARD YL C		A 9.30PM	A 5.00PM		A 2.30AM						COPT WYZ
NORTH SALT LAKE		9.15	4.40		2.00						PX
BAMBERGER R. R. CROSS.											IX
D WOODS CROSS WC											PX
FARMINGTON		8.58	4.23		1.47						WS72 WPX
D KAYSVILLE K		8.50	4.15		1.40						CS 133PX
D LAYTON NY		8.45	4.10		1.36						WS 56 BS 115 PX
D CLEARFIELD CF		8.35	4.00		1.30						BS 41 PX
ROY		8.25	3.50		1.22						P
BRIDGE JCT. YL		8.10	3.35		1.15						COPT WYZ
DN-R OGDEN YL OG YD RD		8.00 6.30	3.30PM	A 4.00PM	1.00 12.30						
D. & R. G. W. CROSSING YL											
S. P. JCT. YL											122 P
HOT SPRINGS		5.56		f 3.28	12.16						120 P
WILLARD		5.47		f 3.17	12.10						120 P
DN BRIGHAM CITY YLBM		5.35		3.00PM	12.01AM						WS114 BS 67 PWY
D HONEYVILLE HX		5.15			11.48PM						120 P
DEWEY		5.06			11.40						122 P
WHEELON		4.50			11.25 ²⁷⁷						121 P
DN CACHE JCT. YL CJ		4.30			10.55 ²⁹						WS 106CPW BS 70 YZ
D TRENTON ON		3.52			10.36						123 P
D CORNISH CG											P
UTIDA											P
D WESTON WI		3.38			10.25						121 P
DN DAYTON CN		3.28			10.17						121 P
CLIFTON											PW
COULAM		3.16			10.07						121 P
OXFORD											P
SWAN LAKE		3.06			9.57						121 PW
DN DOWNEY DO		2.50			9.40 ⁸¹						121 PW
VIRGINIA											P
D ARIMO A		2.35			9.10						122 P
DN-R McCAMMON YLMC		2.20PM			8.50PM						WS123 WS125 PWY
(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

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
Between Ogden and Salt Lake City 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 SECOND SUBDIVISION

Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS		FIRST CLASS				Distance from Salt Lake City
	259	299	3	103	1	37	
	Time Freight	Stock Special	Passenger	Streamliner Passenger	Passenger	Passenger	
COPT WYZ	8.00PM	12.30PM					0.0
	Daily	Daily	Daily	Daily	Daily	Daily	1.1
							1.2
I							2.3
P							4.4
P			10.10PM	6.20PM	5.00PM	8.40AM	0.0
P							1.3
I							1.5
I							1.7
122 P			10.21	6.31	5.11	8.55	4.8
125 P			10.30		5.20	9.07	15.7
AI							16.8
122 P			10.34	6.44	5.24	9.15	19.6
122 PW			10.42	6.51	5.32	9.28	27.6
122 PY			10.52	6.59	5.43	9.45	35.8
131 PW			11.00	7.05	5.50	10.00	41.4
122 P			11.06	7.10	5.56	10.10	47.9
143 PW			11.17	7.20	6.07	10.25	60.7
122 P			11.24	7.25	6.13	10.33	66.8
137 PW			11.33	7.33	6.22	10.42	74.1
122 P			11.40	7.40	6.30	10.50	79.8
122 PWYZ			11.47	7.45	6.36	11.00	85.4
123 P			11.55PM	7.51	6.42	11.10	92.1
126 PW			12.02AM	7.57	6.49	11.20	98.7
139 P			12.11	8.06	6.58	11.32	109.0
OPTWY			12.22	8.14	7.10	11.45	118.1
122 P			12.29	8.20	7.17	11.53AM	125.8
124 186 PWY			12.40	8.27	7.25	12.08PM	134.6
122 P			12.48		7.34	12.20	144.1
122 P			12.55	8.42	7.42	12.30	153.0
128 P			1.00	8.46	7.46	12.35 ^{3P}	158.1
122 P			1.07 ⁴	8.53	7.54	12.50	166.5
124 P			1.20	8.59	8.01	1.00	174.4
123 PW			1.34 ²	9.07	8.10	1.15	184.6
122 P			1.44		8.18	1.30	194.3
122 P			1.49	9.18	8.22	1.37	198.0
OPTWYZ	A 4.00AM	A 5.45PM	A 2.00AM	A 9.26PM	A 8.35PM	A 1.50PM	207.2

Time-Table No. 7
September 24, 1950

STATIONS

DN-NORTH YARDYL C
1.1
S. L. G. & W. CROSSING YL
0.1
D. & R. G. W. CROSSING YL
1.1
WEST. PAC. CROSSING YL
2.1
BUENA VISTA

DN-R SALT LAKE CITY YL SA
1.3
EIGHTH SO. ST. YL
0.2
D. & R. G. W. CROSSING YL
0.2
D. & R. G. W. CROSSING YL
3.1
BUENA VISTA

D GARFIELD GF
1.2
D. & R. G. W. CROSSING
2.7
LAKE POINT
8.0
ERDA
8.2
D WARNER DU
5.6
STOCKTON
6.5
D ST. JOHN SJ
12.8
FAUST
6.1
PEHRSON
7.3
LOFGREEN
5.7
BOULTER
5.6
D TINTIC U
6.7
McINTYRE
6.6
JERICHO
10.3
CHAMPLIN
9.1
D LYNDYL NY
7.7
STRONG
8.8
DN DELTA AK
9.5
VAN
8.9
CLEAR LAKE
5.1
NEELS
8.4
BLOOM
7.9
CRUZ
10.2
BLACK ROCK
9.7
READ
4.6
MURDOCK
8.3
DN-R MILFORD YL FD

CENTRALIZED TRAFFIC CONTROL

(8.00) (5.16) (3.50) (3.06) (3.35) (5.10) Thru Time
25.9 89.4 64.0 66.8 57.8 40.1 Average speed per hour

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.

SECOND SUBDIVISION EASTWARD

Car capacity of sidings, etc. See Rule 6(A) Page 22.	FIRST CLASS				SECOND CLASS	
	4	2	104	38	260	256
	Passenger	Passenger	Streamliner Passenger	Passenger	Time Freight	Time Freight
COPT WYZ					A 10.30AM	A 1.30AM
I						
P						
P						
P						
I						
I						
122 P						
125 P						
AJ						
122 P						
122 PW						
122 PY						
131 PW						
122 P						
143 PW						
122 P						
137 PW						
122 P						
122 PWYZ						
123 P						
126 P						
139 P						
OPTWY						
122 P						
124 186 PWY						
122 P						
122 P						
128 P						
122 P						
124 P						
123 PW						
122 P						
122 P						
OPTWYZ						

Time-Table No. 7
September 24, 1950

STATIONS

DN-R NORTH YARDYL C
1.1
S. L. G. & W. CROSSING YL
0.1
D. & R. G. W. CROSSING YL
1.1
WEST. PAC. CROSSING YL
2.1
BUENA VISTA

DN-R SALT LAKE CITY YL SA
1.3
EIGHTH SO. ST. YL
0.2
D. & R. G. W. CROSSING YL
0.2
D. & R. G. W. CROSSING YL
3.1
BUENA VISTA

D GARFIELD GF
1.2
D. & R. G. W. CROSSING
2.7
LAKE POINT
8.0
ERDA
8.2
D WARNER DU
5.6
STOCKTON
6.5
D ST. JOHN SJ
12.8
FAUST
6.1
PEHRSON
7.3
LOFGREEN
5.7
BOULTER
5.6
D TINTIC U
6.7
McINTYRE
6.6
JERICHO
10.3
CHAMPLIN
9.1
D LYNDYL NY
7.7
STRONG
8.8
DN DELTA AK
9.5
VAN
8.9
CLEAR LAKE
5.1
NEELS
8.4
BLOOM
7.9
CRUZ
10.2
BLACK ROCK
9.7
READ
4.6
MURDOCK
8.3
DN-R MILFORD YL FD

CENTRALIZED TRAFFIC CONTROL

Thru Time (3.40) (3.56) (3.03) (4.35) (8.40) (9.00)
Average speed per hour 56.5 52.9 67.9 45.2 23.9 23.0

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

WESTWARD

THIRD SUBDIVISION

Car capacity of siding, etc. See Rule 9(A) Page 22.	SECOND CLASS				FIRST CLASS			Distance from Salt Lake City	Time-Table No. 7 September 24, 1950	STATIONS
	299 Stock Special	259 Time Freight	103 Streamliner Passenger	1 Passenger	37 Passenger	3 Passenger	Daily			
	Daily	Daily	Daily	Daily	Daily	Daily				
OPTWYZ	6.00PM	4.40AM	9.30PM	8.45PM	2.05PM	2.10AM	207.2	DN-R MILFORD YL FD		
123 P				8.50	2.13	2.15	212.3	5.1 UPTON		
122 P				8.58	2.22	2.23	222.4	10.1 THERMO		
122 P				9.03	2.28	2.28	229.2	6.8 NADA		
122 P				9.07	2.32	2.32	233.5	4.3 LATIMER		
122 PWY			9.57	9.15	s 2.50	s 2.50	242.6	9.1 LUND		
122 P				9.24	3.00	3.00	252.5	9.9 ZANE		
122 PW				9.28	f 3.07	3.04	257.3	4.8 BERYL		
122 P				9.38	3.18	3.14	268.2	10.9 HEIST		
122 PWY			10.21	9.45	f 3.28	s 3.20	274.2	6.0 MODENA NA		
122 P			10.28	9.53	3.38	3.29 ¹⁰⁴	282.8	8.6 UVADA		
127 PY			10.39 ⁴	10.05	3.50	3.45	290.3	7.5 CRESTLINE		
122 P			10.44	10.11	3.56	3.51	294.7	4.4 BROWN		
122 PW			10.50	10.20 ⁴	4.04	3.58	299.4	4.7 ACOMA		
133 P			11.02 ²	10.32	4.18	4.13	308.7	9.3 ISLEN		
83 P			11.18	10.46 ²	4.33	4.28	315.6	6.9 MINTO		
122 P			11.22	10.55	4.40	4.35	319.7	4.1 ECCLES		
ES 119 WS 113 OPTWYZ			11.30	11.05	s 5.00	s 4.55	324.5	4.8 CALIENTE CS		
122 P			11.35	11.11	5.07	5.03	320.5	5.0 ETNA		
122 P			11.52PM	11.28	5.24	5.20	339.1	9.6 BOYD		
122 PW			12.04AM	11.40	5.39	5.33	345.6	6.5 ELGIN		
122 P			12.20	11.56PM	5.56	5.49	354.9	9.3 LEITH		
102 77 PW			12.29	12.06AM	6.08	6.00	364.9	10.0 CARP		
122 P			12.38	12.17	6.17	6.10	370.5	8.6 VIGO		
69 P			12.47	12.28	6.26	6.19	375.5	5.0 GALT		
122 P			12.58 ¹⁰⁴	12.39	6.35	6.29	381.1	5.6 HOYA		
136 PW			1.04	12.53 ¹⁰⁴	6.40	6.35	386.1	5.0 ROX		
122 P			1.10	1.00	6.47	6.45 ³⁸	390.6	4.5 FARRIER		
122 PWY			1.19	1.10	s 7.02	6.54	400.9	10.3 MOAPA MA		
122 P			1.28	1.20	7.14	7.04	410.5	9.6 UTE		
122 PW			1.37	1.30	7.30 ⁴	7.13	421.0	10.5 DRY LAKE		
74 P			1.44	1.39	7.45	7.20	426.5	5.5 GARNET		
122 P			1.51	1.47	8.02 ²	7.27	432.0	5.5 APEX		
122 P			1.58	1.55	8.12	7.33	437.0	5.0 DIKE		
122 P			2.08 ¹	2.08 ¹⁰³	8.25	7.41	445.3	8.3 WANN		
OPTWYZ	A 1.00AM	A 1.30PM	A 2.15AM	A 2.30AM	A 8.45PM	A 7.50AM	449.8	4.5 DN-R LAS VEGAS YL VG		

CENTRALIZED TRAFFIC CONTROL

Thru Time (7.00) (8.50) (4.45) (6.45) (6.40) (6.40)
Average speed per hour 34.7 27.4 61.0 42.2 36.4 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.
No. 3 will not stop at Modena 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 siding, etc. See Rule 9(A) Page 22.	Time-Table No. 7 September 24, 1950	Mile Post	FIRST CLASS				SECOND CLASS	
			38 Passenger	4 Passenger	2 Passenger	104 Streamliner Passenger	256 Time Freight	260 Time Freight
			Daily	Daily	Daily	Daily	Daily	Daily
OPTWYZ	DN-R MILFORD YL FD	576.8	A 11.30AM	A 12.20AM	A 1.05AM	A 4.33AM	A 3.30PM	A 12.45AM
123 P	5.1 UPTON	571.7	11.21	12.08AM	12.55	4.24		
122 P	10.1 THERMO	561.6	11.12	11.59PM	12.45	4.16		
122 P	6.8 NADA	554.8	11.05	11.53	12.38	4.11		
122 P	4.3 LATIMER	550.5	11.00	11.49	12.34	4.07		
122 PWY	DN LUND UN	541.4	s 10.50	s 11.40	12.25	4.00		
122 P	9.9 ZANE	531.5	10.34	11.20	12.15			
122 PW	4.8 BERYL	526.7	f 10.29	11.16	12.10AM			
122 P	10.9 HEIST	515.8	10.18	11.06	11.59PM	3.40		
122 OPWY	D MODENA NA	509.8	f 10.10	11.00	11.52			
122 P	8.6 UVADA	501.2	9.58	10.52	11.44	3.29 ³		
127 PY	7.5 CRESTLINE	493.7	9.46	10.39 ¹⁰³	11.32	3.19		
122 P	4.4 BROWN	489.3	9.36	10.27	11.25	3.13		
122 PW	4.7 ACOMA	484.6	9.28	10.20 ¹	11.18	3.06		
133 P	9.3 ISLEN	475.3	9.11	10.07	11.02 ¹⁰³	2.52		
83 P	6.9 MINTO	468.4	8.55	9.53	10.46 ¹	2.37		
122 P	4.1 ECCLES	464.3	8.48	9.47	10.35	2.32		
ES 119 WS 113 OPTWYZ	DN CALIENTE YL CS	459.5	s 8.40	s 9.40	10.25	2.24		
122 P	5.0 ETNA	454.5	8.25	9.27	10.12	2.17		
122 P	9.6 BOYD	444.0	8.08	9.10	9.55	2.00		
122 PW	6.5 ELGIN	438.4	f 7.55	8.58	9.42	1.49		
122 P	9.3 LEITH	429.1	7.38	8.42	9.26	1.34		
102 77 PW	10.0 CARP	419.1	f 7.28	8.33	9.17	1.25		
122 P	8.6 VIGO	413.5	7.18	8.24	9.08	1.16		
69 P	5.0 GALT	408.5	7.09	8.15	8.59	1.07		
122 P	5.6 HOYA	402.9	7.00	8.06	8.50	12.58 ¹⁰³		
136 PW	5.0 ROX	397.9	f 6.53	8.01	8.45	12.53 ¹		
122 P	4.5 FARRIER	393.4	6.45 ³	7.56	8.40	12.48		
122 PWY	D MOAPA MA	383.1	s 6.35	7.47	8.31	12.40		
122 P	9.6 UTE	373.5	6.17	7.39	8.22	12.32		
122 PW	10.5 DRY LAKE	363.0	f 6.05	7.30 ³⁷	8.13	12.24		
74 P	5.5 GARNET	357.5	5.57	7.25	8.08	12.19		
122 P	5.5 APEX	352.0	5.50	7.20	8.02 ³⁷	12.14		
122 P	5.0 DIKE	347.0	5.43	7.13	7.54	12.08		
122 P	8.3 WANN	338.7	5.36	7.06	7.46	12.01AM		
OPTWYZ	DN-R LAS VEGAS YL VG	334.2	5.30AM	7.00PM	7.40PM	11.55PM	5.35AM	2.45PM

Thru Time (6.00) (5.20) (5.25) (4.38) (8.66) (10.00)
Average speed per hour 40.4 45.4 44.8 62.3 24.4 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, also setout tracks.—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. 7 September 24, 1950	Mile Post	SECOND CLASS				
	307 Mixed	305 Mixed	Daily Except Sunday				306 Mixed	308 Mixed	Daily Except Saturday	Daily Except Sunday	
											STATIONS
				0.0	DN R	SALT LAKE CITY YL C	36.3	A 11.15PM			
				1.3		EIGHTH SOUTH ST. YL	37.6	11.05			
				2.1		D. & R. G. W. CROSSING YL	38.4				
				3.4		D. & R. G. W. CROSSING YL	39.7				
77	P		3.20	4.7		HUSLERS YL	41.0	10.50			
47	P	f	3.35	7.3	D	MURRAY YL FN	43.6	f 10.40			
60	PW		3.40	7.9		PALLAS YL	44.2	10.35			
	AI			11.4		D. & R. G. W. GAUNTLET	47.7				
	AI			12.3		D. & R. G. W. CROSSING	48.6				
102	P	f	3.50	12.6		SANDY	48.9	f 10.20			
48	PW	s	4.20	17.1	D	DRAPER A	782.9	s 10.10			
WS 73 ES 70	P	f	4.50	24.5		MOUNT	775.5	f 9.50			
73	PWY	f	5.20	29.0		CUTLER YL	771.0	f 9.30			
31	P	f	5.40	30.5	D	LEHI YL HI	769.5	f 9.20			
45	P	f	6.00	33.5	D	AMERICAN FORK AY	766.5	f 9.00			
73	P	f	6.20	36.5	D	PLEASANT GROVE GO	763.5	f 8.40			
	P	f	6.30	42.0	D	GENEVA G	758.0	f 8.20			
	AI			42.7		D. & R. G. W. CROSSING	757.3				
COPT WYZ		8.00AM	A 7.00AM	47.3	DN-R	PROVO YL VO	752.7	8.00PM	A 6.00PM		
		f 8.10		52.0		SPRINGVILLE	748.0	f 5.05			
29	P	s 8.30		55.6	D	SPANISH FORK SF	744.4	f 4.55			
116	PW	s 9.00		63.2	D	PAYSON CN	736.8	f 4.40			
125	PW	f 9.50		78.0		STARR	722.0	f 4.10			
132	PY	s 10.40		89.2	DN	NEPHI NI	710.8	s 3.50			
75	P	f 11.20AM		103.7		JUAB	696.3	f 3.20			
125	P	f 12.05PM		118.9		PARLEY	681.1	f 2.36			
60	P	f 12.40		130.1		MACK	669.9	f 2.06			
OPTWY		A 1.00PM		134.1	D-R	LYNNDYL YL NY	665.9		2.00PM		
				(134.1)							
		(6.00) 17.4	(4.00) 11.8	Thru Time			(3.15) 14.5	(4.00) 21.6			
				Average speed per hour							

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 307 is superior to No. 308.—See Rule 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 22.	SECOND CLASS		Distance from Cache Jct.	Time-Table No. 7 September 24, 1950	Mile Post	SECOND CLASS	
	303 Mixed	Daily Except Sunday				304 Mixed	
							STATIONS
CPWYZ	5.00AM	0.0	DN-R	CACHE JCT. YL CJ	0.0	A 3.00PM	
				4.8			
10		4.8		PETERSBORO (Spur)	4.8		
35	f 5.25	8.6		MENDON	8.6	f 2.15	
				12.4			
				NEBEKER (Spur)	12.4		
19	w f 5.45	13.8	D	WELLSVILLE WV	13.8	f 1.55	
25		14.5		HILLS	14.5		
22	f 5.59	17.6		HYRUM	17.6	f 1.30	
13		20.2		HOLT	20.2		
		21.7		SUGAR FACTORY JCT. YL	21.7		
85	wyz s 6.30	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 6.57	31.5	D	SMITHFIELD YL SM	31.5	f 12.30	
9		33.4		BAUGH (Spur)	33.4		
		36.5		HODGES (Spur)	36.5		
	w f 7.20	37.4	D	RICHMOND YL RN	37.4	f 12.01PM	
10		39.6		MERRILLS YL	39.6		
10	f 7.29	41.0		WEBSTER YL	41.0	f 11.30AM	
		41.5		LEWISTON YL (Spur)	41.5		
35	f 8.00	43.8	D	FRANKLIN YL F	43.8	f 11.20	
34	f 8.10	48.0		WHITNEY YL	48.0	f 11.08	
22	wy A 9.00AM	50.8	D-R	PRESTON YL PN	50.8	11.00AM	
				(50.8)			
	(4.00) 12.7	Thru Time			(4.00) 12.7		
		Average speed per hour					

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

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

WESTWARD		MALAD BRANCH				EASTWARD		Westward		BENSON BRANCH		Eastward	
Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS	Distance from Brigham	Time-Table No. 7 September 24, 1950		Mile Post	SECOND CLASS	Distance from Benson	Time-Table No. 7 September 24, 1950		Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS	Mile Post
			311 Mixed Daily Except Sunday					312 Mixed					
WS 114 ES 67	PWY		7.30AM	0.0	DN-R	BRIGHAM YLBM	0.0	A	2.00PM		P		
51	f	5.6	7.45	5.6		CORINNE YL	5.6	f	1.35	11			
10	f	13.7	8.02	13.7		CROPLEY	13.7	f	1.10				
46	s	17.8	8.15	17.8	D	TREMONTON YLMU	17.8	s	12.55				
19	wy	19.8	8.30	19.8	D	GARLAND YLAJ	19.8	s	12.20PM				
20	f	25.0	8.46	25.0		FIELDING	25.0	f	11.56AM				
14	f	36.7	9.25	36.7		PORTAGE	36.7	f	11.20				
12	f	44.5	9.50	44.5		CHERRY CREEK (Spur)	44.5	f	10.55				
30	cwy	51.5	10.15AM	51.5	D-R	MALAD YL MV	51.5		10.30AM				
			(51.5)					Daily Except Sunday					(5.2)
(3.30)		Thru Time		(3.30)				Average speed per hour				14.7	

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 Cedar City	Time-Table No. 7 September 24, 1950		Mile Post	SECOND CLASS	Distance from Iron Mountain	Time-Table No. 7 September 24, 1950		Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS	Mile Post	
			417 Local Freight Daily Except Sunday					418 Local Freight						
122 188	PWY		2.00PM	0.0	DN-R	LUND YL	0.0	A	12.05PM		PWYZ	D-R	IRON SPRINGS YLGS	0.0
75	f	9.4	2.25	9.4		AVON	9.4		11.20AM				DESERT MOUND	4.0
	PWYZ	11.6	3.07	11.6	D-R	IRON SPRINGS YLGS	11.6	PY	10.50				DN IRON MOUNTAIN YL MN	14.7
20	P	4.2	3.20	4.2		HALIVAH	4.2		10.20					
Loop 43	OPW	7.3	3.45PM	7.3	DN-R	CEDAR CITY YL	7.3	CD	10.00AM					
			(32.5)					Daily Except Sunday					(14.7)	
(1.45)		Thru Time		(2.05)				Average speed per hour				15.6		

Westward		SYRACUSE BRANCH		Eastward		Westward		BEAR RIVER BRANCH		Eastward		Westward		THATCHER BRANCH		Eastward	
Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS	Distance from Syracuse	Time-Table No. 7 September 24, 1950		Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS	Distance from Bear River	Time-Table No. 7 September 24, 1950		Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS	Distance from Thatcher	Time-Table No. 7 September 24, 1950		Mile Post
			313 Local Freight Daily Except Sunday						314 Local Freight								
WS 60 ES 116	PX		8.00AM	0.0	DN-R	MOAPA	0.0	A	11.40AM								
	f	5.1	8.25	5.1		NARROWS	5.1		11.25								
45	f	10.2	8.50	10.2		LOGANDALE	10.2		10.55								
8	f	14.8	9.15	14.8		OVERTON	14.8		10.30								
	y A	16.7	9.40AM	16.7		MEAD LAKE (Spur)	16.7		10.00AM								
			(16.7)					Daily Except Sunday					(1.40)				(1.40)
(1.40)		Thru Time		(1.40)				Average speed per hour				10.0					

Westward		FAIRFIELD BRANCH				Eastward		Westward		PIOCHE BRANCH		Eastward		Westward		FILLMORE BRANCH		Eastward	
Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS	Distance from Fairfield	Time-Table No. 7 September 24, 1950		Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS	Distance from Pioche	Time-Table No. 7 September 24, 1950		Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS	Distance from Fillmore	Time-Table No. 7 September 24, 1950		Mile Post		
			403 Local Freight Daily Except Sunday						404 Local Freight										
73 Y	R		6.30AM	0.0	DN-R	CALIENTE	0.0	A	1.45PM		124 188	PWY	DN-R	DELTA YL	AK	0.0			
15	s	14.5	7.20	14.5		PANACA	14.5	s	12.30PM		10			GREENWOOD (Spur)		21.7			
20	y A	18.2	8.45AM	18.2	D	PIOCHE YL	18.2	RM	11.00AM		26	y D		FILLMORE YL	FJ	32.2			
16		23.6		23.6															
			(23.6)					Daily Except Sunday					(32.2)				(32.2)		
(2.15)		Thru Time		(2.45)				Average speed per hour				11.9							

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, also set out 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	Moapa.	Los Angeles.	Salt Lake City and beyond.
* 38	Any station.	Any station.	Any station.

* Will also stop for non-revenue passengers.

Westward		FAIRFIELD BRANCH				Eastward		Westward		PIOCHE BRANCH		Eastward		Westward		FILLMORE BRANCH		Eastward	
Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS	Distance from Fairfield	Time-Table No. 7 September 24, 1950		Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS	Distance from Pioche	Time-Table No. 7 September 24, 1950		Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS	Distance from Fillmore	Time-Table No. 7 September 24, 1950		Mile Post		
			403 Local Freight Daily Except Sunday						404 Local Freight										
73 Y	R		6.30AM	0.0	DN-R	CALIENTE	0.0	A	1.45PM		124 188	PWY	DN-R	DELTA YL	AK	0.0			
15	s	14.5	7.20	14.5		PANACA	14.5	s	12.30PM		10			GREENWOOD (Spur)		21.7			
20	y A	18.2	8.45AM	18.2	D	PIOCHE YL	18.2	RM	11.00AM		26	y D		FILLMORE YL	FJ	32.2			
16		23.6		23.6															
			(23.6)					Daily Except Sunday					(32.2)				(32.2)		
(2.15)		Thru Time		(2.45)				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 set out 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	79	50	Trains handling company roadway machines on their own wheels on main line— Straight track.			30
DLS and Stock Special: Ogden to Las Vegas. 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— Protected by continuous block signal system.	60	50	25
3800 class locomotives.		60	50	Not protected by continuous block signal system.	50	40	25
4000, 9000, 2-10-2 and 4-10-2 type locomotives.		50	50	At North Yard.	50	40	25
Between Iron Mountain and Provo: 2-10-2 type locomotive.			40	On branch lines.	30	30	15
2-10-2 type locomotive handling ore.			35	Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35
When caboose is handled in train consisting of passenger train equipment.		55		Trains handling water cars converted from Vanderbilt (round) type tender.			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	When using cross-overs or turn-outs: 9000 class locomotives; Forward movement.		10	10
Inspection bus cars.		40	40	Back-up movement.		6	6
MacArthur type locomotives with 63-inch drivers.		55	50	All other class locomotives; Forward movement.	15	15	15
MacArthur type locomotives with 57-inch drivers.		35	35	Back-up movement.	10	10	10
Ten Wheeler type locomotives 1575 to 1579.		55	40	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 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
Mallet type locomotives, 3500 to 3599 incl.		30	30	On wye tracks.	6	6	6
0-6-0 and 0-8-0 type yard locomotives.		20	20	Jordan spreaders and other machines of spreader type, when in operation.			15
Steam locomotives running backward.		20	20	Trains handling air-dump cars.			35
Trains handling scale test cars— On main line.			30	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power:			25
On branch lines.			20	On main line.			15
Trains handling 5 or more cars Iron Mountain ore: Between Lund and Lynndyl.			40	On branch lines.			15
Between Lynndyl and York.			30	(Slower speed must be observed where conditions require.)			
Between York and Provo.			40				
Between Lynndyl and Salt Lake.			40				

FIRST SUBDIVISION
 Between McCammon and Ogden

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Maximum Speed.	70	50	Trenton Between M.P. 53.9 and 53.5.	60	50
McCammon 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 Between M.P. 102.6 and 102.4.	60	50	Cache Jct. Between M.P. 47.1 and 46.5.	30	30
Virginia Between M.P. 99.6 and 99.4.	50	40	Between M.P. 46.4 and 44.6.	12	12
Downey Between M.P. 93.9 and 93.6.	60	50	Wheelon Between M.P. 44.4 and 43.5.	40	30
Between M.P. 92.8 and 92.3.	60	50	Between M.P. 42.2 and 42.0.	40	30
Between M.P. 90.4 and 90.2.	50	40	Between M.P. 41.4 and 41.0.	60	50
Between M.P. 87.5 and 87.3.	60	50	Between M.P. 38.0 and 37.8.	45	35
Between M.P. 86.7 and 86.5.	60	50	Honeyville Between M.P. 23.4 and 23.1.	60	50
Between M.P. 85.8 and 85.6.	60	50	Brigham Between M.P. 21.1 and 20.9.	35	25
Swan Lake Between M.P. 83.0 and 82.7.	40	30	Between M.P. 19.4 and 19.2.	60	50
Dayton Between M.P. 67.1 and 66.8.	40	30	Willard 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. 64.5 and 64.1.	60	50	Between M.P. 10.6 and 10.3.	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 Between M.P. 8.7 and 9.1.	79	65	50	Farmington 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 Between M.P. 20.9 and 21.2.	70	60	50	North Yard Between M.P. 34.9 and Fifth North Street.	30	30	20
				Between Fifth North Street and passenger depot. 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. 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.	Psgr.	Frt.		Str.	Psgr.	Frt.
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 705.8.	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* (See note).	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* (See note).	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* (See note).	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 (See note).	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* (See note).	50	40	30	Between M.P. 461.7 and 461.2.	30	25	20
Between M.P. 489.9 and 489.7* (See note).	45	35	30	Between M.P. 460.3* and 460.0 (See note).	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* (See note).	50	40	30				

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

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
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 (See note).	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 (See note).	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 363.2 (See note).	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* (See note).	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

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

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Pgr.	Frt.		Pgr.	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'	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'	8.8
49"	73.5	1'11"	50.7	8'	7.6
50"	72.	1'12"	50.	10'	6.
51"	70.6				

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
		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
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	Spur 1.4 Mi.	East	East	Ute	373.5	9	West	East
Perry (1)	17.2	Old Siding 52 P	Both	Level	Dry Lake	363.0	21	Both	East
		Team Track 25	Both	Level	Garnet	357.5	6	West	East
Willard	14.0	7	Both	West	Arrolime	353.8	31 P	Both	East
Hot Springs	8.8	17	Both	West	Apex	352.0	8	Both	East
Harrisville	4.7	32 P	Both	Level	Dike	347.0	8	East	West
Browning	2.7	29	Both	West	Valley	342.4	Old Siding 38 P	Both	West
Roy	6.1	East spur 8	East	West			Industry 14	Both	East
		West spur 8	East	West			Neilis Air Field	Both	West
		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	Provo Subdivision				
Layton	14.5	Stock 48	Both	East	Officer	38.9	83 P	Both	East
Kaysville	16.7	Stock 13	Both	East	Burton	39.5	21	Both	East
Farmington	21.3	13	Both	Level	Walton	41.1	16	West	East
Onion Spur	28.0	6	East	East	Bentz	42.2	9	West	West
Woods Cross	28.1	Old Siding 49	Both	West	Atwood	45.9	Team Track 17 P	Both	West
		Team Track 5	West	West			Spur 11	West	West
		Storage 43	West	West	Cushing	47.5	27	Both	East
Becks	32.9	Old Siding 88 P	Both	East	Sandy	48.9	16	Both	East
		Advance Track 68	Both	East	Draper	782.9	48	Both	East
					Mellen Sand Spur	781.3	10	East	East
Second Subdivision					Rideout	778.0	7 P	East	East
Small Arms Spur	779.9	64 P	West	Level	Mount	775.5	41	Both	West
Buena Vista	779.2	22	Both	Level	Lehi Sugar Spur	769.1	98	East	West
Erda	756.4	22	Both	East	Hardy Beet Spur	761.8	27	West	East
Bauer	744.8	33 P	Both	East	Bunker Spur	759.9	12	East	East
St. John	736.1	43	Both	Level	Geneva	758.0	73	Both	West
Clover	732.8	Govt. Yard P	East	East	Cutting Spur	754.8	38	East	West
Faust	723.3	35	Both	East	Ironton	754.1	108	East	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	Benjamin	741.6	28	Both	West
McIntyre	691.9	22	Both	West	Santaquin	730.7	8	West	East
Jericho	685.3	30	Both	West	Starr	722.0	14	West	West
Champlin	675.0	22	Both	West	Nephi				
Strong	658.2	22	Both	West	Plaster Spur	710.8	2.1 Mi.	Both	East
Oasis (3)	644.4	33 P	Both	West	Sharp	703.6	13	East	East
Van	639.9	22	Both	West	Levan	699.0	5	East	West
Clear Lake	631.0	22	Both	East	Juab	696.3	34	Both	West
Neels	625.9	22	Both	East	Mills	689.3	18 PW	East	West
Borden	620.9	4 P	West	East	Soma	679.0	14 P	Both	East
Bloom	617.5	22	Both	Level	Uisco	676.3	12	East	West
Cruz	609.6	23	Both	Level	Leamington	671.3	26 P	Both	West
Pumice	604.3	16 P	Both	East					
Black Rock	599.4	22	Both	East	Cache Valley Branch				
Read	589.7	22	Both	East	Hyrum	17.6	House 22	Both	East
Murdock	585.1	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	East	Level	Atlanta	2.6	13	Both	East
Richmond	37.4	House 18	Both	West	Mendha	4.2	3	East	East
Lewiston	41.5	Sugar Spur 1.46 Mi.	West	East	Prince	8.6	4	Both	West
Mill Spur	44.4	15	West	East	Mead Lake Branch				
MaIad Branch					Standard Oil Co.	3.1	1	East	West
Corinne Jct.	3.9	28	West	East	Arrowhead	3.3	18	West	East
Corinne	5.6	Stock 22	Both	Level	Seven Arrow				
		House 36	Both	Level	Gypsum	9.3	7	East	West
Roche Beet Spur	5.6	3 Mi.	East	Level	Amber	9.5	4	East	West
Roche		30	East	Level	Virgin	12.8	6	Both	West
Halbert	30.5	6	East	West	Glassand	13.7	21	West	West
Washakie	34.4	8	East	Level					
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;
- 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.