



UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



UTAH DIVISION
TIME-TABLE
No. 12

Effective Sunday,
APRIL 27, 1952
at 12:01 A.M.

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

*Safety Is
No Accident*

FOR EMPLOYEES ONLY

SOUTH CENTRAL DISTRICT

UTAH DIVISION
CORRECTED TO JUNE 1 1951



A. D. HANSON General Manager
H. E. SHUMWAY General Superintendent Transportation
D. F. WENGERT General Superintendent

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

H. S. JENSEN, Ass't Superintendent . . . Salt Lake City, Utah

A. E. STRAND, Terminal Superintendent
 Salt Lake City, Utah

G. H. BAKER, Trainmaster Salt Lake City, Utah

A. W. KIRKEBY, Trainmaster Salt Lake City, Utah

R. D. SMITH, Trainmaster Milford, Utah

K. P. VARLEY, Ass't Trainmaster Milford, Utah

A. R. NELSON, Master Mechanic Pocatello, Idaho

L. L. HOEFFEL, Master Mechanic Los Angeles, Calif.

J. E. DRUMMOND, Road Foreman of Engines
 Salt Lake City, Utah

K. S. RUSSEY, 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

R. M. BROWN, Division Engineer Salt Lake City, Utah

B. ESBENSON, General Roadmaster Salt Lake City, Utah

First, Second and Third Subdivisions and Branches
McCammion to Caliente

D. DURHAM, Chief Train Dispatcher
 Salt Lake City, Utah

E. R. GUYE, Ass't Chief Train Dispatcher
 Salt Lake City, Utah

G. B. CHASTAIN, Ass't Chief Train Dispatcher
 Salt Lake City, Utah

W. R. DAVIS, Ass't Chief Train Dispatcher
 Salt Lake City, Utah

R. D. BRINK, Ass't Chief Train Dispatcher
 Salt Lake City, Utah

R. L. MAUGHAN, Ass't Chief Train Dispatcher
 Salt Lake City, Utah

W. B. DUMAS, Ass't Chief Train Dispatcher
 Salt Lake City, Utah

Third Subdivision and Branches
Caliente to Las Vegas

R. A. FORBES, Chief Train Dispatcher . . . Las Vegas, Nev.

R. L. GUNDY, Ass't Chief Train Dispatcher
 Las Vegas, Nev.

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

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

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

NAME	TITLE	PLACE
D. L. Gamette	Medical Director	Los Angeles.
L. J. Tauffer	District Surgeon	Salt Lake City.
R. R. Merrell	District Surgeon	Pocatello.
K. E. Noyes	Surgeon	American Fork.
James A. Nuttall	Surgeon	Beaver.
J. E. Trowbridge	Surgeon	Bountiful.
H. L. Pearse	Surgeon	Brigham City.
Wm. M. Vest	Surgeon	Caliente.
L. V. Broadbent	Surgeon	Cedar City.
P. K. Edmunds	Surgeon	Cedar City.
R. W. Farnsworth	Surgeon	Cedar City.
Harry S. Holmes	Surgeon	Eureka.
M. E. Bird	Surgeon	Delta.
M. A. Lyman	Surgeon	Delta.
L. G. Burkett	Surgeon	Downey.
H. S. Jensen	Surgeon	Farminston.
Kenneth Hill	Surgeon	Garfield.
B. N. Benson	Surgeon	Garland.
G. D. Rutledge	Surgeon	Kaysville.
J. B. Demman	Surgeon	Las Vegas.
J. J. Hamill	Surgeon	Las Vegas.
G. J. Maadsen	Oculist	Las Vegas.
C. G. Scruggs	Surgeon	Las Vegas.
N. Z. Tanner	Surgeon	Layton.
A. K. Hansen	Surgeon	Lewiston.
S. M. Budge	Surgeon	Logan.
O. W. Budge	Surgeon	Logan.
J. Claire Hayward	Surgeon	Logan.
W. H. Hayward	Surgeon	Logan.
O. H. Mabey	Surgeon	Malad.
J. S. Alley	Surgeon	Midvale.
E. N. Davie	Surgeon	Milford.
J. A. Nuttall	Surgeon	Milford.
John M. Ball	Surgeon	Murray.
Raymond E. Tyvand	Surgeon	Murray.
F. H. Beckstead	Surgeon	Nephi.
J. G. Steele	Surgeon	Nephi.
W. P. Daines	Surgeon	Ogden.
Harold V. DeMars	Oculist & Aurist	Ogden.
R. F. Howe	Surgeon	Ogden.
S. M. Maeser	Surgeon	Ogden.
I. B. McQuarrie	Surgeon	Ogden.
R. W. Pugmire	Oculist	Ogden.
M. P. Southwick	Surgeon	Ogden.
L. S. Sycamore	Surgeon	Ogden.
Milton Wilcox	Surgeon	Ogden.
Max Stewart	Surgeon	Payson.
B. C. Linebaugh	Surgeon	Pleasant Grove.
R. G. Crandall	Surgeon	Pocatello.
H. Dean Hartvigsen	Surgeon	Pocatello.
F. H. Howard	Surgeon	Pocatello.
H. H. Houghart	Surgeon	Pocatello.
Orville E. Merrell, Jr.	Surgeon	Pocatello.
David C. Miller	Surgeon	Pocatello.
D. J. Nelson	Surgeon	Pocatello.
C. T. Parker	Surgeon	Pocatello.
C. W. Pond	Oculist-Aurist	Pocatello.
E. V. Simison	Oculist-Aurist	Pocatello.
L. R. Hawkes	Surgeon	Preston.
Eldon D. Clark	Oculist & Aurist	Provo.
J. J. Weight	Surgeon	Provo.
J. B. Westwood	Surgeon	Provo.
W. G. Noble	Surgeon	Richmond.
John R. Anderson	Surgeon	Salt Lake City.
Harry Berman	Oculist & Aurist	Salt Lake City.
L. W. Condie	Surgeon	Salt Lake City.
Alan S. Crandall	Oculist	Salt Lake City.
Geo. H. Curtis	Surgeon	Salt Lake City.
E. B. Fairbanks	Oculist & Aurist	Salt Lake City.
Sharp Sanders	Surgeon	Salt Lake City.
Rulon E. Smith	Surgeon	Salt Lake City.
Ralph L. Tingey	Surgeon	Salt Lake City.
F. J. Winget	Surgeon	Salt Lake City.
E. C. Budge	Surgeon	Smithfield.
Robert S. Budge	Surgeon	Smithfield.
G. B. Orton	Surgeon	Springville.
T. M. Aldous	Surgeon	Tooele.
Weir Pierson	Surgeon	Tooele.
G. C. Ficklin	Surgeon	Tremonton.

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. 12 April 27, 1952					Mile Post	FIRST CLASS				
9 Passenger	103 Streamliner Passenger	1 Passenger	5 Mail and Express	37 Passenger		10 Passenger	2 Passenger	104 Streamliner Passenger	38 Passenger	6 Mail and Express						
Daily	Daily	Daily	Daily	Daily		STATIONS										
8.35	5.25	4.50	7.15	7.00	0.0	MT	OGDEN	MT		0.0	A 6.00	A 7.10	A 8.35	A 6.25	A 8.05	
9.30	6.10	5.40	A 8.10	8.00	36.3	MT	SALT LAKE CITY	MT		36.3	5.05	6.20	7.50	5.30	7.15	
9.15	5.10	4.50		8.30	784.0	PT		PT		784.0	3.45	5.10	6.40	4.00		
11.18	7.14	7.01		11.10	154.4		LYNN DYL			665.0	1.25	2.49	4.46	1.10		
1.00	8.30	8.45		1.10	243.5		MILFORD			576.8	11.55	1.30	3.37	11.30		
1.45	8.57	9.22		1.52	278.9		LUND			541.4	11.04	12.37	3.00	10.40		
3.54	10.34	11.18		4.00	360.8		CALIENTE			459.5	9.10	10.47	1.24	8.30		
6.55	1.15	2.20		7.10	486.1		LAS VEGAS			334.2	6.10	7.30	10.45	5.30		
7.10	1.25	2.35		7.10										5.00		
10.30	4.07	6.00		11.55	657.1		YERMO			163.2	2.53	4.15	7.45	12.30		
10.53	4.25	6.25		12.25	670.5		BARSTOW			150.1	2.25	3.47	7.27	11.59		
1.00	6.25	8.35		2.50	751.3		SAN BERNARDINO			67.3	12.20	1.50	5.38	9.45		
1.10	6.33	8.45		3.00	754.8		COLTON			64.5	12.07	1.37	5.25	9.15		
1.25	6.45	9.00		3.20	761.8		RIVERSIDE			57.5	11.55	1.25	5.13	8.55		
1.48	7.03	9.23		4.05	781.5		ONTARIO			37.8	11.28	1.00	4.53	8.15		
1.57	7.11	9.32		4.25	787.3		POMONA			32.0	11.20	12.50	4.46	8.05		
2.30	7.40	10.10		5.25	813.6		EAST LOS ANGELES			5.7	10.50	12.20	4.20	7.25		
A 3.00	A 8.00	A 10.40		A 6.00	821.0		LOS ANGELES	PT		0.0	10.30	12.01	4.00	7.00		
							(821.0)				Daily	Daily	Daily	Daily	Daily	
(19.25) 42.3	(15.35) 52.7	(18.50) 43.6	(0.55) 39.6	(24.00) 34.2			Thru Time				(18.30) 44.3	(18.09) 45.2	(16.35) 52.7	(22.25) 36.6	(0.50) 43.5	
							Average speed per hour									

WESTWARD CONDENSED TIME-TABLE EASTWARD

FIRST CLASS				Distance from Salt Lake City New Main Line	Time-Table No. 12 April 27, 1952				Mile Post	FIRST CLASS		
35 Passenger	29 Passenger	33 Passenger			36 Passenger	30 Passenger	34 Passenger					
Daily	Daily	Daily			STATIONS							
8.00	6.00	5.30		0.0	SALT LAKE CITY			36.3	A 7.00	A 8.55	A 10.00	
8.55	6.50	6.20		36.3	OGDEN			0.0	6.00	7.55	9.10	
9.10	7.20	6.50		57.4	BRIGHAM CITY			21.1	5.40	7.30	8.50	
9.46	8.00	7.22		85.1	CACHE JCT.			48.8	4.58	6.50	8.00	
10.32	8.44	8.02		147.5	McCAMMON			111.2	4.15	6.06	7.22	
12.10	10.10	9.35		170.2	POCATELLO			213.9	2.55	4.45	6.05	
A 12.45	A 10.45	A 10.10							2.25	4.15	5.35	
					(170.2)				Daily	Daily	Daily	
(4.45) 35.8	(4.15) 35.8	(4.40) 36.0					Thru Time		(4.35) 37.1	(4.40) 36.0	(4.35) 37.1	
							Average speed per hour					

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

WESTWARD

FIRST SUBDIVISION

SECOND CLASS

Car capacity of sidings, etc. See Rule 4(A) Page 21.	Time-Table No. 12 April 27, 1952			
	254	277	251	311
	Time Freight Daily	Time Freight Daily	Time Freight Daily	Mixed Daily Except Sunday
P				
COPT WYZ	10.30PM	8.10PM	4.00AM	
PX	10.40	8.20	4.10	
IX				
PX				
W8 72 WPX	10.56	8.33	4.27	
CS 133 PX	11.04	8.40	4.35	
	11.08	8.43	4.40	
W8 56 ES 115 PX	11.18	8.49	4.50	
B8 41 PX	11.28	8.54	4.55	
P	11.36PM	9.01	5.04	
COPT WYZ	A 12.05AM	9.20 10.00	5.25 6.10	5.50AM
122 P		10.15	6.30	6.04
120 P		10.26	6.41	f 6.20
120 P		10.33	6.58 ³⁰	f 6.30
W8 114 ES 67 FWY		10.42	7.12	A 6.45AM
120 P		10.54	7.32 ³³	
122 P		11.01	7.40	
121 P		11.15 ²⁷⁰	7.55	
W8108 CP ES 70 WYZ		11.40	8.30	
123 P		11.53PM	8.47	
P				
P				
121 P		12.05AM	9.00	
121 P		12.20	9.15	
PW				
121 P		12.30	9.26	
P				
121 PW		12.39	9.36	
121 PW		12.55	9.56	
P				
122 P		1.08	10.11	
ES 123 WS 126 IPWY		A 1.20AM	A 10.30AM	

Time-Table No. 12 April 27, 1952	
STATIONS	
DN-R	SALT LAKE CITY YL SA
	2.6
DN-R	NORTH YARD YL C
	2.6
	NORTH SALT LAKE
	0.1
	BAMBERGER R. R. CROSS.
	2.9
D	WOODS CROSS WC
	6.8
	FARMINGTON
	4.6
D	KAYSVILLE K
	2.2
D	LAYTON NY
	4.7
D	CLEARFIELD CF
	3.7
	ROY
	5.1
	BRIDGE JCT. YL
	1.0
DN-R	OGDEN YL OG YD RD
	0.7
	D. & R. G. W. CROSSING YL
	0.9
	S. P. JCT. YL
	7.2
	HOT SPRINGS
	5.2
	WILLARD
	7.1
DN	BRIGHAM CITY YL BM
	9.3
D	HONEYVILLE HX
	5.5
	DEWEY
	8.7
	WHEELON
	4.2
D	CACHE JCT. YL CJ
	8.1
	TRENTON
	3.7
D	CORNISH CG
	1.8
	UTIDA
	2.7
D	WESTON WI
	5.9
DN	DAYTON CN
	4.2
	CLIFTON
	3.1
	COULAM
	3.0
	OXFORD
	3.4
	SWAN LAKE
	10.3
DN	DOWNEY DO
	5.0
	VIRGINIA
	4.7
D	ARIMO A
	6.5
DN-R	McCAMMON YL MC

BLOCK SIGNALS

DOUBLE TRACK

(1.35) (6.10) (6.30) (0.55) Thru Time
21.3 28.5 22.3 23.0 Average speed per hour

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

WESTWARD

FIRST SUBDIVISION

FIRST CLASS

Distance from Salt Lake City	Time-Table No. 12 April 27, 1952							
	35	6	29	38	104	2	33	10
	Passenger Daily	Mail and Express Daily	Passenger Daily	Passenger Daily	Streamliner Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily
0.0	8.00PM	7.15PM	6.00PM	5.30PM	7.50AM	6.20AM	5.30AM	5.05AM
2.6	8.10	7.25	6.10	5.40	7.58	6.30	5.40	5.15
5.2	8.14	7.28	6.13	5.44	8.01	6.33	5.43	5.18
5.3	8.20	7.34	6.19	5.50	8.01	6.39	5.49	5.24
8.2	8.25	7.38	6.23	5.55	8.10	6.43	5.53	5.28
15.0	8.28	7.40	6.25	5.58		6.45	5.55	5.30
18.8	8.32	7.44	6.29	6.02		6.49	6.00	5.34
21.8	8.36	7.47	6.32	6.06	8.19	6.52	6.04	5.37
26.5	8.41	7.52	6.37	6.11	8.23	6.57	6.09	5.42
30.2	8.55	A 8.05PM	6.50	A 6.25PM	A 8.35AM	A 7.10AM	6.20	A 6.00AM
35.3	9.10		7.20				6.50	
36.3								
37.0	9.20		7.27				6.57	
37.9	9.28		7.35				7.06 ³⁰	
45.1	9.34		7.40				7.12	
50.3	s 9.46		s 8.00 ³⁴				s 7.22	
57.4	9.56		8.10				7.32 ²⁵¹	
66.7	10.02		8.15				f 7.37	
72.2	10.12		8.25				7.47	
80.9	s 10.32 ²⁷⁰		s 8.44				s 8.02	
85.1	10.44		8.54				8.12	
93.2	10.49		f 9.03				f 8.20	
96.9	10.51		9.06				8.22	
98.7	10.54		9.09				8.26	
101.4	f 11.04		9.17				f 8.35	
107.3	11.09		9.21				8.39	
111.5	11.13		9.24				8.42	
114.6	11.16		9.27				8.45	
117.6	11.20		9.30 ²⁷⁰				8.50	
121.0	f 11.32		f 9.43				s 9.06	
131.3	11.39		9.50				9.13	
136.3	11.48PM		9.56				9.20	
141.0	As 12.10AM		At 10.10PM				As 9.35AM	
147.5								

BLOCK SIGNALS

DOUBLE TRACK

(4.10) (0.50) (4.10) (0.55) (0.45) (0.50) (4.05) (0.55) Thru Time
35.4 43.5 35.4 39.6 48.4 43.5 36.1 39.6 Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. Rules 251 to 254 inclusive apply between Ogden and Salt Lake City. Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden. For conditional stops to discharge or pick up revenue passengers.—See Page 14. For stations not shown on schedule pages.—See Page 21. For setout tracks.—See Page 22.

FIRST SUBDIVISION EASTWARD

Time-Table No. 12 April 27, 1952	Mile Post	FIRST CLASS								
		36 Passenger	37 Passenger	5 Mail and Express	30 Passenger	1 Passenger	103 Streamliner Passenger	9 Passenger	34 Passenger	
STATIONS										
DN-R SALT LAKE CITY YL SA	38.3	A 7.00AM	A 8.00AM	A 8.10AM	A 8.55AM	A 5.40PM	A 6.10PM	A 9.30PM	A 10.00PM	
DN-R NORTH YARD YL C	33.7									
NORTH SALT LAKE	31.1	6.46	7.42	7.53	8.40	5.28	6.01	9.13	9.48	
BAMBERGER R. R. CROSS.	31.0									
D WOODS CROSS WC	28.1	6.39	7.38	7.49	8.34	5.24	5.58	9.09	9.44	
FARMINGTON	21.3	6.32	7.30	7.43	8.27	5.18		9.03	9.38	
D KAYSVILLE K	16.7	6.26	7.25	7.39	8.21	5.14		8.59	9.34	
D LAYTON NY	14.5	6.22	7.22	7.37	8.17	5.12	5.47	8.57	9.32	
D CLEARFIELD CF	9.8	6.17	7.17	7.32	8.12	5.07		8.52	9.27	
ROY	8.1	6.11	7.12	7.27	8.06	5.02	5.40	8.47	9.22	
BRIDGE JCT. YL	1.0	6.05	7.05	7.20	8.00	4.55		8.40	9.15	
DN-R OGDEN YL YD RD	0.0	6.00 5.40	7.00AM	7.15AM	7.55 7.30	4.50PM	5.25PM	8.35PM	9.10 8.50	
D. & R. G. W. CROSSING YL	0.7									
S. P. JCT. YL	1.6	5.20			7.15				8.28	
HOT SPRINGS	8.8	5.11			7.06 ³³				8.17	
WILLARD	14.0	5.05			6.58 ²⁵¹				8.10	
DN BRIGHAM CITY YL BM	21.1	s 4.58			s 6.50				s 8.00 ²⁹	
D HONEYVILLE HX	30.4	4.44			6.36				7.49	
DEWEY	35.9	4.39			f 6.30				7.44	
WHEELON	44.6	4.30			6.19				7.35	
DN CACHE JCT. YL CJ	48.8	s 4.15			s 6.06				s 7.22	
TRENTON	56.9	3.59			5.52				7.08	
D CORNISH CG	60.8	3.55			s 5.47				s 7.03	
UTIDA	62.4	3.52			5.41				6.59	
D WESTON WI	65.1	3.49			5.38				6.56	
DN DAYTON CN	71.0	f 3.42			5.31				6.49	
CLIFTON	75.2	3.36			5.26				6.44	
COULAM	78.3	3.33			5.23				6.41	
OXFORD	81.3	3.30			5.20				6.38	
SWAN LAKE	84.7	3.26			5.16				6.35	
DN DOWNEY DO	95.0	f 3.16			f 5.05				s 6.25	
VIRGINIA	100.0	3.08			4.58				6.17	
D ARIMO A	104.7	3.03			4.53				6.13	
DN-R McCAMMON YL MC	111.2	s 2.55AM			s 4.45AM				s 6.05PM	
(147.5)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	

Thru Time (4.05) (1.00) (0.55) (4.10) (0.50) (0.45) (0.55) (3.55)
Average speed per hour 36.1 36.3 39.6 35.4 43.6 48.4 39.6 37.6

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. Rules 251 to 254 inclusive apply between Ogden and Salt Lake City. Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden. For conditional stops to discharge or pick up revenue passengers.—See Page 14. For stations not shown on schedule pages.—See Page 21. For setout tracks.—See Page 22.

FIRST SUBDIVISION EASTWARD

Time-Table No. 12 April 27, 1952	SECOND CLASS					Cap. capacity of sidings, etc. See Rule 8(A) Page 22.
	278 Stock Special	259 Time Freight	312 Mixed	270 Time Freight		
STATIONS						
DN-R SALT LAKE CITY YL SA						P
DN-R NORTH YARD YL C	A 9.00PM	A 5.00PM		A 2.30AM		COPT WYZ
NORTH SALT LAKE	8.45	4.40		2.15		PX
BAMBERGER R. R. CROSS.						IX
D WOODS CROSS WC						PX
FARMINGTON	8.28	4.23		2.03		WS 72 WPX
D KAYSVILLE K	8.20	4.15		1.55		} CS 133 PX
D LAYTON NY	8.15	4.10		1.50		
D CLEARFIELD CF	8.05	4.00		1.40		WS 56 ES 115 PX
ROY	7.55	3.50		1.30		ES 41 PX
BRIDGE JCT. YL	7.40	3.35		1.15		P
DN-R OGDEN YL YD RD	7.30 6.30	3.30PM	A 3.00PM	1.00 12.30		COPT WYZ
D. & R. G. W. CROSSING YL						
S. P. JCT. YL						122 P
HOT SPRINGS	5.56		f 2.28	12.10		120 P
WILLARD	5.47		f 2.17	12.03AM		120 P
DN BRIGHAM CITY YL BM	5.35		2.00PM	11.53PM		WS 114 ES 67 PWY
D HONEYVILLE HX	5.15			11.39		120 P
DEWEY	5.06			11.31		122 P
WHEELON	4.50			11.15 ²⁷⁷		121 P
DN CACHE JCT. YL CJ	4.30			10.32 ³⁶		WS 106 CP ES 67 WYZ
TRENTON	3.52			10.10		123 P
D CORNISH CG						P
UTIDA						P
D WESTON WI	3.38			9.59		121 P
DN DAYTON CN	3.28			9.50		121 P
CLIFTON						PW
COULAM	3.16			9.40		121 P
OXFORD						P
SWAN LAKE	3.06			9.30 ²⁹		121 PW
DN DOWNEY DO	2.50			9.09		121 PW
VIRGINIA						P
D ARIMO A	2.35			8.55		122 P
DN-R McCAMMON YL MC	2.20PM			8.40PM		ES 123 WS 125 JPWY
(147.5)	Daily	Daily	Daily Except Sunday	Daily		

Thru Time (6.40) (1.30) (1.00) (5.50)
Average speed per hour 22.1 22.4 21.1 25.2

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

WESTWARD SECOND SUBDIVISION

Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS		FIRST CLASS				Distance from Salt Lake City	Time-Table No. 12 April 27, 1952	STATIONS
	259 Time Freight	299 Stock Special	9 Passenger	103 Streamliner Passenger	1 Passenger	37 Passenger			
COPT WYZ	8.00PM	12.30PM					0.0	DN-R NORTH YARD YL C	
I							0.7	D. & R. G. W. CROSSING YL	
							1.2	D. & R. G. W. CROSSING YL	
I							2.3	WEST. PAC. CROSSING YL	
P							4.4	BUENA VISTA	
P			9.15PM	5.20PM	4.50PM	8.30AM	0.0	DN-R SALT LAKE CITY YL SA	
							1.3	EIGHTH SO. ST. YL	
I							1.5	D. & R. G. W. CROSSING YL	
IP							1.7	D. & R. G. W. CROSSING YL	
122 P			9.26	5.31	5.01	8.41	4.8	BUENA VISTA	
126 P			9.35		5.11	8.52	15.7	D GARFIELD GF	
AI							16.8	D. & R. G. W. CROSSING	
122 P			9.39	5.44	5.15	8.58	19.6	LAKE POINT	
122 PW			9.48	5.51	5.24	9.10	27.6	ERDA	
122 PY			9.57	5.59	5.35	9.22	35.8	D WARNER DU	
131 PW			10.03	6.05	5.42	9.34	41.4	STOCKTON	
122 P			10.09	6.10	5.48	9.44	47.9	D ST JOHN SJ	
143 PW			10.19	6.20	5.59	9.57	60.7	FAUST	
122 P			10.25	6.25	6.06	10.05	66.8	PEHRSON	
137 PW			10.33	6.33	6.15	10.14	74.1	LOGGREEN	
122 P			10.40	6.40	6.23	10.22	79.8	BOULTER	
122 PWYZ			10.46	6.45	6.30	10.32	85.4	D TINTIC U	
123 P			10.52	6.51	6.36	10.40	92.1	McINTYRE	
126 PW			10.59	6.57	6.42	10.48	98.7	JERICHO	
139 P			11.09	7.06	6.51	10.58	109.0	CHAMPLIN	
OPTWY			11.18	7.14	7.01	11.10	118.1	DN LYNN DYL NY	
122 P			11.25	7.20	7.08	11.18	125.8	STRONG	
124 186 PWY			11.35	7.27	7.16	11.34	134.6	DN DELTA AK	
122 P			11.45		7.24	11.45	144.1	VAN	
122 P			11.52	7.42	7.32	11.54	153.0	CLEAR LAKE	
123 P			11.56PM	7.46	7.36	11.59AM	158.1	NEELS	
122 P			12.03AM	7.53	7.43	12.12 ³⁸ PM	166.5	BLOOM	
124 P			12.10	7.59	7.51	12.20	174.4	CRUZ	
123 PW			12.20 ¹⁰	8.07	8.01	12.31	184.6	D BLACK ROCK KO	
122 P			12.30	8.14 ¹	8.14 ¹⁰³	12.41	194.3	READ	
122 P			12.35	8.18	8.20	12.46	198.9	MURDOCK	
OPTWYZ	A 4.00AM	A 5.45PM	A 12.50AM	A 8.26PM	A 8.32PM	A 1.00PM	207.2	DN-R MILFORD YL FD	

(8.00) (6.15) (3.35) (3.06) (3.42) (4.30) Thru Time
26.9 39.4 67.8 66.8 66.1 46.0 Average speed per hour

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

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

For setout tracks.—See Page 22.

SECOND SUBDIVISION EASTWARD

Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 12 April 27, 1952	Mile Post	FIRST CLASS				SECOND CLASS		
			2 Passenger	104 Streamliner Passenger	38 Passenger	10 Passenger	260 Time Freight	256 Time Freight	
COPT WYZ		35.3						A 10.30AM	A 1.30AM
I	DN-R NORTH YARD YL C	0.7							
	D. & R. G. W. CROSSING YL	0.5							
I	D. & R. G. W. CROSSING YL	1.1							
P	WEST. PAC. CROSSING YL	2.1							
P	BUENA VISTA	779.2							
P	DN-R SALT LAKE CITY YL SA	36.3	A 5.10AM	A 6.40AM	A 4.00PM	A 3.45AM			
	EIGHTH SO. ST. YL	1.3							
I	D. & R. G. W. CROSSING YL	0.2							
IP	D. & R. G. W. CROSSING YL	0.2							
122 P	BUENA VISTA	3.1	4.52	6.26	3.40	3.25			
126 P	D GARFIELD GF	10.9	4.41	6.18	3.28	3.15			
AI	D. & R. G. W. CROSSING	1.2							
122 P	LAKE POINT	2.7	4.36	6.14	3.20	3.11			
122 PW	ERDA	8.0	4.28	6.06	3.10	3.02			
122 PY	D WARNER DU	8.2	4.20	5.59	3.00	2.54			
131 PW	STOCKTON	5.6	4.14	5.54	2.47	2.48			
122 P	D ST JOHN SJ	6.5	4.08	5.49	2.38	2.42			
143 PW	FAUST	12.8	3.56	5.39	2.24	2.30			
122 P	PEHRSON	6.1	3.50	5.34	2.16	2.24			
137 PW	LOGGREEN	7.3	3.42	5.27	2.06	2.16			
122 P	BOULTER	5.7	3.33	5.20	1.57	2.08			
122 PWYZ	D TINTIC U	5.6	3.25	5.15	1.49	2.01			
123 P	McINTYRE	6.7	3.16	5.09	1.39	1.53			
126 PW	JERICHO	6.6	3.08	5.03	1.31	1.45			
139 P	CHAMPLIN	10.3	2.58	4.54	1.20	1.34			
OPTWY	DN LYNN DYL NY	9.1	2.49	4.46	1.10	1.25			
122 P	STRONG	7.7	2.42	4.40	1.25	1.18			
124 186 PWY	DN DELTA AK	8.8	2.34	4.33	1.28	1.07			
122 P	VAN	9.5	2.26		12.34	12.55			
122 P	CLEAR LAKE	8.9	2.18		12.26	12.47			
123 P	NEELS	5.1	2.14	4.15	12.22	12.43			
122 P	BLOOM	8.4	2.07	4.08	12.12 ³⁷	12.36			
124 P	CRUZ	7.9	2.00	4.02	12.05PM	12.29			
123 PW	D BLACK ROCK KO	10.2	1.51		11.55AM	12.20 ⁹			
122 P	READ	9.7	1.43	3.47	11.45	12.08			
122 P	MURDOCK	4.6	1.39		11.40	12.04AM			
OPTWYZ	DN-R MILFORD YL FD	8.3	1.30AM	3.37AM	11.30AM	11.55PM	1.50AM	4.30PM	

Thru Time (3.40) (3.08) (4.30) (3.60) (8.40) (9.00)
Average speed per hour 66.6 67.9 46.0 64.0 28.9 23.0

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

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

For setout tracks.—See Page 22.

WESTWARD

THIRD SUBDIVISION

Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS		FIRST CLASS					Distance from Salt Lake City	Time-Table No. 12 April 27, 1952	STATIONS
	299	259	1	103	37	309	9			
	Stock Special	Time Freight	Passenger	Streamliner Passenger	Passenger	Mixed	Passenger			
	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
OPTWYZ	6.00PM	4.40AM	8.45PM	8.30PM	1.10PM	3.10AM	1.00AM	207.2	DN-R MILFORD YL FD	
123 P			8.56		1.18	3.24 ¹⁰⁴	1.08 ²	212.3	5.1 UPTON	
122 P			9.05		1.27	3.37	1.17	222.4	10.1 THERMO	
122 P			9.10		1.33	3.45	1.23	229.2	6.8 NADA	
122 P			9.14		1.37	3.50	1.27	239.5	4.3 LATIMER	
122 PWY			9.22	8.57	s 1.52	A 4.02AM	s 1.45	242.6	9.1 LUND UN	
122 P			9.31		2.02		1.55	252.5	9.9 ZANE	
122 PW			9.35		f 2.08		1.59	257.3	4.8 BERYL	
122 P			9.45		2.20		2.09	268.2	10.9 HEIST	
122 PWY			9.51	9.22	f 2.30		s 2.16	274.2	6.0 MODENA NA	
122 P			9.59	9.30	2.40		2.29 ¹⁰⁴	282.8	8.6 UVADA	
127 PY			10.14 ¹⁰	9.42	2.52		2.44	290.3	7.5 CRESTLINE	
122 P			10.20	9.48	2.59		2.51	294.7	4.4 BROWN	
122 PW			10.28	9.56 ¹⁰	3.07		3.00	299.4	4.7 ACOMA	
133 P			10.44	10.09	3.23		3.16	308.7	9.3 ISLEN	
83 P			11.02 ²	10.23	3.39		3.32	315.6	6.9 MINTO	
122 P			11.09	10.27	3.45		3.38	319.7	4.1 ECCLES	
ES 119 OPWY WS 113			11.18	10.34	s 4.00		s 3.54	324.5	4.8 CALIENTE YL CS	
122 P			11.24	10.39 ²	4.07		4.00	329.5	5.0 ETNA	
122 P			11.41	10.55	4.23		4.16	339.1	9.6 BOYD	
122 PW			11.54PM	11.07	4.36		4.28	345.6	6.5 ELGIN	
122 P			12.11AM	11.23	4.52		4.44	354.9	9.3 LEITH	
102 PW 77			12.26 ¹⁰⁴	11.32	5.04		4.54	364.9	10.0 CARP	
122 P			12.36	11.41	5.14		5.03	370.5	5.6 VIGO	
69 P			12.45	11.49	5.23		5.12	375.5	5.0 GALT	
122 P			12.55	11.59 ¹⁰⁴ PM	5.33		5.21	381.1	5.6 HOYA	
136 PW			1.01	12.05AM	5.39		5.26	386.1	5.0 ROX	
122 P			1.07	12.11	5.45		5.32	390.6	4.5 FARRIER	
122 PWY			1.17	12.19	s 5.58		5.41	400.9	10.3 MOAPA MA	
122 P			1.27	12.28	6.10		5.50	410.5	9.6 UTE	
122 PW			1.37	12.37	6.21		6.02 ³⁸	421.0	10.5 DRY LAKE	
74 P			1.43	12.44	6.27		6.12	426.5	5.5 GARNET	
122 P			1.49	12.51	6.34		6.20	432.0	5.5 APEX	
122 P			1.55	12.58	6.43 ¹⁰		6.29	437.0	5.0 DIKE	
122 P			2.05	1.05	6.51		6.39	445.3	8.3 WANN	
OPTWYZ	A 1.00AM	A 1.30PM	A 2.20AM	A 1.15AM	A 7.10PM		A 6.55AM	449.8	4.5 DN-RLAS VEGAS YL VG	

CENTRALIZED TRAFFIC CONTROL

(7.00) 34.6 (8.50) 23.4 (6.35) 43.4 (4.45) 61.0 (6.00) 40.4 (0.52) 40.8 (6.55) 41.0 Thru Time Average speed per hour

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

THIRD SUBDIVISION

EASTWARD

Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 12 April 27, 1952	Mile Post	FIRST CLASS					SECOND CLASS	
			38	310	10	2	104	256	260
			Passenger	Mixed	Passenger	Passenger	Streamliner Passenger	Time Freight	Time Freight
OPTWYZ	DN-R MILFORD YL FD	576.8	A 11.20AM	A 11.05PM	A 11.40PM	A 1.20AM	A 3.33AM	A 3.30PM	A 12.45AM
123 P	5.1 UPTON	571.7	11.11	10.58	11.30	1.08 ⁹	3.24 ³⁰⁹		
122 P	10.1 THERMO	561.6	11.02	10.46	11.21	12.57	3.16		
122 P	6.8 NADA	554.8	10.55	10.38	11.16	12.51	3.11		
122 P	4.3 LATIMER	560.5	10.50	10.32	11.12	12.47	3.07		
122 PWY	9.1 LUND UN	541.4	s 10.40	10.20PM	s 11.04	12.37	3.00		
122 P	9.9 ZANE	531.5	10.22		10.52	12.27			
122 PW	4.8 BERYL	528.7	f 10.16		10.48	12.23			
122 P	10.9 HEIST	515.8	10.07		10.39	12.14	2.40		
122 PWY	6.0 MODENA NA	509.8	f 10.00		10.34	12.08			
122 P	8.6 UVADA	501.2	9.48		10.26	12.01AM	2.29 ⁹		
127 PY	7.5 CRESTLINE	493.7	9.36		10.14 ¹	11.49PM	2.19		
122 P	4.4 BROWN	489.3	9.28		10.05	11.41	2.13		
122 PW	4.7 ACOMA	484.6	9.20		9.56 ¹⁰³	11.33	2.06		
133 P	9.3 ISLEN	475.3	9.03		9.41	11.18	1.52		
83 P	6.9 MINTO	468.4	8.46		9.25	11.02 ¹	1.37		
122 P	4.1 ECCLES	464.3	8.40		9.19	10.56	1.32		
ES 119 OPWY WS 113	4.8 CALIENTE YL CS	459.5	s 8.30		s 9.10	10.47	1.24		
122 P	5.0 ETNA	454.5	8.14		8.58	10.39 ¹⁰³	1.17		
122 P	9.6 BOYD	444.9	7.56		8.42	10.15	1.02		
122 PW	6.5 ELGIN	438.4	f 7.43		8.30	10.03	12.51		
122 P	9.3 LEITH	429.1	7.25		8.14	9.47	12.36		
102 PW 77	10.0 CARP	419.1	f 7.14		8.04	9.36	12.26 ¹		
122 P	5.6 VIGO	413.5	7.04		7.55	9.26	12.17		
69 P	5.0 GALT	408.5	6.55		7.46	9.17	12.08AM		
122 P	5.6 HOYA	402.9	6.46		7.37	9.07	11.59 ¹⁰³ PM		
136 PW	5.0 ROX	397.9	f 6.40		7.32	9.01	11.54		
122 P	4.5 FARRIER	393.4	6.34		7.26	8.55	11.48		
122 PWY	10.3 MOAPA MA	383.1	s 6.24		7.17	8.46	11.40		
122 P	9.6 UTE	373.5	6.12		7.09	8.38	11.32		
122 PW	10.5 DRY LAKE	368.0	f 6.02 ⁹		7.00	8.29	11.24		
74 P	5.5 GARNET	357.6	5.55		6.55	8.23	11.19		
122 P	5.5 APEX	352.0	5.50		6.50	8.17	11.14		
122 P	5.0 DIKE	347.0	5.43		6.43 ³⁷	8.09	11.08		
122 P	8.3 WANN	338.7	5.36		6.36	8.01	11.01		
OPTWYZ	DN-RLAS VEGAS YL VG	334.2	5.30AM		6.30PM	7.55PM	10.55PM	5.35AM	2.45PM

(242.6) Thru Time Average speed per hour (6.50) 41.5 (0.45) 47.2 (6.10) 46.9 (6.25) 44.6 (4.38) 62.3 (9.55) 24.4 (10.00) 24.2

For conditional stops to discharge or pick up revenue passengers.—See Page 14.
 No. 38 will not stop at Moapa on Sundays for mail and express.
 For stations not shown on schedule pages.—See Page 21.
 For setout tracks.—See Page 22.

WESTWARD				PROVO SUBDIVISION				EASTWARD				
Car capacity of sidings, etc. See Rule 6(A) Page 21.	SECOND CLASS			Distance from Salt Lake City	Time-Table No. 12 April 27, 1952	Mile Post	SECOND CLASS			Daily Except Saturday	Daily Except Sunday	
	COPT WYZ	307	305				306	308	Daily Except Saturday			Daily Except Sunday
		Mixed	Mixed				Mixed	Mixed				
	Daily Except Sunday	Daily Except Sunday										
			2.00AM	0.0	DN R SALT LAKE CITY YL C	36.3	A 11.15PM					
			2.06	1.3	1.3 EIGHTH SOUTH ST. YL	37.6	11.05					
IP				2.1	0.8 D. & R. G. W. CROSSING YL	38.4						
				3.4	1.3 D. & R. G. W. CROSSING YL	39.7						
77 P			2.20	4.7	2.6 HUSLERS YL	41.0	10.50					
47 P		f	2.35	7.3	0.6 D MURRAY YL FN	43.6	f 10.40					
60 PW			2.40	7.9	3.5 PALLAS YL	44.2	10.35					
AI				11.4	0.9 D. & R. G. W. GAUNTLET	47.7						
AI				12.3	0.3 D. & R. G. W. CROSSING	48.6						
102 P		f	2.50	12.6	4.5 SANDY	48.9	f 10.20					
48 PW		s	3.20	17.1	7.4 D DRAPER A	782.9	s 10.10					
WS 73 ES 70 P		f	3.50	24.5	4.5 MOUNT	775.5	f 9.50					
73 PWY		f	4.20	29.0	1.5 CUTLER YL	771.0	f 9.30					
31 P		f	4.50	30.5	3.0 D LEHI YL HI	769.5	f 9.20					
45 P		f	5.00	33.5	3.0 D AMERICAN FORK AF	766.5	f 9.00					
73 P		f	5.20	36.5	5.5 D PLEASANT GROVE GO	763.5	f 8.40					
100 P		f	5.30	42.0	0.7 D GENEVA YL G	758.0	f 8.20					
AI				42.7	4.6 D. & R. G. W. CROSSING	757.3						
COPT WYZ		8.00AM	A 6.00AM	47.3	4.7 DN-R PROVO YL VO	752.7	8.00PM	A 4.30PM				
		f	8.10	52.0	3.6 SPRINGVILLE	748.0	f 4.15					
29 P		s	8.30	55.6	7.6 D SPANISH FORK SF	744.4	f 4.05					
116 PW		s	9.00	63.2	14.8 D PAYSON CN	736.8	f 3.50					
125 PW		f	9.50	78.0	11.2 STARR	722.0	f 3.25					
132 PY		s	10.40	89.2	14.5 DN NEPHI NI	710.8	s 3.05					
75 P		f	11.20AM	103.7	15.2 JUAB	696.3	f 2.40					
126 P		f	12.05PM	118.9	11.2 PARLEY	681.1	f 2.05					
60 P		f	12.40	130.1	4.0 MACK	669.9	f 1.36					
OPTWY		A	1.00PM	134.1	4.0 DN-R LYNNDYL YL NY	665.9		1.30PM				
					(134.1)							
	(5.00) 17.4	(4.00) 11.8	.....	Thru Time	.....	(3.15) 14.6	(3.00) 28.9	.....	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.—See Page 21.

For setout tracks.—See Page 22.

Westward				CACHE VALLEY BRANCH				Eastward				
Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS			Distance from Cache Jct.	Time-Table No. 12 April 27, 1952	Mile Post	SECOND CLASS			Daily Except Sunday	Average speed per hour	
	CP WYZ	303	304				306	308	Daily Except Sunday			Average speed per hour
		Mixed	Mixed				Mixed	Mixed				
	Daily Except Sunday	Daily Except Sunday										
			6.10AM	0.0	DN-R CACHE JCT. YL CJ	0.0	A 3.00PM					
				4.8	4.8 PETERSBORO (Spur)	4.8						
10				8.6	3.8 MENDON	8.6	f 2.15					
35	f	6.35		12.4	3.8 NEBEKER (Spur)	12.4						
7				13.8	1.4 D WELLSVILLE WV	13.8	f 1.55					
19 w	f	6.55		14.5	0.7 HILLS	14.5						
25				17.6	3.1 HYRUM	17.6	f 1.30					
22	f	7.10		20.2	2.6 HOLT	20.2						
13				24.1	3.9 D LOGAN YL Q	24.1	s 1.10					
85 WYZ	s	7.35		24.4	0.3 BENSON JCT. YL	24.4						
				26.4	2.0 GREENVILLE	26.4						
20				31.5	5.1 D SMITHFIELD YL SM	31.5	f 12.30					
15	f	8.02		33.4	1.9 BAUGH (Spur)	33.4						
9				36.5	3.1 HODGES (Spur)	36.5						
9				37.4	0.9 D RICHMOND YL RN	37.4	f 12.01PM					
33 w	f	8.25		39.6	2.2 MERRILLS YL	39.6						
10				41.0	1.4 WEBSTER YL	41.0	f 11.30AM					
6	f	8.34		41.5	0.6 D LEWISTON YL (Spur)	41.5						
				43.8	2.3 D FRANKLIN YL F	43.8	f 11.20					
36	f	9.05		48.0	4.2 WHITNEY YL	48.0	f 11.08					
24	f	9.15		50.8	2.8 D-R PRESTON YL PN	50.8	11.00AM					
22 wy	A	10.10AM										
					(50.8)						Daily Except Sunday	
	(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.—See Page 21.

For setout tracks.—See Page 22.

WESTWARD			MALAD BRANCH			EASTWARD			Westward BENSON BRANCH Eastward		
Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS		Distance from Brigham City	Time-Table No. 12 April 27, 1952	Mile Post	SECOND CLASS		Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 12 April 27, 1952	Mile Post	
	311 Mixed	Daily Except Sunday				312 Mixed	STATIONS				
WS 114 ES 67	RWY	7.30AM	0.0	DN-R	BRIGHAM CITY YL BM	0.0	A	1.30PM	0.0		
					5.6						
	f	7.45	5.8		CORINNE YL	5.8	f	12.55	11	BENSON JCT. YL	
					8.1					5.2	
	f	8.02	13.7		CROPLEY	13.7	f	12.35		BENSON YL	
					4.1						
	s	8.15	17.8	D	TREMONTON YL MU	17.8	s	12.25			
					2.0						
	wy	8.30	19.8	D	GARLAND YL AJ	19.8	s	12.15PM			
					5.2						
	f	8.46	25.0		FINDING	25.0	f	11.56AM			
					11.7						
	f	9.25	36.7		PORTAGE	36.7	f	11.20			
					7.8						
	f	9.50	44.5		CHERRY CREEK (Spur)	44.5	f	10.55			
					7.0						
	wy	10.15AM	51.5	D-R	MALAD YL MV	51.5		10.30AM			
					(51.5)					(5.2)	
(2.45)			Thru Time			(3.04)					
18.7			Average speed per hour			17.1					

Westward SYRACUSE BRANCH Eastward			Westward BEAR RIVER BRANCH Eastward			Westward THATCHER BRANCH Eastward					
Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 12 April 27, 1952		Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 12 April 27, 1952		Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 12 April 27, 1952		Mile Post
	STATIONS	STATIONS			STATIONS						
WS 116 ES 116	PX	D	0.0	19	wy	D	0.0	46	D	0.0	
			0.3				1.1			5.1	
							2.3			5.8	
			2.1	9			3.4				
							4.1				
			4.7	11			7.5				
							1.7				
				22			9.2				
							0.7				
							8.8				
(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.—See Page 21.
 For setout tracks.—See Page 22.

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

* Will also stop for non-revenue passengers.

WESTWARD			CEDAR CITY BRANCH			EASTWARD			Westward IRON MOUNTAIN BRANCH Eastward		
Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS		Distance from Cedar City	Time-Table No. 12 April 27, 1952	Mile Post	SECOND CLASS		Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 12 April 27, 1952	Mile Post	
	417 Local Freight	309 Mixed				418 Local Freight	310 Mixed				STATIONS
122 188 75	PWY	4.00PM	0.0	DN-R	LUND YL UN	0.0	A	1.50PM	A	10.12PM	0.0
					9.4						4.5
		4.25	4.30		AVON	9.4		1.30		9.52	4.5
					10.9						10.4
	wyz	5.05	4.50	DN-R	IRON SPRINGS YL GS	20.8		1.00		9.30	14.9
					4.9						
		5.20	5.00		MALIVAH	25.2		12.20		9.20	
					7.3						
Loop 48	ow	5.45PM	5.30AM	DN-R	CEDAR CITY YL CM	32.5		12.05PM		9.05PM	
					(32.5)						(15.3)
(1.45)			Thru Time			(1.45)			(1.07)		
18.2			Average speed per hour			18.2			29.7		

WESTWARD			MEAD LAKE BRANCH			EASTWARD		
Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS		Distance from Moapa	Time-Table No. 12 April 27, 1952	Mile Post	SECOND CLASS		Car capacity of sidings, etc. See Rule 6(A) Page 22.
	313 Local Freight	Daily Except Sunday				314 Local Freight		
122	PWY	8.00AM	0.0	D-R	MOAPA MA	0.0	A	11.40AM
					5.1			11.25
		8.25	5.1		NARROWS	5.1		10.55
					5.1			
		8.50	10.2		LOGANDALE	10.2		10.30
					4.8			
		9.15	14.8		OVERTON	14.8		10.00AM
					1.9			
	y A	9.40AM	16.7		MEAD LAKE (Spur)	16.7		Daily Except Sunday
					(16.7)			
(1.40)			Thru Time			(1.40)		
10.0			Average speed per hour			10.0		

Westward FAIRFIELD BRANCH Eastward			WESTWARD POCHE BRANCH EASTWARD			Westward FILLMORE BRANCH Eastward					
Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 12 April 27, 1952		Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS		Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 12 April 27, 1952		Mile Post
	STATIONS	STATIONS			403 Local Freight	404 Local Freight			STATIONS		
75 15 20 16	PWY R	CUTLER YL	0.0	ES 123 WS 116 ORWY	6.30AM	DN-R	CALIENTE CS	0.0	A	1.45PM	124 188 PW Y
		4.9					14.5			12.30PM	10
		CLINTON	4.9	26	s	7.20	PANACA	14.5	s	11.00AM	26
		15.4					18.2				26
		FAIRFIELD	20.3		y A	8.45AM	POICHE YL RM	32.7			26
		3.3									26
		FIVE MILE PASS	23.6								26
		(23.6)					(32.7)				26
(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.—See Page 21.
 For setout tracks.—See Page 22.

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

Designation "Str."—Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.

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

Designation "Frt."—Train with freight cars; train with caboose only; locomotive without cars.

When a Diesel-electric passenger locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified for "Psgr." trains will govern.

When a freight locomotive is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.

On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.

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

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Frt.		Str.	Psg.	Frt.
Maximum speed.	79	79	50	Trains handling company roadway machines on their own wheels, except wrecking derricks. Straight track. On curves. On branch lines.			30 25 15
DLS and Stock Special: Ogden to Las Vegas. On straight track, where not otherwise restricted. On curves, where not otherwise restricted.			60 50	Trains handling scale test cars— On main line. On branch lines.			30 20
Inspection bus cars.		40	40	Trains handling water cars converted from Vanderbilt (round) type tender on secondary tracks and branch lines.			20
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling air-dump cars.			35
Within yard limits— Protected by continuous block signal system. Not protected by continuous block signal system. At North Yard. On branch lines.	60	50	25	Trains handling C&NW or Milwaukee "Jeep" type ore cars under load or empty.			30
	50	40	25	Trains handling GN "Jeep" type ore cars under load or empty.			35
	30	30	15	Jordan spreaders and other machines of spreader type, when in operation.			15
Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Trains handling 5 or more cars of ore from Cedar City branch: Between Lund and Milford. Between Milford and Black Rock. Between Black Rock and Lynndyl. Between Lynndyl and Salt Lake via Tintic. Between Lynndyl and Juab. Between Juab and York. Between York and Provo. Between Lund and Modena. Between Modena and Las Vegas.			40 30 40 40 40 30 40 30 40
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. Back-up movement. All other class locomotives; Forward movement. Back-up movement.	10 6	10 6	10 6
1500 class Diesel-electric road freight locomotives.		50	50	When using No. 14 turn-outs.	25	20	20
Diesel-electric freight and road switch locomotives.		65		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
Diesel-electric yard switch locomotives in road service.	35	35	35	On wye tracks.	6	6	6
Steam locomotives running backward.		20	20	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch lines. (Slower speed must be observed where conditions require.)			25 15
3800 class locomotives.		60	50				
3900 class locomotives.		65	50				
4000, 9000, 2-10-2 and 4-10-2 type locomotives.		50	50				
7000-7800 class locomotives.		70	50				
MacArthur type locomotives with 63-inch drivers.		55	50				
MacArthur type locomotives with 57-inch drivers.		35	35				
Ten Wheeler type locomotives 1575 to 1579.		55	40				
Other Ten Wheeler type locomotives and Consolidation type locomotives.		35	35				
Mallet type locomotives, 3500 to 3599 incl.		30	30				
0-6-0 type yard locomotives.		20	20				
Between Iron Mountain and Provo: 2-10-2 type locomotive. 2-10-2 type locomotive handling ore.			40 35				
Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35				

**FIRST SUBDIVISION
Between McCammon and Ogden**

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

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

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Frt.		Str.	Psg.	Frt.
Trains consisting of 50% or more ore.			30	Farmington			
Roy				Between M.P. 22.3 and 22.5.	70	60	50
Between M.P. 8.7 and 9.1.	79	65	50	Between M.P. 26.6 and 26.8.	70	60	50
Naval Supply Depot area.			12	Woods Cross			
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	
	Psg.	Frt.		Psg.	Frt.
At any point.	30	15	Slip switches, Cecil Jct.	10	10
Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch.	20	15	Wye and balloon track, Patterson Ave.	10	10
When using cross-overs or turn-outs.	15	15	U.P. and S.P. roundhouses and shop limits.	8	8
Over railroad crossings.	10	10	Over switches at 23rd and 26th Sts. and in Union Station passenger yard.	8	8

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 743.8.	55	45	35
Salt Lake City, between Fifth North and Ninth South Streets and between Third West and Fourth West Streets.	12	12	12	Stockton Between M.P. 743.7 and 742.1.	55	45	35
Salt Lake City, within Grant Tower interlocking limits.	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
Lake Point American Smelting and Refining Co. highline.			15	Lynnndyl Over old cinder pit on inbound roundhouse lead.		5	5
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
				Milford Between M.P. 577.0 and 576.5.	20	20	20

THIRD SUBDIVISION							
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pass.	Fr.		Str.	Pass.	Fr.
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
Uyada 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 475.5.	30	25	20
Maximum speed. Between M.P. 497.3 and Caliente.	70	60	50	Islen Between M.P. 475.4 and 469.1.	30	25	20
Between M.P. 497.3 and 495.0.	30	25	20	Steam locomotives running backward. Between Islen and Minto.		12	12
Crestline Between M.P. 494.4 and 494.1.	40	30	25	Minto Between M.P. 468.3* and 468.1 (See note).	55	45	35
Between M.P. 492.1 and 491.9.	40	30	25	Between M.P. 466.9 and 466.0.	45	35	25
Between M.P. 491.5 and 490.6* (See note).	50	40	30	Eccles Between M.P. 463.9 and 461.7.	45	35	25
Brown Between M.P. 489.9 and 489.7* (See note).	45	35	30	Between M.P. 461.7 and 461.2.	30	25	20
Between M.P. 489.2 and 489.1.	50	40	30	Caliente Between M.P. 460.3* and 460.0 (See note).	45	35	25
Between M.P. 488.7 and 486.8.	30	30	25	Caliente, between switch to oil spur M.P. 460.0 and Signal 4592.	20	20	20
Between M.P. 486.6 and 484.5* (See note).	50	40	30	Maximum speed. Between Caliente and M.P. 497.3.	70	60	50
				Between M.P. 458.8 and 458.4.	45	35	25

*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.	Pass.	Fr.		Str.	Pass.	Fr.
Etna Between M.P. 455.2 and 430.0.	35	35	25	Moapa Between M.P. 380.9 and 380.4.	65	55	45
Leith Maximum Speed at any point. Between Leith and Farrier.	70	60	50	Between M.P. 379.6 and 379.2.	60	50	40
Between M.P. 429.2 and 429.1.	60	50	40	Ute Between M.P. 369.4 and 369.1.	70	60	50
Between M.P. 428.2* and 428.0 (See note).	55	45	35	Between M.P. 364.2 and 363.9.	70	60	50
Between M.P. 426.2 and 425.5.	55	45	35	Dry Lake Between M.P. 363.5* and 363.2 (See note).	60	50	40
Between M.P. 425.1 and 425.0.	60	50	40	Between M.P. 359.4 and 358.8.	60	50	40
Between M.P. 419.6 and 419.1.	35	35	25	Between M.P. 358.4 and 358.2* (See note).	45	40	30
Carp Between M.P. 418.5 and 403.7.	35	35	25	Garnet Between M.P. 357.8 and 357.3.	70	60	50
Rox Between M.P. 398.6 and 397.6.	45	35	25	Between M.P. 356.8 and 356.1.	50	40	30
Between M.P. 395.8 and 394.7.	35	35	25	Apex Between M.P. 351.1 and 348.4.	40	40	30
Between M.P. 394.2 and 394.0.	60	50	40	Valley Airport spur.		25	25
Farrier Maximum Speed at any point. Between Farrier and Leith.	70	60	50	Las Vegas Between M.P. 335.3 and 334.2.	20	20	20

PROVO SUBDIVISION							
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pass.	Fr.		Str.	Pass.	Fr.
Maximum speed.	50	40	40	American Fork City limits, between M.P. 767.5 and 765.8.	20	20	20
Between Salt Lake City and Atwood.	15	15	15	Pleasant Grove City limits, between M.P. 764.0 and 762.9.	20	20	20
Between Atwood and Sandy.	30	30	30	Wasatch Oil spur.			10
Through interlocking.	20	20	20	Geneva Over road crossings in steel plant. Between M.P. 758.5 and 754.8.	20	20	15
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.				Provo City limits, between M.P. 754.8 and 751.0.	20	20	15
Midvale All tracks except main track.			12	Payson Between M.P. 733.5 and 732.9.	40	30	25
Sandy Between M.P. 784.0 and 781.0 westward.	20	20	20	Nephi City limits, between M.P. 711.8 and 710.0.	20	20	20
Between M.P. 781.0 and 783.0 eastward.	20	20	20	Plaster mill spur.			10
Draper Between M.P. 778.0 and 773.5.	40	30	20	Juab Between M.P. 694.4 and 691.8.	40	30	25
Cutler Emsco spur, over No. 7 switch.			5	Mills Between M.P. 685.8 and 674.6.	40	30	20
Lehi Sugar Factory trackage.			5	Lynnndyl 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	
	Psg.	Frt.		Psg.	Frt.
Bushnell Hospital spur.	10	10	Eureka and Silver City Branches.		12
Syracuse Branch.		15	Eureka, within city limits.		6
Malad Branch.			Mammoth Branch.		6
Between Brigham City and Garland.		30	Fillmore Branch.		30
Between Garland and Malad.		20	At M.P. 18.5, account drifting sand, all trains and engines must move prepared to stop if track is not clear.		
Roche Beet spur.		10	Cedar City Branch.	30	30
Thatcher Branch.		10	Cedar City Loop.	10	10
Bear River Branch.		10	Cedar City, oil track No. 12, Commissary spur and freight house lead.		5
Cache Valley Branch.			Iron Mountain Branch.		15
Between Cache Jct. and Richmond.		35	Pioche Branch		
Between Richmond and Preston.		25	Between M.P. 0.0 and 17.0.		25
Nebeker			Between M.P. 17.0 and 22.0.		10
Between M.P. 13.6 and 13.9.		15	Between M.P. 22.0 and 32.7.		25
Hyrum			Prince Branch.		15
Between M.P. 17.7 and 18.0.		15	Mead Lake Branch.		25
Benson Branch.		15	Between M.P. 5.4 and 6.6.		15
Fairfield Branch.		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	Engineer's Register Room, Roundhouse, North Yard
Salt Lake City	Switchmen's Register Room, North Yard
Ogden	Telegraph Office, Union Depot
Ogden	YD—21st St. Telegraph Office
Ogden	Engine Crew Dispatcher's Office, Roundhouse
Ogden	Enginemen's Wash Room
Ogden	RD—28th St. Telegraph Office
Cache Jct.	Telegraph Office
Preston	Telegraph Office
Pocatello	Tower Locker Room
Pocatello	Train Dispatcher's Office
Pocatello	Passenger Conductor's Register Room, Passenger Station
Pocatello	Yard Telegraph Office
Pocatello	Switchmen's Locker Room
Pocatello	Engine Crew Dispatcher's Office
Pocatello	Train Crew Dispatcher's Office
Pocatello	West End Yardmaster's Office
Provo	Joint Yard Telegraph Office
Provo	Joint Passenger Station
Provo	Yard Office
Lyndyl	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"	45.
32"	112.5	54"	66.6	1'25"	42.3
33"	109.1	55"	65.4	1'30"	40.
34"	105.9	56"	64.2	1'35"	37.9
35"	102.9	57"	63.1	1'40"	36.
36"	100.	58"	62.	1'45"	34.3
37"	97.3	59"	61.	1'50"	32.7
38"	94.7	1'	60.	1'55"	31.8
39"	92.3	1' 1"	59.	2'	30.
40"	90.	1' 2"	58.	2'15"	26.6
41"	87.8	1' 3"	57.1	2'30"	24.
42"	85.7	1' 4"	56.2	2'45"	21.8
43"	83.7	1' 5"	55.3	3'	20.
44"	81.8	1' 6"	54.5	3'30"	17.1
45"	80.	1' 7"	53.7	4'	15.
46"	78.3	1' 8"	52.9	5'	12.
47"	76.6	1' 9"	52.1	6'	10.
48"	75.	1'10"	51.4	7'	8.6
49"	73.5	1'11"	50.7	8'	7.5
50"	72.	1'12"	50.	10'	6.
51"	70.6				

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity Etc. See Rule 6-A Page 22	Switch Connections	Grade Descending	Location	Mile Post	Car Capacity Etc. See Rule 6-A Page 22	Switch Connections	Grade Descending
First Subdivision					Cache Valley Branch				
Marsh Valley	103.0	2 Mi. P	West	West	Sugar Factory Spur	21.7	1.0 Mile	East	Level
Beers	72.3	9	East	East	Mill Spur	44.4	15	West	East
Thorensen	68.5	21	West	East	Malad Branch				
Anderson	63.7	15	Both	East	Chase	3.9	28	West	East
Morton	58.2	16	Both	Level	Roche Beet Spur	5.6	3 Mi. 30	East	Level
Cottle	55.7	22	Both	East	Roche		6	East	West
Collinston (2)	40.1	32 P	Both	East	Halbert	30.5	8	East	Level
Madsen	32.5	21	Both	East	Washakie	34.4	8	East	Level
Bushnell	19.3	Spur 1.4 Mi.	East	East	Woodruff	40.5	8	East	West
Perry (1)	17.2	Old Siding 52 P	Both	Level	Evona Branch				
		Team Track 25	Both	Level	Ogden	0.0	3.3 Mi.	OUR&D Yard	East
Harrisville	4.7	32 P	Both	Level					
Browning	2.7	29	Both	West					
Sugar Factory Spur					Fairfield Branch				
Becks	32.9	50 X	East	East	Dahl Spur	12.7	9	East	West
		Old Siding 88 P	Both	East	Floyd Spur	17.4	9	West	East
		Advance Track 68	Both	East	Eureka Branch				
Second Subdivision					Eureka	3.6	3.66 Mi.	East	East
Small Arms Spur	779.9	64 P	West	East	Silver City Branch				
Bauer	744.8	33 P	Both	East	Silver City	2.4	1.94 Mi.	East	East
Clover	732.8	Govt. Yard P	East	East	Mammoth Branch				
Oasis (3)	644.4	33 P	Both	West	Mammoth Jct. to Mammoth Mine		3.66 Mi.	East	East
Borden	620.9	4 P	West	East	Mammoth Mine to Grand Central Mine		0.42 Mi. 10	East	East
Pumice	604.3	16 P	Both	East	Mammoth	1.6		Both	East
Third Subdivision					Cedar City Branch				
Barclay	478.7	18 P	Both	West	Kaiser	22.5	48	Both	East
Little Springs	472.3	14 P	East	West	Stock Yards	29.9	Stock Track 28 P	West	East
Hoya Pit	401.5	70 P	Both	West	Stock Spur 0.5 Mi.			West	East
Arrolime	353.8	31 P	Both	East	Pioche Branch				
Valley	342.4	Old Siding 38 P	Both	West	Peck	6.0	2	West	East
		Industry 14	Both	West	Prince Branch				
		Nellis Air Base	Both	West	Atlanta	2.6	13	Both	East
		Spur 2.7 Mi.	West	West	Mendha	4.2	3	East	East
					Caselton	6.5	Yard	East	West
					Prince	8.6	4	Both	West
Provo Subdivision					Mead Lake Branch				
Officer	38.9	83 P	Both	East	Standard Oil Co.	3.1	6	East	East
Burton	39.5	21	Both	East	Arrowhead	3.3	20	West	East
Walton	41.1	16	West	East	Seven Arrow				
Bentz	42.2	9	West	West	Gypsum	9.3	7	East	West
Atwood	45.9	Team Track 17 P	Both	West	Amber	9.5	5	East	West
		Spur 11	Both	West	Virgin	12.8	6	Both	West
Cushing	47.5	27	Both	East	Glassand	13.7	20	West	West
Mellon Sand Spur	781.3	10	East	East					
Rideout	778.0	7 P	East	East					
Lehi Sugar Spur	769.1	98	East	West					
Hardy Beet Spur	761.8	27	West	East					
Bunker Spur	759.9	12	East	East					
Ironton	754.1	108	East	West					
Benjamin	741.6	28	Both	West					
Santaquin	730.7	8	West	East					
Nephi									
Plaster Spur	710.8	2.1 Mi.	Both	East					
Sharp	703.6	13	East	East					
Levan	699.0	5	East	West					
Mills	689.3	18 PW	East	West					
Soma	679.0	14 P	Both	East					
Uisco	676.3	12 P	East	West					
Leamington	671.3	26 P	Both	West					

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

SET OUT TRACKS

Location	Mile Post	Car Capacity Etc. See Rule 6-A Page 22	Switch Connections	Grade Descending	Location	Mile Post	Car Capacity Etc. See Rule 6-A Page 22	Switch Connections	Grade Descending
First Subdivision					Third Subdivision				
Arimo	104.7	36	Both	West	Upton	571.7	14	Both	East
Virginia	100.0	Old Siding 54	Both	West	Thermo	561.6	14	Both	West
Downey	95.0	Team Track 12	Both	West	Nada	554.8	14	Both	East
Swan Lake	84.7	Stock 14	Both	Level	Latimer	550.7	14	Both	East
Oxford	81.3	House 57	Both	Level	Zane	531.5	14	Both	West
Coulam	78.3	21	Both	Level	Beryl	526.7	36	Both	Level
Clifton	75.2	Old Siding 42	Both	East	Heist	515.8	22	Both	East
Dayton	71.0	House 16	Both	East	Uvada	501.2	22	Both	East
Weston	65.1	30	Both	East	Crestline	493.7	22	Both	West
Utida	62.4	27	Both	Level	Brown	489.3	14	Both	West
Cornish	60.6	35	Both	East	Acoma	484.6	23	Both	West
Trenton	56.9	19	Both	East	Islen	475.3	22	Both	West
Wheelon	44.6	27	Both	East	Minto	468.4	14	Both	West
Dewey	35.9	35	Both	Level	Eccles	464.3	14	Both	West
Honeyville	30.4	25	Both	East	Etna	454.5	11	East	West
Willard	14.0	18	Both	West	Boyd	444.9	12	Both	West
Hot Springs	8.8	34	Both	East	Elgin	438.4	22	Both	West
Roy	6.1	32	Both	East	Leith	429.1	17	Both	West
Clearfield	9.8	7	Both	West	Carp	419.1	9	Both	West
Layton	14.5	17	Both	West	Vigo	413.5	21	Both	West
Kaysville	16.7	East spur 8	East	West	Hoya	402.9	7	East	West
Farmington	21.3	West spur 8	East	West	Rox	397.9	18	West	West
Woods Cross	28.1	House 15	West	East	Ute	373.5	9	West	East
		Stock 48	Both	East	Dry Lake	363.0	21	Both	East
		Stock 13	West	East	Garnet	357.5	6	West	East
		13	Both	Level	Apex	352.0	22	Both	East
		Old Siding 49	Both	Level	Dike	347.0	8	East	West
		Team Track 5	Both	West	Wann	338.7	16	Both	West
		Storage 43	West	West					
Second Subdivision					Provo Subdivision				
Buena Vista	779.2	22	Both	Level	Sandy	48.9	16	Both	East
Erda	756.4	22	Both	East	Draper	782.9	48	Both	East
St. John	736.1	43	Both	Level	Mount	775.5	41	Both	West
Faust	723.3	35	Both	East	Geneva	758.0	73	Both	West
Pehrson	717.2	15	Both	East	Springville	748.0	25	Both	East
Lofgreen	709.9	22	Both	East	Spanish Fork	744.4	16	Both	East
Boulter	704.2	22	Both	East	Starr	722.0	14	West	West
McIntyre	691.9	22	Both	West	Juah	696.3	34	Both	West
Jericho	685.3	30	Both	West					
Champlin	675.0	22	Both	West	Cache Valley Branch				
Strong	658.2	22	Both	West	Hyrum	17.6	House 22	Both	East
Van	639.9	22	Both	West	Richmond	37.4	House 18	Both	West
Clear Lake	631.0	22	Both	East	Lewiston	41.5	Sugar Spur 1.46 Mi.	West	East
Neels	625.9	22	Both	East					
Bloom	617.5	22	Both	Level	Malad Branch				
Cruz	609.6	23	Both	Level	Corinne	5.6	Stock 22	Both	Level
Black Rock	599.4	22	Both	East	Portage	36.7	House 36	Both	Level
Read	589.7	22	Both	East			16	East	Level
Murdock	585.1	22	Both	East	Cedar City Branch				
					Avon	9.4	2	West	East

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.