

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



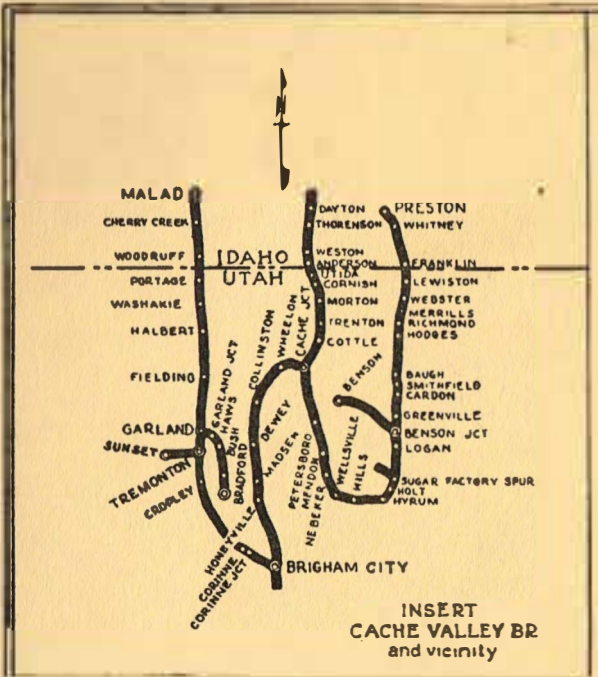
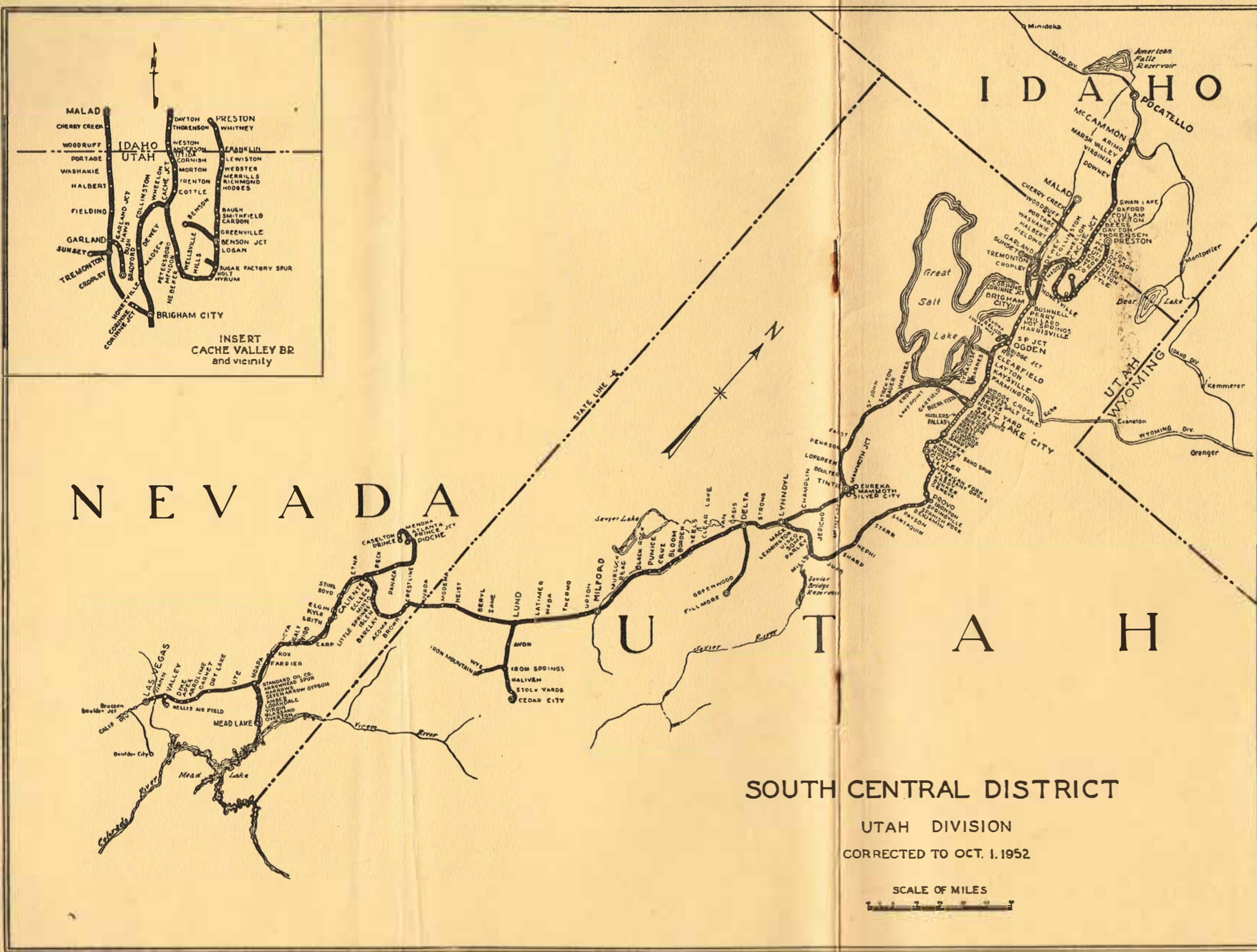
**UTAH DIVISION**  
**TIME-TABLE**  
**No. 14**

**Effective Sunday,**  
**JUNE 14, 1953**  
**at 12:01 A. M.**

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

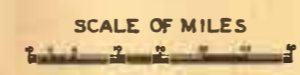
*Safety Is*  
*No Accident*

**FOR EMPLOYES ONLY**



**SOUTH CENTRAL DISTRICT**

UTAH DIVISION  
 CORRECTED TO OCT. 1, 1952



**N E V A D A**

**U T A H**

**I D A H O**

**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.  
M. DEVEREAUX, Terminal Road Foreman of Engines . . . . . Salt Lake City, Utah  
J. E. DRUMMOND, Road Foreman of Engines . . . . . Salt Lake City, Utah  
K. S. RUSSEY, Road Foreman of Engines . . . . . Salt Lake City, Utah  
J. J. SCHNACKENBERG, Road Foreman of Engines . . . . . Milford, Utah  
R. M. BROWN, Division Engineer . . . . Salt Lake City, Utah  
M. E. BYRNE, General Roadmaster . . . . Salt Lake City, Utah  
C. E. LUCAS, Safety Representative . . . . . Salt Lake City, Utah  
**First, Second and Third Subdivisions and Branches**  
McCammom to Caliente  
D. DURHAM, Chief Train Dispatcher . . . . . Salt Lake City, Utah  
C. E. WEICHERS, 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. Taufer            | District Surgeon | Salt Lake City. |
| R. R. Merrell           | District Surgeon | Pocatello.      |
| K. E. Noyes             | Surgeon          | American Fork.  |
| J. E. Trowbridge        | Surgeon          | Bountiful.      |
| H. L. Pearse            | Surgeon          | Brigham City.   |
| R. L. Stewart           | Surgeon          | Caliente.       |
| L. V. Broadbent         | Surgeon          | Cedar City.     |
| P. K. Edmunds           | Surgeon          | Cedar City.     |
| R. W. Farnsworth        | Surgeon          | Cedar City.     |
| M. E. Bird              | Surgeon          | Delta.          |
| M. A. Lyman             | Surgeon          | Delta.          |
| L. G. Burkett           | Surgeon          | Downey.         |
| H. S. Jensen            | Surgeon          | Farmington.     |
| Kenneth Hill            | Surgeon          | Garfield.       |
| R. D. Preston           | Surgeon          | Garland.        |
| J. B. Demman            | Surgeon          | Las Vegas.      |
| J. J. Hamill            | Surgeon          | Las Vegas.      |
| G. J. Madsen            | Oculist          | Las Vegas.      |
| C. G. Scruggs           | Surgeon          | Las Vegas.      |
| N. Z. Tanner            | Surgeon          | Layton.         |
| Robt. Skabelund         | Surgeon          | Lewiston.       |
| S. M. Budge             | Surgeon          | Logan.          |
| O. W. Budge             | Surgeon          | Logan.          |
| J. Claire Hayward       | Surgeon          | Logan.          |
| W. H. Hayward           | Surgeon          | Logan.          |
| O. H. Mabey             | Surgeon          | Malad.          |
| J. S. Alley             | Surgeon          | Midvale.        |
| E. N. Davie             | Surgeon          | Milford.        |
| J. E. Simons            | Surgeon          | Milford.        |
| John M. Ball            | 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.          |
| I. B. McQuarrie         | Oculist          | Ogden.          |
| R. W. Pugmire           | Surgeon          | 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. R. Merrell           | District Surgeon | Pocatello.      |
| R. G. Crandall          | Surgeon          | Pocatello.      |
| H. Dean Hartvigsen      | Surgeon          | Pocatello.      |
| F. H. Howard            | Surgeon          | Pocatello.      |
| H. H. Hughart           | Surgeon          | Pocatello.      |
| 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.      |
| M. J. Sharp             | Surgeon          | Pocatello.      |
| L. R. Hawkes            | Surgeon          | Pocatello.      |
| Eldon D. Clark          | Oculist & Aurist | Preston.        |
| J. J. Weight            | Surgeon          | Provo.          |
| J. B. Westwood          | Surgeon          | Provo.          |
| W. G. Noble             | Surgeon          | Provo.          |
| L. J. Taufer            | District Surgeon | Richmond.       |
| Harry Berman            | Oculist & Aurist | Salt Lake City. |
| L. W. Condie            | Surgeon          | Salt Lake City. |
| Alan S. Crandall        | Oculist          | Salt Lake City. |
| Geo. H. Curtis          | Physician        | Salt Lake City. |
| E. B. Fairbanks         | Oculist & Aurist | Salt Lake City. |
| Sharp Sanders           | Surgeon          | Salt Lake City. |
| S. C. Sharp             | 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.         |
| G. C. Ficklin           | Surgeon          | Tremonton.      |

**MILEAGE**

|                              |               |
|------------------------------|---------------|
| Main Line . . . . .          | 734.6         |
| Branches . . . . .           | 282.5         |
| <b>Grand Total</b> . . . . . | <b>1017.1</b> |

**WESTWARD CONDENSED TIME-TABLE EASTWARD**

| FIRST CLASS              |  |                         |                                   |                          | Distance from Ogden | Time-Table No. 14<br>June 14, 1953 |                  |    | Mile Post     | FIRST CLASS     |                 |                                 |                         |                          |                        |  |
|--------------------------|--|-------------------------|-----------------------------------|--------------------------|---------------------|------------------------------------|------------------|----|---------------|-----------------|-----------------|---------------------------------|-------------------------|--------------------------|------------------------|--|
| 9<br>Passenger<br>Daily  | 103<br>Streamliner<br>Passenger<br>Daily | 1<br>Passenger<br>Daily | 5<br>Mail and<br>Express<br>Daily | 37<br>Passenger<br>Daily |                     | STATIONS                           |                  |    |               | 10<br>Passenger | 2<br>Passenger  | 104<br>Streamliner<br>Passenger | 38<br>Passenger         | 6<br>Mail and<br>Express |                        |  |
| 9.05                     | 6.25                                     | 5.10                    | 7.45                              | 7.00                     | 0.0                 | MT                                 | OGDEN            | MT | 0.0           | A 6.05          | A 7.10          | A 9.35                          | A 6.25                  | A 8.05                   |                        |  |
| <del>10.00</del><br>9.30 | <del>7.10</del><br>6.20                  | <del>6.05</del><br>5.15 | A 8.40                            | <del>8.00</del><br>8.30  | 36.3                | MT                                 | SALT LAKE CITY   | MT | 36.3<br>784.0 | 5.05<br>3.45    | 6.20<br>5.10    | 8.50<br>7.40                    | <del>5.30</del><br>4.00 | 7.15                     |                        |  |
| 11.39                    | 8.14                                     | 7.31                    |                                   | 11.20                    | 154.4               |                                    | LYNN DYL         |    | 665.9         | 1.20            | 2.45            | 5.46                            | 1.10                    |                          |                        |  |
| 1.20                     | 9.30                                     | 9.05                    |                                   | 1.30                     | 243.5               |                                    | MILFORD          |    | 576.8         | 11.50           | 1.20            | 4.37                            | 11.30                   |                          |                        |  |
| 2.05                     | 9.57                                     | 9.40                    |                                   | 2.15                     | 278.9               |                                    | LUND             |    | 541.4         | 11.05           | 12.30           | 4.00                            | 10.40                   |                          |                        |  |
| 4.08                     | 11.31                                    | 11.34                   |                                   | 4.35                     | 360.8               |                                    | CALIENTE         |    | 459.5         | 9.15            | 10.37           | 2.24                            | 8.30                    |                          |                        |  |
| 7.05<br>7.20             | 2.15<br>2.25                             | 2.50<br>3.05            |                                   | 8.10<br>8.35             | 486.1               |                                    | LAS VEGAS        |    | 334.2         | 8.30<br>8.15    | 7.55<br>7.40    | 11.45<br>11.45                  | 5.30<br>5.00            |                          |                        |  |
| 10.45                    | 5.10                                     | 6.20                    |                                   | 12.40                    | 657.1               |                                    | YERMO            |    | 163.2         | 2.53            | 4.15            | 8.45                            | 12.30                   |                          |                        |  |
| 11.08                    | 5.28                                     | 6.45                    |                                   | 1.10                     | 670.5               |                                    | BARSTOW          |    | 150.1         | 2.25            | 3.47            | 8.27                            | 11.59                   |                          |                        |  |
| 1.15                     | 7.25                                     | 8.50                    |                                   | 3.35                     | 751.3               |                                    | SAN BERNARDINO   |    | 67.3          | 12.20           | 1.50            | 6.38                            | 9.45                    |                          |                        |  |
| 1.25                     | 7.33                                     | 9.00                    |                                   | 3.45                     | 754.8               |                                    | COLTON           |    | 64.5          | 12.07           | 1.37            | 6.25                            | 9.15                    |                          |                        |  |
| 1.40                     | 7.45                                     | 9.15                    |                                   | 4.05                     | 761.8               |                                    | RIVERSIDE        |    | 57.5          | 11.55           | 1.25            | 6.13                            | 8.55                    |                          |                        |  |
| 2.03                     | 8.03                                     | 9.38                    |                                   | 4.45                     | 781.5               |                                    | ONTARIO          |    | 37.8          | 11.28           | 1.00            | 5.53                            | 8.15                    |                          |                        |  |
| 2.14                     | 8.11                                     | 9.47                    |                                   | 5.05                     | 787.3               |                                    | POMONA           |    | 32.0          | 11.20           | 12.50           | 5.46                            | 8.05                    |                          |                        |  |
| 2.50                     | 8.40                                     | 10.25                   |                                   | 6.00                     | 813.6               |                                    | EAST LOS ANGELES |    | 5.7           | 10.50           | 12.20           | 5.20                            | 7.25                    |                          |                        |  |
| A 3.15                   | A 9.00                                   | A 10.55                 |                                   | A 6.30                   | 821.0               | PT                                 | LOS ANGELES      | PT | 0.0           | 10.30           | 12.01           | 5.00                            | 7.00                    |                          |                        |  |
| (821.0)                  |  |                         |                                   |                          |                     |                                    |                  |    |               | Daily           |                 |                                 |                         |                          |                        |  |
| (19.10)<br>42.8          | (15.35)<br>52.7                          | (18.45)<br>43.8         | (0.55)<br>39.6                    | (24.30)<br>33.5          | Thru Time           |                                    |                  |    |               | (18.35)<br>44.0 | (18.09)<br>46.2 | (15.35)<br>52.7                 | (22.25)<br>36.6         | (0.50)<br>43.5           | Average speed per hour |  |

**WESTWARD CONDENSED TIME-TABLE EASTWARD**

| FIRST CLASS              |                          |                          | Distance from Salt Lake City | Time-Table No. 14<br>June 14, 1953 |  |       | Mile Post    | FIRST CLASS     |                 |                 |                        |  |
|--------------------------|--------------------------|--------------------------|------------------------------|------------------------------------|--|-------|--------------|-----------------|-----------------|-----------------|------------------------|--|
| 35<br>Passenger<br>Daily | 29<br>Passenger<br>Daily | 33<br>Passenger<br>Daily |                              | STATIONS                           |  |       |              | 36<br>Passenger | 30<br>Passenger | 34<br>Passenger |                        |  |
| 8.00                     | 6.00                     | 5.30                     | 0.0                          | SALT LAKE CITY                     |  | 36.3  | A 7.00       | A 8.55          | A 9.45          |                 |                        |  |
| 8.55<br>9.10             | 6.50<br>7.20             | 6.20<br>6.50             | 36.3                         | OGDEN                              |  | 0.0   | 6.00<br>5.40 | 7.55<br>7.30    | 8.50<br>8.30    |                 |                        |  |
| 9.45                     | 7.55                     | 7.22                     | 57.4                         | BRIGHAM CITY                       |  | 21.1  | 4.58         | 6.50            | 7.55            |                 |                        |  |
| 10.30                    | 8.40                     | 8.02                     | 85.1                         | CACHE JCT.                         |  | 48.8  | 4.15         | 6.06            | 7.07            |                 |                        |  |
| 12.10                    | 10.10                    | 9.35                     | 147.5                        | McCAMMON                           |  | 111.2 | 2.55         | 4.45            | 5.40            |                 |                        |  |
| A 12.45                  | A 10.45                  | A 10.10                  | 170.2                        | POCATELLO                          |  | 213.9 | 2.25         | 4.05            | 5.10            |                 |                        |  |
| (170.2)                  |                          |                          |                              | Daily                              |  |       |              |                 |                 |                 |                        |  |
| (4.45)<br>35.8           | (4.45)<br>35.8           | (4.40)<br>36.0           | Thru Time                    |                                    |  |       |              | (4.35)<br>37.1  | (4.50)<br>35.2  | (4.35)<br>37.1  | Average speed per hour |  |

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



FIRST SUBDIVISION

EASTWARD

| Time-Table No. 14<br>June 14, 1953 | Miles Per Hour | FIRST CLASS     |                 |                          |                     |                |                                 |                      |                |
|------------------------------------|----------------|-----------------|-----------------|--------------------------|---------------------|----------------|---------------------------------|----------------------|----------------|
|                                    |                | 36<br>Passenger | 37<br>Passenger | 5<br>Mail and<br>Express | 30<br>Passenger     | 1<br>Passenger | 103<br>Streamliner<br>Passenger | 34<br>Passenger      | 9<br>Passenger |
| <b>STATIONS</b>                    |                |                 |                 |                          |                     |                |                                 |                      |                |
| DN-R SALT LAKE CITY YL SA DS       | 36.3           | A 7.00AM        | A 8.00AM        | A 8.40AM                 | A 8.55AM            | A 6.05PM       | A 7.10PM                        | A 9.45PM             | A 10.00PM      |
| DN-R NORTH YARD YL C               | 33.7           |                 |                 |                          |                     |                |                                 |                      |                |
| NORTH SALT LAKE                    | 31.1           | 6.46            | 7.42            | 8.23                     | 8.40                | 5.50           | 7.00                            | 9.30                 | 9.43           |
| BAMBERGER R. R. CROSS.             | 31.0           |                 |                 |                          |                     |                |                                 |                      |                |
| D WOODS CROSS WC                   | 28.1           | 6.39            | 7.38            | 8.19                     | 8.34                | 5.45           | 6.57                            | 9.25                 | 9.39           |
| FARMINGTON                         | 21.3           | 6.32            | 7.30            | 8.13                     | 8.27                | 5.38           |                                 | 9.18                 | 9.33           |
| D KAYSVILLE K                      | 16.7           | 6.26            | 7.25            | 8.09                     | 8.21                | 5.34           |                                 | 9.13                 | 9.29           |
| D LAYTON NY                        | 14.5           | 6.22            | 7.22            | 8.07                     | 8.17                | 5.32           | 6.45                            | 9.10                 | 9.27           |
| D CLEARFIELD CF                    | 9.8            | 6.17            | 7.17            | 8.02                     | 8.12                | 5.27           |                                 | 9.05                 | 9.22           |
| ROY                                | 6.1            | 6.11            | 7.12            | 7.57                     | 8.07                | 5.22           | 6.37                            | 9.01                 | 9.17           |
| BRIDGE JCT. YL                     | 1.0            | 6.05            | 7.05            | 7.50                     | 8.00                | 5.15           | 6.30                            | 8.55                 | 9.10           |
| DN-R OGDEN YL OG YD RD             | 0.0            | 6.00<br>5.40    | 7.00AM          | 7.45AM                   | 7.55<br>7.30        | 5.10PM         | 6.25PM                          | 8.50<br>8.30         | 9.05PM         |
| D. & R. G. W. CROSSING YL          | 0.7            |                 |                 |                          |                     |                |                                 |                      |                |
| S. P. JCT. YL                      | 1.6            | 5.20            |                 |                          | 7.15                |                |                                 | 8.17                 |                |
| HOT SPRINGS                        | 8.8            | 5.11            |                 |                          | 7.06 <sup>33</sup>  |                |                                 | 8.09                 |                |
| WILLARD                            | 14.0           | 5.06            |                 |                          | 6.58 <sup>251</sup> |                |                                 | 8.04                 |                |
| DN BRIGHAM CITY YL BM              | 21.1           | s 4.58          |                 |                          | s 6.50              |                |                                 | s 7.55 <sup>29</sup> |                |
| D HONEYVILLE HX                    | 30.4           | 4.44            |                 |                          | 6.36                |                |                                 | 7.36                 |                |
| DEWEY                              | 35.9           | 4.39            |                 |                          | f 6.30              |                |                                 | 7.31                 |                |
| WHEELON                            | 44.6           | 4.30            |                 |                          | 6.19                |                |                                 | 7.21                 |                |
| DN CACHE JCT. YL CJ                | 48.8           | s 4.15          |                 |                          | s 6.06              |                |                                 | s 7.07               |                |
| TRENTON                            | 56.9           | 3.58            |                 |                          | 5.52                |                |                                 | 6.50                 |                |
| D CORNISH CG                       | 60.6           | 3.54            |                 |                          | s 5.47              |                |                                 | s 6.44               |                |
| UTIDA                              | 62.4           | 3.52            |                 |                          | 5.41                |                |                                 | 6.39                 |                |
| D WESTON WI                        | 65.1           | 3.49            |                 |                          | 5.38                |                |                                 | 6.36                 |                |
| DN DAYTON CN                       | 71.0           | f 3.42          |                 |                          | f 5.31              |                |                                 | f 6.29               |                |
| CLIFTON                            | 75.2           | 3.36            |                 |                          | 5.26                |                |                                 | 6.23                 |                |
| COULAM                             | 78.3           | 3.33            |                 |                          | 5.23                |                |                                 | 6.20                 |                |
| OXFORD                             | 81.3           | 3.30            |                 |                          | 5.20                |                |                                 | 6.17                 |                |
| SWAN LAKE                          | 84.7           | 3.26            |                 |                          | 5.16                |                |                                 | 6.13                 |                |
| DN DOWNEY DO                       | 95.0           | f 3.16          |                 |                          | f 5.05              |                |                                 | s 6.02               |                |
| VIRGINIA                           | 100.0          | 3.08            |                 |                          | 4.58                |                |                                 | 5.54                 |                |
| D ARIMO A                          | 104.7          | 3.03            |                 |                          | 4.53                |                |                                 | 5.49                 |                |
| DN-R McCAMMON YL MC                | 111.2          | s 2.55AM        |                 |                          | s 4.45AM            |                |                                 | s 5.40PM             |                |
| (147.5)                            |                | Daily           | Daily           | Daily                    | Daily               | Daily          | Daily                           | Daily                | Daily          |

Thru Time ..... (4.05) (1.00) (0.65) (4.10) (0.60) (0.45) (4.05) (0.55)  
Average speed per hour ..... 36.1 36.3 39.6 35.4 43.6 48.4 36.1 39.6

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

FIRST SUBDIVISION

EASTWARD

| Time-Table No. 14<br>June 14, 1953 | SECOND CLASS            |                        |                     |                        | Car capacity of sidings, etc. See Rule 6(A) Page 22. |
|------------------------------------|-------------------------|------------------------|---------------------|------------------------|--|
|                                    | 278<br>Stock<br>Special | 259<br>Time<br>Freight | 312<br>Mixed        | 270<br>Time<br>Freight |  |
| <b>STATIONS</b>                    |                         |                        |                     |                        |  |
| DN-R SALT LAKE CITY YL SA DS       |                         |                        |                     |                        | P  |
| DN-R NORTH YARD YL C               | A 9.00PM                | A 5.00PM               |                     | A 2.30AM               | COPT<br>WYZ  |
| NORTH SALT LAKE                    | 8.45                    | 4.40                   |                     | 2.18                   | PX   |
| BAMBERGER R. R. CROSS.             |                         |                        |                     |                        | IX   |
| D WOODS CROSS WC                   | 8.39                    | 4.34                   |                     | 2.13                   | PX   |
| FARMINGTON                         | 8.28                    | 4.23                   |                     | 2.03                   | WS72WPX  |
| D KAYSVILLE K                      | 8.20                    | 4.15                   |                     | 1.55                   | CS133PX  |
| D LAYTON NY                        | 8.15                    | 4.10                   |                     | 1.50                   |  |
| D CLEARFIELD CF                    | 8.05                    | 4.00                   |                     | 1.40                   | WS 56<br>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 OG YD RD             | 7.30<br>6.30            | 3.30PM                 | A 3.00PM            | 1.00<br>12.30          | COPT<br>WYZ  |
| D. & R. G. W. CROSSING YL          |                         |                        |                     |                        |  |
| S. P. JCT. YL                      | 6.10                    |                        | 2.45                | 12.25                  | 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<br>ES 67 PWPY                                 |
| D HONEYVILLE HX                    | 5.15                    |                        |                     | 11.39                  | 120 P  |
| DEWEY                              | 5.06                    |                        |                     | 11.31                  | 122 P  |
| WHEELON                            | 4.50                    |                        |                     | 11.15 <sup>277</sup>   | 121 P  |
| DN CACHE JCT. YL CJ                | 4.30                    |                        |                     | 10.30 <sup>35</sup>    | WS 106<br>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                            |                         |                        |                     |                        | 1'W  |
| COULAM                             | 3.16                    |                        |                     | 9.40                   | 121 P  |
| OXFORD                             |                         |                        |                     |                        | P  |
| SWAN LAKE                          | 3.06                    |                        |                     | 9.26 <sup>29</sup>     | 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<br>WS 125 PWPY                                |
| (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 Rate 6(A) Page 22. | SECOND CLASS |               | FIRST CLASS |           |                       |           |           | Distance from Salt Lake City |
|--|--------------|---------------|-------------|-----------|-----------------------|-----------|-----------|------------------------------|
|  | 259          | 299           | 309         | 9         | 103                   | 1         | 37        |                              |
|  | Time Freight | Stock Special | Passenger   | Passenger | Streamliner Passenger | Passenger | Passenger |                              |
| COPT WYZ   | 8.00PM       | 12.30PM       |             |           |                       |           |           | 0.0                          |
| I  |              |               |             |           |                       |           |           | 0.7                          |
|  |              |               |             |           |                       |           |           | 1.2                          |
|  |              |               |             |           |                       |           |           | 2.3                          |
| P  |              |               |             |           |                       |           |           | 4.4                          |
| P  |              |               | 10.00PM     | 9.30PM    | 6.20PM                | 5.15PM    | 8.30AM    | 0.0                          |
|  |              |               |             |           |                       |           |           | 1.3                          |
|  |              |               |             |           |                       |           |           | 1.5                          |
| IP   |              |               |             |           |                       |           |           | 1.7                          |
| 122 P  |              |               |             |           |                       |           | 8.43      | 4.8                          |
| 125 P  |              |               |             |           |                       |           | s 8.56    | 15.7                         |
| AI   |              |               |             |           |                       |           |           | 16.8                         |
| 122 P  |              |               |             |           |                       |           |           | 19.0                         |
| 122 PW   |              |               |             |           |                       |           | 9.14      | 27.6                         |
| 122 PY   |              |               |             |           |                       |           | s 9.28    | 35.8                         |
| 131 PW   |              |               |             |           |                       |           | f 9.40    | 41.4                         |
| 122 P  |              |               |             |           |                       |           | f 9.50    | 47.9                         |
| 143 PW   |              |               |             |           |                       |           | f 10.03   | 60.7                         |
| 122 P  |              |               |             |           |                       |           |           | 66.8                         |
| 137 PW   |              |               |             |           |                       |           | 10.22     | 74.1                         |
| 122 P  |              |               |             |           |                       |           |           | 79.8                         |
| 122 PWYZ   |              |               |             |           |                       |           | f 10.42   | 85.4                         |
| 123 P  |              |               |             |           |                       |           |           | 92.1                         |
| 126 PW   |              |               |             |           |                       |           | 10.57     | 98.7                         |
| 139 P  |              |               |             |           |                       |           | 11.08     | 109.0                        |
| 118 01TWY  |              |               | f 12.30AM   | 11.39     | 8.14                  | 7.31      | s 11.20   | 118.1                        |
| 122 P  |              |               |             |           |                       |           |           | 125.8                        |
| 124 186 PWY  |              |               | s 12.50     | s 11.58PM |                       |           | s 11.46AM | 134.6                        |
| 122 P  |              |               |             |           |                       |           |           | 144.1                        |
| 122 P  |              |               |             |           |                       |           | 12.07PM   | 153.0                        |
| 123 P  |              |               |             |           |                       |           |           | 158.1                        |
| 122 P  |              |               |             |           |                       |           |           | 166.5                        |
| 124 P  |              |               |             |           |                       |           |           | 174.4                        |
| 123 PW   |              |               |             |           |                       |           | f 12.44   | 184.6                        |
| 122 P  |              |               |             |           |                       |           |           | 194.3                        |
| 122 P  |              |               | 1.55        | 12.55AM   | 9.16                  | 8.40      | 12.57     | 198.9                        |
| 01TWYZ   | A 4.00AM     | A 5.45PM      | A 2.15AM    | A 1.10AM  | A 9.26PM              | A 8.55PM  | A 1.15PM  | 207.2                        |

(8.00) 25.9 (5.15) 39.4 (4.15) 48.7 (3.40) 56.5 (3.06) 66.8 (3.40) 66.5 (4.45) 43.6 Thru Time 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.  
 No. 37 will stop at Oasis daily except Sunday for mail.

**SECOND SUBDIVISION EASTWARD**

| Car capacity of sidings, etc. See Rate 6(A) Page 22. | FIRST CLASS |           |                       |           |           | SECOND CLASS |              | Mile Post |
|--|-------------|-----------|-----------------------|-----------|-----------|--------------|--------------|-----------|
|  | 310         | 2         | 104                   | 38        | 10        | 260          | 256          |           |
|  | Passenger   | Passenger | Streamliner Passenger | Passenger | Passenger | Time Freight | Time Freight |           |
| COPT WYZ   |             |           |                       |           |           | A 10.30AM    | A 1.30AM     | 35.3      |
| I  |             |           |                       |           |           |              |              | 36.0      |
|  |             |           |                       |           |           |              |              | 36.5      |
|  |             |           |                       |           |           |              |              | 781.3     |
| P  |             |           |                       |           |           |              |              | 779.2     |
| P  |             |           |                       |           |           |              |              | 36.3      |
|  | A 3.30AM    | A 5.10AM  | A 7.40AM              | A 4.00PM  | A 3.45AM  |              |              | 37.6      |
|  |             |           |                       |           |           |              |              | 37.8      |
| I  |             |           |                       |           |           |              |              | 38.0      |
| IP   |             |           |                       |           |           |              |              | 779.2     |
| 122 P  | 3.10        | 4.50      | 7.25                  | 3.40      | 3.25      |              |              | 768.3     |
| 125 P  |             |           |                       | f 3.28    |           |              |              | 767.1     |
| AI   |             |           |                       |           |           |              |              | 764.4     |
| 122 P  |             |           |                       |           |           |              |              | 756.4     |
| 122 PW   |             |           |                       | 3.10      |           |              |              | 748.2     |
| 122 PY   |             |           |                       | s 3.00    |           |              |              | 742.6     |
| 131 PW   |             |           |                       | f 2.47    |           |              |              | 736.1     |
| 122 P  |             |           |                       | f 2.38    |           |              |              | 723.3     |
| 143 PW   |             |           |                       | 2.24      |           |              |              | 717.2     |
| 122 P  |             |           |                       |           |           |              |              | 709.9     |
| 137 PW   |             |           |                       | 2.06      |           |              |              | 704.2     |
| 122 P  |             |           |                       |           |           |              |              | 698.6     |
| 122 PWYZ   |             |           |                       | f 1.49    |           |              |              | 691.9     |
| 123 P  |             |           |                       |           |           |              |              | 685.3     |
| 126 PW   |             |           |                       | 1.31      |           |              |              | 675.0     |
| 139 P  |             |           |                       | 1.20      |           |              |              | 665.9     |
| 118 01TWY  | f 12.30     | 2.45      | 5.46                  | s 1.10    | 1.20      |              |              | 658.2     |
| 122 P  |             |           |                       |           |           |              |              | 649.4     |
| 124 186 PWY  | s 12.10AM   |           |                       | s 12.48   | s 1.01AM  |              |              | 639.9     |
| 122 P  |             |           |                       |           |           |              |              | 631.0     |
| 122 P  |             |           |                       | 12.24PM   |           |              |              | 625.9     |
| 123 P  |             |           |                       |           |           |              |              | 617.5     |
| 122 P  |             |           |                       |           |           |              |              | 609.6     |
| 124 P  |             |           |                       |           |           |              |              | 599.4     |
| 123 PW   |             |           |                       | f 11.53AM |           |              |              | 589.7     |
| 122 P  |             |           |                       |           |           |              |              | 585.1     |
| 122 P  |             |           |                       |           |           |              |              | 576.8     |

Thru Time Average speed per hour (4.40) 44.4 (3.50) 54.0 (3.03) 67.9 (4.30) 46.0 (3.55) 54.2 (8.40) 23.9 (9.00) 23.0

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

**WESTWARD**

**THIRD SUBDIVISION**

| Car capacity of sidings, etc. See Rule 6(a) Page 22. | SECOND CLASS      |                  | FIRST CLASS               |             |              |               |             | Miles Post Salt Lake City |
|--|-------------------|------------------|---------------------------|-------------|--------------|---------------|-------------|---------------------------|
|  | 299 Stock Special | 259 Time Freight | 103 Streamliner Passenger | 1 Passenger | 37 Passenger | 309 Passenger | 9 Passenger |                           |
|  | Daily             | Daily            | Daily                     | Daily       | Daily        | Daily         | Daily       |                           |
| OPTWYZ   | 6.00PM            | 4.40AM           | 9.30PM                    | 9.05PM      | 1.30PM       | 3.15AM        | 1.20AM      | 207.2                     |
| 123 P  |                   |                  |                           |             |              |               |             | 212.3                     |
| 122 P  |                   |                  |                           |             | 1.48         |               |             | 222.4                     |
| 122 P  |                   |                  |                           |             |              |               |             | 229.2                     |
| 122 P  |                   |                  |                           |             |              |               |             | 233.5                     |
| 122 188 P WY   |                   |                  | 9.57                      | 9.40        | s 2.15       | A 4.00AM      | s 2.05      | 242.6                     |
| 122 P  |                   |                  |                           |             | 2.28         |               |             | 252.5                     |
| 122 P W  |                   |                  |                           |             | f 2.34       |               |             | 257.3                     |
| 122 P  |                   |                  |                           |             |              |               |             | 268.2                     |
| 122 122 P W Y  |                   |                  |                           |             | f 2.55       |               | s 2.35      | 274.2                     |
| 122 P  |                   |                  |                           |             | 3.04         |               |             | 282.8                     |
| 127 P Y  |                   |                  |                           |             | 3.19         |               |             | 290.3                     |
| 122 P  |                   |                  |                           |             |              |               |             | 294.7                     |
| 122 P W  |                   |                  |                           |             | 3.37         |               |             | 299.4                     |
| 133 P  |                   |                  |                           |             | 3.54         |               |             | 308.7                     |
| 44 P   |                   |                  |                           |             |              |               |             | 311.7                     |
| 83 P   |                   |                  |                           |             |              |               |             | 315.6                     |
| 122 P  |                   |                  |                           |             | 4.16         |               |             | 319.7                     |
| ES 119 WS 113 P W Y                                  |                   |                  | 11.31PM                   | 11.34PM     | s 4.35       |               | 4.08        | 324.5                     |
| 122 P  |                   |                  |                           |             | 4.43         |               |             | 329.5                     |
| 122 P  |                   |                  |                           |             |              |               |             | 334.1                     |
| 122 P  |                   |                  |                           |             |              |               |             | 339.1                     |
| 122 P W  |                   |                  |                           |             | 5.15         |               |             | 345.6                     |
| 145 P  |                   |                  |                           |             |              |               |             | 349.5                     |
| 122 P  |                   |                  |                           |             | 5.33         |               |             | 354.9                     |
| 102 77 P W   |                   |                  |                           |             | 5.47         |               |             | 364.9                     |
| 122 P  |                   |                  |                           |             |              |               |             | 370.5                     |
| 69 P   |                   |                  |                           |             | 6.08         |               |             | 375.5                     |
| 122 P  |                   |                  |                           |             | 6.18         |               |             | 381.1                     |
| 136 P W  |                   |                  |                           |             | 6.27         |               |             | 386.1                     |
| 122 P  |                   |                  |                           |             |              |               |             | 390.6                     |
| 122 P W Y  |                   |                  |                           |             | s 6.50       |               | 5.58        | 400.9                     |
| 122 P  |                   |                  |                           |             |              |               |             | 410.5                     |
| 122 P W  |                   |                  |                           |             | 7.17         |               |             | 421.0                     |
| 74 P   |                   |                  |                           |             | 7.25         |               |             | 426.5                     |
| 122 P  |                   |                  |                           |             |              |               |             | 432.0                     |
| 122 P  |                   |                  |                           |             |              |               |             | 437.0                     |
| 122 P  |                   |                  | 2.07AM                    | 2.32AM      | 8.01         |               | 6.50        | 445.3                     |
| OPTWYZ   | A 1.00AM          | A 1.30PM         | A 2.15AM                  | A 2.50AM    | A 8.10PM     |               | A 7.05AM    | 449.8                     |

CENTRALIZED TRAFFIC CONTROL

Time-Table No. 14  
June 14, 1953

**STATIONS**

DN-R MILFORD YL FD

5.1  
UPTON  
10.1  
THERMO  
6.8  
NADA  
4.3  
LATIMER  
9.1

DN LUND UN

9.9  
ZANE  
4.8  
BERYL  
10.9  
HEIST  
6.0

D MODENA NA

8.6  
UVADA  
7.5  
CRESTLINE  
4.4  
BROWN  
4.7  
ACOMA  
9.3  
ISLEN  
3.0  
LITTLE SPRINGS  
3.9  
MINTO  
4.1  
ECCLES  
4.8

DN CALIENTE YL CS

5.0  
ETNA  
4.6  
STINE  
5.0  
BOYD  
6.5  
ELGIN  
3.9  
KYLE  
5.4  
LEITH  
10.0  
CARP  
5.6  
VIGO  
5.0  
GALT  
5.6  
HOYA  
5.0  
ROX  
4.5  
FARRIER  
10.3

D MOAPA MA

9.6  
UTE  
10.5  
DRY LAKE  
5.5  
GARNET  
5.5  
APEX  
5.0  
DIKE  
8.3  
WANN  
4.5

DN-RLAS VEGAS YL VG

(242.6)

Thru Time ..... (7.00) (8.50) (4.45) (5.50) (6.40) (0.45) (6.45) .....  
Average speed per hour ..... 34.6 23.4 61.0 41.5 36.4 47.2 42.2

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. | FIRST CLASS  |               |              |             |                           | SECOND CLASS     |                  | Miles Post |
|--|--------------|---------------|--------------|-------------|---------------------------|------------------|------------------|------------|
|  | 38 Passenger | 310 Passenger | 10 Passenger | 2 Passenger | 104 Streamliner Passenger | 256 Time Freight | 260 Time Freight |            |
|  | Daily        | Daily         | Daily        | Daily       | Daily                     | Daily            | Daily            |            |
| OPTWYZ   | 11.20AM      | 10.20PM       | 11.40PM      | 1.10AM      | 4.33AM                    | 3.30PM           | 12.45AM          | 576.8      |
| 123 P  | 11.10        | 10.05         | 11.30        | 12.55       | 4.24                      |                  |                  | 571.7      |
| 122 P  | 11.01        |               |              |             |                           |                  |                  | 561.0      |
| 122 P  |              |               |              |             |                           |                  |                  | 554.8      |
| 122 P  |              |               |              |             |                           |                  |                  | 550.5      |
| 122 188 P W Y  |              |               |              |             |                           |                  |                  | 541.4      |
| 122 P  |              |               |              |             |                           |                  |                  | 531.5      |
| 122 P W  |              |               |              |             |                           |                  |                  | 528.7      |
| 122 P  |              |               |              |             |                           |                  |                  | 515.8      |
| 122 122 P W Y  |              |               |              |             |                           |                  |                  | 509.8      |
| 122 P  |              |               |              |             |                           |                  |                  | 501.2      |
| 127 P Y  |              |               |              |             |                           |                  |                  | 493.7      |
| 122 P  |              |               |              |             |                           |                  |                  | 489.3      |
| 122 P W  |              |               |              |             |                           |                  |                  | 484.6      |
| 133 P  |              |               |              |             |                           |                  |                  | 475.3      |
| 44 P   |              |               |              |             |                           |                  |                  | 472.3      |
| 83 P   |              |               |              |             |                           |                  |                  | 468.4      |
| 122 P  |              |               |              |             |                           |                  |                  | 464.3      |
| ES 119 WS 113 P W Y                                  |              |               |              |             |                           |                  |                  | 459.5      |
| 122 P  |              |               |              |             |                           |                  |                  | 454.6      |
| 122 P  |              |               |              |             |                           |                  |                  | 449.9      |
| 122 P  |              |               |              |             |                           |                  |                  | 444.0      |
| 122 P W  |              |               |              |             |                           |                  |                  | 438.4      |
| 145 P  |              |               |              |             |                           |                  |                  | 434.5      |
| 122 P  |              |               |              |             |                           |                  |                  | 429.1      |
| 102 77 P W   |              |               |              |             |                           |                  |                  | 419.1      |
| 122 P  |              |               |              |             |                           |                  |                  | 413.5      |
| 122 P  |              |               |              |             |                           |                  |                  | 408.5      |
| 122 P  |              |               |              |             |                           |                  |                  | 402.9      |
| 136 P W  |              |               |              |             |                           |                  |                  | 397.9      |
| 122 P  |              |               |              |             |                           |                  |                  | 393.4      |
| 122 P W Y  |              |               |              |             |                           |                  |                  | 383.1      |
| 122 P  |              |               |              |             |                           |                  |                  | 373.5      |
| 122 P W  |              |               |              |             |                           |                  |                  | 363.0      |
| 74 P   |              |               |              |             |                           |                  |                  | 357.5      |
| 122 P  |              |               |              |             |                           |                  |                  | 352.0      |
| 122 P  |              |               |              |             |                           |                  |                  | 347.0      |
| 122 P  |              |               |              |             |                           |                  |                  | 338.7      |
| OPTWYZ   | 5.30AM       |               | 6.30PM       | 7.55PM      | 11.55PM                   | 5.35AM           | 2.45PM           | 334.2      |

CENTRALIZED TRAFFIC CONTROL

Time-Table No. 14  
June 14, 1953

**STATIONS**

DN-R MILFORD YL FD

5.1  
UPTON  
10.1  
THERMO  
6.8  
NADA  
4.3  
LATIMER  
9.1

DN LUND UN

9.9  
ZANE  
4.8  
BERYL  
10.9  
HEIST  
6.0

D MODENA NA

8.6  
UVADA  
7.5  
CRESTLINE  
4.4  
BROWN  
4.7  
ACOMA  
9.3  
ISLEN  
3.0  
LITTLE SPRINGS  
3.9  
MINTO  
4.1  
ECCLES  
4.8

DN CALIENTE YL CS

5.0  
ETNA  
4.6  
STINE  
5.0  
BOYD  
6.5  
ELGIN  
3.9  
KYLE  
5.4  
LEITH  
10.0  
CARP  
5.6  
VIGO  
5.0  
GALT  
5.6  
HOYA  
5.0  
ROX  
4.5  
FARRIER  
10.3

D MOAPA MA

9.6  
UTE  
10.5  
DRY LAKE  
5.5  
GARNET  
5.5  
APEX  
5.0  
DIKE  
8.3  
WANN  
4.5

DN-RLAS VEGAS YL VG

(242.6)

Thru Time ..... (5.50) (0.45) (5.10) (5.15) (4.38) (9.55) (10.00) .....  
Average speed per hour ..... 41.5 47.2 46.9 46.2 52.3 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.—See Page 21.  
For setout tracks.—See Page 22.

| WESTWARD  |              |                |                     | PROVO SUBDIVISION             |                                    |                           |              | EASTWARD              |                     |  |              |              |
|---|--------------|----------------|---------------------|-------------------------------|------------------------------------|---------------------------|--------------|-----------------------|---------------------|--|--------------|--------------|
| Car. capacity of sidings, etc. See Rule 6(A) Page 22. | SECOND CLASS |                |                     | Distances from Salt Lake City | Time-Table No. 14<br>June 14, 1953 | Mile Post                 | SECOND CLASS |                       |                     |  |              |              |
|   | 307<br>Mixed | 305<br>Mixed   | Daily Except Sunday |                               |                                    |                           | 306<br>Mixed | 308<br>Mixed          | STATIONS            |  | 306<br>Mixed | 308<br>Mixed |
|   |              |                |                     |                               |                                    |                           |              |                       |                     |  |              |              |
| COPT WYZ  |              |                | 2.00 AM             | 0.0                           | DN R                               | SALT LAKE CITY YL C       | 36.3         | A 11.15 PM            |                     |  |              |              |
|   |              |                |                     | 1.3                           |                                    | EIGHTH SOUTH ST. YL       | 37.6         | 11.05                 |                     |  |              |              |
| IP  |              |                |                     | 2.1                           |                                    | D. & R. G. W. CROSSING YL | 38.4         |                       |                     |  |              |              |
|   |              |                |                     | 3.4                           |                                    | D. & R. G. W. CROSSING YL | 39.7         |                       |                     |  |              |              |
| 77 P  |              |                | 2.20                | 4.7                           |                                    | HUSLERS YL                | 41.0         | 10.50                 |                     |  |              |              |
| 47 P  |              | f              | 2.35                | 7.3                           | D                                  | MURRAY YL FN              | 43.6         | f 10.40               |                     |  |              |              |
| 60 PW   |              |                | 2.40                | 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              | 2.50                | 12.6                          |                                    | SANDY                     | 48.9         | f 10.20               |                     |  |              |              |
| 48 PW   |              | s              | 3.20                | 17.1                          | D                                  | DRAPER A                  | 782.9        | s 10.10               |                     |  |              |              |
| WS 73 ES 70 P   |              | f              | 3.50                | 24.5                          |                                    | MOUNT                     | 775.5        | f 9.50                |                     |  |              |              |
| 73 PWY  |              | f              | 4.20                | 29.0                          |                                    | CUTLER YL                 | 771.0        | f 9.30                |                     |  |              |              |
| 31 P  |              | f              | 4.50                | 30.5                          | D                                  | LEHI YL HI                | 769.5        | f 9.20                |                     |  |              |              |
| 45 P  |              | f              | 5.00                | 33.5                          | D                                  | AMERICAN FORK AF          | 766.5        | f 9.00                |                     |  |              |              |
| 73 P  |              | f              | 5.20                | 36.5                          | D                                  | PLEASANT GROVE GO         | 763.5        | f 8.40                |                     |  |              |              |
| 100 P   |              | f              | 5.30                | 42.0                          | D                                  | GENEVA YL G               | 758.0        | f 8.20                |                     |  |              |              |
| AI  |              |                |                     | 42.7                          |                                    | D. & R. G. W. CROSSING    | 757.3        |                       |                     |  |              |              |
| COPT WYZ  |              | 8.00 AM        | A 6.00 AM           | 47.3                          | DN-R                               | PROVO YL VO               | 752.7        | 8.00 PM               | A 4.30 PM           |  |              |              |
|   |              | f              | 8.10                | 52.0                          |                                    | SPRINGVILLE               | 748.0        | f 4.15                |                     |  |              |              |
| P   |              | s              | 8.30                | 55.6                          | D                                  | SPANISH FORK SF           | 744.4        | f 4.05                |                     |  |              |              |
| 116 PW  |              | s              | 9.00                | 63.2                          | D                                  | PAYSON CN                 | 736.8        | f 3.50                |                     |  |              |              |
| 125 PW  |              | f              | 9.50                | 78.0                          |                                    | STARR                     | 722.0        | f 3.25                |                     |  |              |              |
| 132 PY  |              | s              | 10.40               | 89.2                          | DN                                 | NEPHI NI                  | 710.8        | s 3.05                |                     |  |              |              |
| 75 P  |              | f              | 11.20 AM            | 103.7                         |                                    | JUAB                      | 696.3        | f 2.40                |                     |  |              |              |
| 125 P   |              | f              | 12.05 PM            | 118.9                         |                                    | PARLEY                    | 681.1        | f 2.05                |                     |  |              |              |
| 60 P  |              | f              | 12.40               | 130.1                         |                                    | MACK                      | 669.9        | f 1.36                |                     |  |              |              |
| OPTWY   |              | A              | 1.00 PM             | 134.1                         | DN-R                               | LYNNDYL YL NY             | 665.9        |                       | 1.30 PM             |  |              |              |
|   |              |                |                     |                               |                                    | (134.1)                   |              | Daily Except Saturday | Daily Except Sunday |  |              |              |
|   |              | (5.00)<br>17.4 | (4.00)<br>11.8      |                               |                                    |                           |              | (3.15)<br>14.5        | (3.00)<br>28.9      |  |              |              |

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

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

For setout tracks.—See Page 22.

| Westward  |              |                     |          | CACHE VALLEY BRANCH       |                                    |                    |              | Eastward            |  |  |  |
|---|--------------|---------------------|----------|---------------------------|------------------------------------|--------------------|--------------|---------------------|--|--|--|
| Car. capacity of sidings, etc. See Rule 6(A) Page 22. | SECOND CLASS |                     |          | Distances from Cache Jct. | Time-Table No. 14<br>June 14, 1953 | Mile Post          | SECOND CLASS |                     |  |  |  |
|   | 303<br>Mixed | Daily Except Sunday | STATIONS |                           |                                    |                    | 304<br>Mixed |                     |  |  |  |
|   |              |                     |          |                           |                                    |                    |              | STATIONS            |  |  |  |
| ocp WYZ   |              | 6.10 AM             |          | 0.0                       | DN-R                               | CACHE JCT. YL CJ   | 0.0          | A 3.00 PM           |  |  |  |
|   |              |                     |          | 4.8                       |                                    | PETERSBORO (Spur)  | 4.8          |                     |  |  |  |
| 10  |              |                     |          | 8.6                       |                                    | MENDON             | 8.6          | f 2.15              |  |  |  |
| 35  | f            | 6.35                |          | 12.4                      |                                    | NEBEKER (Spur)     | 12.4         |                     |  |  |  |
| 7   |              |                     |          | 13.8                      | D                                  | WELLSVILLE WV      | 13.8         | f 1.55              |  |  |  |
| 19 w  | f            | 6.55                |          | 14.5                      |                                    | HILLS              | 14.5         |                     |  |  |  |
| 25  |              |                     |          | 17.6                      |                                    | HYRUM              | 17.6         | f 1.30              |  |  |  |
| 22  | f            | 7.10                |          | 20.2                      |                                    | HOLT               | 20.2         |                     |  |  |  |
| 13  |              |                     |          | 24.1                      | D                                  | LOGAN YL Q         | 24.1         | s 1.10              |  |  |  |
| 85 WYZ  | s            | 7.35                |          | 24.4                      |                                    | BENSON JCT. YL     | 24.4         |                     |  |  |  |
|   |              |                     |          | 26.4                      |                                    | GREENVILLE         | 26.4         |                     |  |  |  |
| 15  | f            | 8.02                |          | 31.5                      | D                                  | SMITHFIELD YL SM   | 31.5         | f 12.30             |  |  |  |
| 9   |              |                     |          | 33.4                      |                                    | BAUGH (Spur)       | 33.4         |                     |  |  |  |
| 9   |              |                     |          | 36.5                      |                                    | HODGES (Spur)      | 36.5         |                     |  |  |  |
| 33 w  | f            | 8.25                |          | 37.4                      | D                                  | RICHMOND YL RN     | 37.4         | f 12.01 PM          |  |  |  |
| 10  |              |                     |          | 39.6                      |                                    | MERRILLS YL        | 39.6         |                     |  |  |  |
| 6   | f            | 8.34                |          | 41.0                      |                                    | WEBSTER YL         | 41.0         | f 11.30 AM          |  |  |  |
|   |              |                     |          | 41.5                      | D                                  | LEWISTON YL (Spur) | 41.5         |                     |  |  |  |
| 35  | f            | 9.05                |          | 43.8                      | D                                  | FRANKLIN YL F      | 43.8         | f 11.20             |  |  |  |
| 24  | f            | 9.15                |          | 48.0                      |                                    | WHITNEY YL         | 48.0         | f 11.08             |  |  |  |
| 22 WY   | A            | 10.10 AM            |          | 50.8                      | D-R                                | PRESTON YL PN      | 50.8         | 11.00 AM            |  |  |  |
|   |              |                     |          |                           |                                    | (50.8)             |              | Daily Except Sunday |  |  |  |
|   |              | (4.00)<br>12.7      |          |                           |                                    |                    |              | (4.00)<br>12.7      |  |  |  |

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

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

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

For setout tracks.—See Page 22.

| WESTWARD   |                               |                            | MALAD BRANCH                       |                     |          | EASTWARD  |                     |  | Westward BENSON BRANCH Eastward    |     |  |           |
|--|-------------------------------|----------------------------|------------------------------------|---------------------|----------|-----------|---------------------|--|------------------------------------|-----|--|-----------|
| Car capacity of sidings, etc. See Rule 6(A) Page 22. | SECOND CLASS                  | Distance from Brigham City | Time-Table No. 14<br>June 14, 1953 |                     |          | Mile Post | SECOND CLASS        | Car capacity of sidings, etc. See Rule 6(A) Page 22. | Time-Table No. 14<br>June 14, 1953 |     |  | Mile Post |
|  | 311                           |                            | STATIONS                           | 312                 | STATIONS |           |                     |  |                                    |     |  |           |
|  | Mixed                         |                            |                                    | Mixed               |          |           |                     |  |                                    |     |  |           |
| WS 114<br>ES   | Daily Except Sunday<br>7.30AM | 0.0                        | DN-R                               | BRIGHAM CITY YL BM  | 0.0      | A         | 1.30PM              |  | BENSON JCT. YL                     | 0.0 |  |           |
| 51   | f 7.45                        | 5.6                        |                                    | CORINNE YL          | 5.6      | f         | 12.55               | 11   | BENSON YL                          | 5.2 |  |           |
| 10   | f 8.02                        | 13.7                       |                                    | CROPLEY             | 13.7     | f         | 12.35               |  |                                    |     |  |           |
| 46   | s 8.15                        | 17.8                       | D                                  | TREMONTON YL MU     | 17.8     | s         | 12.25               |  |                                    |     |  |           |
| 19   | wy s 8.30                     | 19.8                       | D                                  | GARLAND YL AJ       | 19.8     | s         | 12.15PM             |  |                                    |     |  |           |
| 20   | f 8.46                        | 25.0                       |                                    | FIELDING            | 25.0     | f         | 11.56AM             |  |                                    |     |  |           |
| 14   | f 9.25                        | 36.7                       |                                    | PORTAGE             | 36.7     | f         | 11.20               |  |                                    |     |  |           |
| 12   | f 9.50                        | 44.5                       |                                    | CHERRY CREEK (Spur) | 44.5     | f         | 10.55               |  |                                    |     |  |           |
| 30   | wy A 10.15AM                  | 51.5                       | D-R                                | MALAD YL MV         | 51.5     |           | 10.30AM             |  |                                    |     |  |           |
|  |                               |                            |                                    | (51.6)              |          |           | Daily Except Sunday |  | (5.2)                              |     |  |           |
| (2.45)   |                               |                            | Thru Time                          |                     |          | (3.00)    |                     |  |                                    |     |  |           |
| 18.7   |                               |                            | Average speed per hour             |                     |          | 17.1      |                     |  |                                    |     |  |           |

| Westward SYRACUSE BRANCH Eastward                    |                                    |                           | Westward BEAR RIVER BRANCH Eastward |  |                                    | Westward THATCHER BRANCH Eastward |           |  |                                    |                 |           |
|--|------------------------------------|---------------------------|-------------------------------------|--|------------------------------------|-----------------------------------|-----------|--|------------------------------------|-----------------|-----------|
| Car capacity of sidings, etc. See Rule 6(A) Page 22. | Time-Table No. 14<br>June 14, 1953 |                           | Mile Post                           | Car capacity of sidings, etc. See Rule 6(A) Page 22. | Time-Table No. 14<br>June 14, 1953 |                                   | Mile Post | Car capacity of sidings, etc. See Rule 6(A) Page 22. | Time-Table No. 14<br>June 14, 1953 |                 | Mile Post |
|  | STATIONS                           |                           |                                     |  | STATIONS                           |                                   |           |  | STATIONS                           |                 |           |
|  | WS 116<br>ES                       | D                         |                                     |  | CLEARFIELD YL CF                   | 0.0                               |           |  | 19                                 | wy D            |           |
|  |                                    | D. & R. G. W. CROSSING YL | 0.3                                 |  |                                    | GARLAND JCT. YL                   | 1.1       | 22   |                                    | SUNSET YL       | 5.1       |
| 45   |                                    | BARNES YL (Spur)          | 2.1                                 | 9  |                                    | HAWS YL                           | 3.4       |  |                                    | END OF TRACK YL | 5.6       |
| 3  |                                    | SYRACUSE YL               | 4.7                                 | 11   |                                    | BUSH YL                           | 7.5       |  |                                    |                 |           |
|  |                                    |                           |                                     | 22   |                                    | BRADFORD YL                       | 9.2       |  |                                    |                 |           |
|  |                                    |                           |                                     |  |                                    | END OF TRACK YL                   | 9.9       |  |                                    |                 |           |
| (4.7)  |                                    |                           | (9.9)                               |  |                                    | (5.6)                             |           |  |                                    |                 |           |

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

| Conditional Stops to Discharge or Pick Up Revenue Passengers |              |                            |                                |
|--|--------------|----------------------------|--------------------------------|
| Train  | At           | Discharge passengers from  | Pick up passengers destined to |
| 30   | Any Station. | Pocatello and beyond.      |                                |
| * 33   | Any Station. | Any Station.               | Any Station.                   |
| * 34   | Any Station. | Any Station.               | Any Station.                   |
| 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 Moapa | Time-Table No. 14<br>June 14, 1953 |                    |          | Mile Post | FIRST CLASS | SECOND CLASS | Car capacity of sidings, etc. See Rule 6(A) Page 22. | Time-Table No. 14<br>June 14, 1953 |     |      | Mile Post           |      |
|  | 417                           |                     | 310                                | 418                | STATIONS |           |             |              |  |                                    |     |      |                     |      |
|  | Local Freight                 |                     | Passenger                          | Local Freight      |          |           |             |              |  |                                    |     |      |                     |      |
| 122<br>188<br>PWY                                    | Daily Except Sunday<br>6.30AM | 0.0                 | DN-R                               | LUND YL UN         | 0.0      | A         | 9.10PM      | A            | 12.50PM  | 120                                | wyz | DN-R | IRON SPRINGS YL GS  | 0.0  |
| 120  | f 6.50                        | 9.4                 |                                    | AVON               | 9.4      | f         | 8.50        |              | 12.25PM  |                                    |     |      | DESERT MOUND        | 4.5  |
| 120  | wyz 7.30                      | 10.9                | DN-R                               | IRON SPRINGS YL GS | 20.3     | f         | 8.30        |              | 11.55AM  |                                    | y   | DN   | IRON MOUNTAIN YL MN | 14.9 |
| 20   | f 7.45                        | 4.9                 |                                    | HALIVAH            | 25.2     | f         | 8.20        |              | 11.20  |                                    |     |      |                     |      |
| Loop<br>43<br>ow                                     | A 8.10AM                      | 7.3                 | DN-R                               | CEDAR CITY YL CD   | 32.5     | A         | 5.30AM      |              | 8.00PM   |                                    |     |      |                     |      |
|  |                               |                     |                                    | (32.5)             |          |           | Daily       |              | Daily Except Sunday                                  |                                    |     |      | (14.9)              |      |
| (1.45)   |                               |                     | Thru Time                          |                    |          | (1.10)    |             |              | (1.45)   |                                    |     |      |                     |      |
| 18.2   |                               |                     | Average speed per hour             |                    |          | 27.8      |             |              | 18.2   |                                    |     |      |                     |      |

| WESTWARD   |                     |                                    | MEAD LAKE BRANCH |      |           | EASTWARD |     |  |
|--|---------------------|------------------------------------|------------------|------|-----------|----------|-----|--|
| Car capacity of sidings, etc. See Rule 6(A) Page 22. | Distance from Moapa | Time-Table No. 14<br>June 14, 1953 |                  |      | Mile Post |          |     |  |
|  |                     | STATIONS                           |                  |      |           |          |     |  |
|  |                     | 122<br>PWY                         | 0.0              | D-R  |           | MOAPA MA | 0.0 |  |
| 13   | 5.1                 |                                    | NARROWS          | 5.1  |           |          |     |  |
| 11   | 10.2                |                                    | LOGANDALE        | 10.2 |           |          |     |  |
| 11   | 14.8                |                                    | OVERTON          | 14.8 |           |          |     |  |
| y  | 16.7                |                                    | MEAD LAKE (Spur) | 16.7 |           |          |     |  |
| (16.7)   |                     |                                    |                  |      |           |          |     |  |

| WESTWARD   |                               |                      | PIOCHE BRANCH                      |                |      | EASTWARD  |              |  | Westward FILLMORE BRANCH Eastward  |                  |                |           |
|--|-------------------------------|----------------------|------------------------------------|----------------|------|-----------|--------------|--|------------------------------------|------------------|----------------|-----------|
| Car capacity of sidings, etc. See Rule 6(A) Page 22. | SECOND CLASS                  | Distance from Pioche | Time-Table No. 14<br>June 14, 1953 |                |      | Mile Post | SECOND CLASS | Car capacity of sidings, etc. See Rule 6(A) Page 22. | Time-Table No. 14<br>June 14, 1953 |                  |                | Mile Post |
|  | 403                           |                      | 404                                | STATIONS       |      |           |              |  |                                    |                  |                |           |
|  | Local Freight                 |                      | Local Freight                      |                |      |           |              |  |                                    |                  |                |           |
| ES 123<br>WS 116<br>OPWY                             | Daily Except Sunday<br>6.30AM | 0.0                  | DN-R                               | CALIENTE YL CS | 0.0  | A         | 1.45PM       | 124<br>186<br>PWY                                    | DN-R                               | DELTA YL AK      | 0.0            |           |
| 26   | s 7.20                        | 14.5                 |                                    | PANACA         | 14.5 | s         | 12.30PM      | 10   |                                    | GREENWOOD (Spur) | 21.7           |           |
| y  | A 8.45AM                      | 18.2                 | D                                  | PIOCHE YL RM   | 32.7 | y         | 11.00AM      | 26   | y                                  | D                | FILLMORE YL FI | 32.2      |
| (2.15)   |                               |                      | Thru Time                          |                |      | (2.45)    |              |  |                                    |                  |                |           |
| 14.0   |                               |                      | Average speed per hour             |                |      | 11.9      |              |  |                                    |                  |                |           |

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



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

Designation "Str."—Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.  
 Designation "Psgr."—Train with steam locomotive and all passenger train equipment; train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.  
 Designation "Frt."—Train with freight cars; train with caboose only; locomotive without cars.

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

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

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

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

**GENERAL**

| Location  | Miles Per Hour |       |      | Location   | Miles Per Hour |       |      |
|---|----------------|-------|------|--|----------------|-------|------|
|   | Str.           | Psgr. | Frt. |  | Str.           | Psgr. | Frt. |
| Maximum speed.  | 79             | 79    | 50   |  |                |       |      |
| DLS and Stock Special: Ogden to Las Vegas.<br>On straight track, where not otherwise restricted.  |                |       | 60   | Trains handling wrecking derricks:<br>For first five miles after leaving initial terminal.   |                |       | 20   |
| On curves, where not otherwise restricted.  |                |       | 50   | Derricks with 6-wheel trucks.  |                |       | 40   |
| Inspection bus cars.  |                | 40    | 40   | Derricks with 4-wheel trucks.  |                |       | 35   |
| When caboose is handled in train consisting of passenger train equipment.   |                | 60    |      | (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)   |                |       |      |
| Within yard limits—<br>Protected by continuous block signal system.   | 60             | 50    | 25   | Trains handling company roadway machines on their own wheels, except wrecking derricks.  |                |       | 30   |
| Not protected by continuous block signal system.  | 50             | 40    | 25   | Straight track.  |                |       | 25   |
| At North Yard.  | 50             | 40    | 25   | On curves.   |                |       | 15   |
| On branch lines.  | 30             | 30    | 15   | On branch lines.   |                |       |      |
| Diesel-electric passenger locomotive operated without train.  |                |       | 25   | Trains handling scale test cars—<br>On main line.  |                |       | 30   |
| All lesser speed restrictions specified for passenger trains will govern.   |                |       |      | On branch lines.   |                |       | 20   |
| Diesel-electric locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent.   |                |       | 35   | Trains handling water cars converted from Vanderbilt (round) type tender on secondary tracks and branch lines.   |                |       | 20   |
| Diesel-electric locomotives in road or helper service—<br>Backing up shoving a train.<br>(Speed of train being helped will govern.)<br>Backing up pulling train.<br>Backing up light. | 40             | 40    | 40   | Trains handling air-dump cars.   |                |       | 35   |
|   |                |       | 40   | Trains handling C&NW or Milwaukee "Jeep" type ore cars under load or empty.  |                |       | 30   |
| 1500 class Diesel-electric road freight locomotives.  |                | 50    | 50   | Trains handling GN "Jeep" type ore cars under load or empty.   |                |       | 35   |
| Diesel-electric freight and road switch locomotives.  |                | 65    |      | Jordan spreaders and other machines of spreader type, when in operation.   |                |       | 15   |
| Diesel-electric yard switch locomotives in road service.  | 35             | 35    | 35   | Trains handling 5 or more cars of ore from Cedar City branch:<br>Between Lund and Milford.   |                |       | 40   |
| Steam locomotives running backward.   |                | 20    | 20   | Between Milford and Black Rock.  |                |       | 30   |
| 3800 class locomotives.   |                | 60    | 50   | Between Black Rock and Lynndyl.  |                |       | 40   |
| 3900 class locomotives.   |                | 65    | 50   | Between Lynndyl and Salt Lake via Tintic.  |                |       | 40   |
| 4000, 9000, 2-10-2 and 4-10-2 type locomotives.   |                | 50    | 50   | Between Lund and Modena.   |                |       | 30   |
| 7000-7800 class locomotives.<br>Between Las Vegas and Salt Lake.  |                | 70    | 50   | Between Modena and Las Vegas.  |                |       | 40   |
| Between Salt Lake and McCammon.   |                | 75    | 50   | When using cross-overs or turn-outs:<br>9000 class locomotives;<br>Forward movement.   |                | 10    | 10   |
| MacArthur type locomotives with 63-inch drivers.  |                | 55    | 50   | Back-up movement.  |                | 6     | 6    |
| MacArthur type locomotives with 57-inch drivers.  |                | 35    | 35   | All other class locomotives;<br>Forward movement.  |                | 15    | 15   |
| Ten Wheeler type locomotives 1575 to 1579.  |                | 55    | 40   | Back-up movement.  |                | 10    | 10   |
| Other Ten Wheeler type locomotives and Consolidation type locomotives.  |                | 35    | 35   | When using No. 14 turn-outs.   |                | 25    | 20   |
| Mallet type locomotives, 3500 to 3599 incl.   |                | 30    | 30   | Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch except at S.P. Jct. |                |       |      |
| 0-6-0 type yard locomotives.  |                | 20    | 20   | On wye tracks.   |                | 6     | 6    |
| Between Iron Mountain and Provo:<br>2-10-2 type locomotives.  |                |       | 40   | Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power:<br>On main line.   |                |       | 25   |
| 2-10-2 type locomotive handling ore.  |                |       | 35   | On branch lines.   |                |       | 15   |
|   |                |       |      | (Slower speed must be observed where conditions require.)  |                |       |      |

**FIRST SUBDIVISION  
Between Ogden and McCammon**

| Location                    | Miles Per Hour |      | Location                      | Miles Per Hour |      |
|-----------------------------|----------------|------|-------------------------------|----------------|------|
|                             | Psgr.          | Frt. |                               | Psgr.          | Frt. |
| Hot Springs                 |                |      | Utida                         |                |      |
| Between M.P. 10.3 and 10.6. | 60             | 50   | Between M.P. 64.1 and 64.5.   | 60             | 50   |
| Between M.P. 12.3 and 12.7. | 60             | 50   | Weston                        |                |      |
| Between M.P. 13.7 and 14.0. | 60             | 50   | Between M.P. 66.1 and 67.1.   | 45             | 35   |
| Willard                     |                |      | Between M.P. 68.6 and 68.8.   | 70             | 50   |
| Between M.P. 19.2 and 19.4. | 60             | 50   | Oxford                        |                |      |
| Between M.P. 20.9 and 21.1. | 35             | 25   | Between M.P. 82.7 and 83.0.   | 45             | 35   |
| Brigham City                |                |      | Swan Lake                     |                |      |
| Between M.P. 23.1 and 23.4. | 60             | 50   | Between M.P. 85.6 and 85.8.   | 60             | 50   |
| Dewey                       |                |      | Between M.P. 86.5 and 87.5.   | 60             | 50   |
| Between M.P. 37.8 and 38.0. | 40             | 30   | Between M.P. 90.2 and 90.4.   | 50             | 40   |
| Between M.P. 41.0 and 41.4. | 60             | 50   | Between M.P. 92.3 and 93.9.   | 60             | 50   |
| Between M.P. 42.0 and 42.2. | 40             | 30   | Downey                        |                |      |
| Between M.P. 43.5 and 44.4. | 40             | 30   | Between M.P. 99.4 and 99.6.   | 50             | 40   |
| Wheelon                     |                |      | Virginia                      |                |      |
| Between M.P. 44.6 and 46.4. | 12             | 12   | Between M.P. 102.4 and 102.6. | 60             | 50   |
| Between M.P. 46.5 and 47.2. | 30             | 30   | Arimo                         |                |      |
| Cache Junction              |                |      | Between M.P. 107.4 and 107.7. | 60             | 50   |
| Between M.P. 49.0 and 49.3. | 25             | 25   | Between M.P. 110.8 and 111.2. | 40             | 25   |
| Between M.P. 51.1 and 51.4. | 45             | 35   | McCammon                      |                |      |
| Between M.P. 53.5 and 53.9. | 60             | 50   |                               |                |      |

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

| Location                              | Miles Per Hour |       |      | Location  | Miles Per Hour |       |      |
|---------------------------------------|----------------|-------|------|---|----------------|-------|------|
|                                       | Str.           | Psgr. | Frt. |   | Str.           | Psgr. | Frt. |
| Trains consisting of 50% or more ore. |                |       | 30   | Between M.P. 26.6 and 26.8.                             | 70             | 60    | 50   |
| Roy                                   |                |       |      | Woods Cross<br>Bamberger R. R. Crossing, M.P. 31.0.     | 65             | 50    | 40   |
| Between M.P. 8.7 and 9.1.             | 79             | 70    | 50   | North Yard<br>Between M.P. 34.5 and Fifth North Street. | 25             | 25    | 15   |
| Kaysville                             |                |       |      | Between Fifth North Street and passenger station.       | 12             | 12    | 12   |
| Between M.P. 20.9 and 21.2.           | 70             | 60    | 50   | Salt Lake City  |                |       |      |
| Farmington                            |                |       |      |   |                |       |      |
| Between M.P. 22.3 and 22.5.           | 70             | 60    | 50   |   |                |       |      |

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

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

**SECOND SUBDIVISION**  
Between Milford and Salt Lake City

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

**THIRD SUBDIVISION**  
Between Las Vegas and Caliente

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

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

**THIRD SUBDIVISION (Continued)**  
Between Caliente and Milford

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

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

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

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

**BRANCHES**

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

**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—23th 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     | Men's Wash Room, Depot                                 |
| Caliente       | Telegraph Office                                       |
| Caliente       | Enginemen's Register Room                              |
| Las Vegas      | Freight Enginemen's Locker Room                        |
| Las Vegas      | Passenger Enginemen's Locker Room                      |
| Las Vegas      | Conductor's Register Room                              |
| Las Vegas      | Telegraph Office                                       |
| Las Vegas      | Yard Office  |
| Las Vegas      | Dispatcher's Office                                    |

| TIME PER MILE | MILES PER HOUR | TIME PER MILE | MILES PER HOUR | TIME PER MILE | MILES PER HOUR |
|---------------|----------------|---------------|----------------|---------------|----------------|
| 30"           | 120.           | 52"           | 69.2           | 1'15"         | 48.            |
| 31"           | 116.1          | 53"           | 67.9           | 1'20"         | 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'            | 8.6            |
| 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 |
|---------------------------|-----------|--|--------------------|------------------|------------------------------|-----------|--|--------------------|------------------|
| <b>First Subdivision</b>  |           |  |                    |                  | <b>Cache Valley Branch</b>   |           |  |                    |                  |
| Marsh Valley              | 103.0     | 2 Mi. P                                | West               | West             | Sugar Factory                | 21.7      | 1.0 Mile                               | East               | Level            |
| Beers                     | 72.3      | 9                                      | East               | East             | Spur                         | 44.4      | 15                                     | West               | East             |
| Thorsen                   | 68.5      | 21                                     | West               | East             |                              |           |  |                    |                  |
| Anderson                  | 63.7      | 15                                     | Both               | East             | <b>Malad Branch</b>          |           |  |                    |                  |
| Morton                    | 58.2      | 16                                     | Both               | Level            | Chase                        | 3.9       | 28                                     | West               | East             |
| Cottle                    | 55.7      | 22                                     | Both               | East             | Roche Beet Spur              | 5.6       | 3 Mi.                                  | East               | Level            |
| Collinston (2)            | 40.1      | 32 P                                   | Both               | East             | Roche                        | 30.5      | 30                                     | East               | Level            |
| Madsen                    | 32.5      | 21                                     | Both               | East             | Halbert                      | 34.4      | 6                                      | East               | West             |
| Bushnell                  | 19.3      | Spur 1.4 Mi.                           | East               | East             | Washakie                     | 40.5      | 8                                      | East               | Level            |
| Perry (1)                 | 17.2      | Old Siding 52 P                        | Both               | Level            | Woodruff                     |           | 8                                      | East               | West             |
|                           |           | Team Track 25                          | Both               | Level            |                              |           |  |                    |                  |
| Harrisville               | 4.7       | 32 P                                   | Both               | Level            | <b>Evona Branch</b>          |           |  |                    |                  |
| Browning                  | 2.7       | 29                                     | Both               | West             | Ogden                        | 0.0       | 3.3 Mi.                                | OUR&D Yard         | East             |
| Sugar Factory             |           |  |                    |                  |                              |           |  |                    |                  |
| Spur                      | 13.8      | 50 X                                   | East               | East             | <b>Eureka Branch</b>         |           |  |                    |                  |
| Pioneer                   | 29.7      | 60                                     | Both               | East             | Eureka                       | 3.6       | 3.66 Mi.                               | East               | East             |
| Becks                     | 32.9      | Old Siding 88 P                        | Both               | East             |                              |           |  |                    |                  |
|                           |           | Advance Track 68                       | Both               | East             | <b>Silver City Branch</b>    |           |  |                    |                  |
|                           |           |  |                    |                  | Silver City                  | 2.4       | 1.94 Mi.                               | East               | East             |
| <b>Second Subdivision</b> |           |  |                    |                  |                              |           |  |                    |                  |
| Small Arms Spur           | 779.9     | 64 P                                   | West               | East             | <b>Mammoth Branch</b>        |           |  |                    |                  |
| Bauer                     | 744.8     | 33 P                                   | Both               | East             | Mammoth Jct. to Mammoth Mine | 1.6       | 3.66 Mi. 10                            | East Both          | East East        |
| Clover                    | 732.8     | Govt. Yard P                           | Both               | East             |                              |           |  |                    |                  |
| Oasis (3)                 | 644.4     | 33 P                                   | Both               | West             | <b>Cedar City Branch</b>     |           |  |                    |                  |
| Borden                    | 620.9     | 4 P                                    | West               | East             | Kaiser                       | 22.5      | 48                                     | Both               | East             |
| Pumice                    | 604.3     | 16 P                                   | Both               | East             | Stock Yards                  | 29.9      | Stock Track 28 P Stock Spur 0.5 Mi.    | West West          | East East        |
|                           |           |  |                    |                  |                              |           |  |                    |                  |
| <b>Third Subdivision</b>  |           |  |                    |                  | <b>Pioche Branch</b>         |           |  |                    |                  |
| Barclay                   | 478.7     | 18 P                                   | Both               | West             | Peck                         | 6.0       | 2                                      | West               | East             |
| Hoya Pit                  | 401.5     | 70 P                                   | Both               | West             |                              |           |  |                    |                  |
| Arrolime                  | 353.8     | 31 P                                   | Both               | East             | <b>Prince Branch</b>         |           |  |                    |                  |
| Valley                    | 342.4     | Old Siding 38 P                        | Both               | West             | Atlanta                      | 2.6       | 13                                     | Both               | East             |
|                           |           | Industry 14                            | Both               | West             | Mendha                       | 4.2       | 3                                      | East               | East             |
|                           |           | Nellis Air Base                        |                    |                  | Caselton                     | 6.5       | Yard                                   | East               | West             |
|                           |           | Spur 2.7 Mi.                           | West               | West             | Prince                       | 8.6       | 4                                      | Both               | West             |
|                           |           |  |                    |                  |                              |           |  |                    |                  |
| <b>Provo Subdivision</b>  |           |  |                    |                  | <b>Mead Lake Branch</b>      |           |  |                    |                  |
| 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             |
|                           |           |  | Both               | West             | Glassand                     | 13.7      | 20                                     | West               | West             |
| Cushing                   | 47.5      | 27                                     | Both               | East             |                              |           |  |                    |                  |
| Mellen 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             |                              |           |  |                    |                  |
| Mills                     | 689.3     | 18 PW                                  | East               | West             |                              |           |  |                    |                  |
| Soma                      | 679.0     | 14 P                                   | Both               | East             |                              |           |  |                    |                  |
| Uisco                     | 676.3     | 12 P                                   | East               | West             |                              |           |  |                    |                  |
| Leamington                | 671.3     | 5 P                                    | East               | 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.<br>See Rule 6-A Page 22 | Switch Connections | Grade Descending | Location                   | Mile Post | Car Capacity Etc.<br>See Rule 6-A Page 22 | Switch Connections | Grade Descending |
|---------------------------|-----------|---|--------------------|------------------|----------------------------|-----------|---|--------------------|------------------|
| <b>First Subdivision</b>  |           |   |                    |                  | <b>Third Subdivision</b>   |           |   |                    |                  |
| Arimo                     | 104.7     | 36  | Both               | West             | Upton                      | 571.7     | 14  | Both               | East             |
| Virginia                  | 100.0     | Old Siding 54                             | Both               | West             | Thermo                     | 561.6     | 14  | Both               | West             |
| Downey                    | 95.0      | Track Team 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               | Level            | 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             | Stine                      | 449.4     | 22  | Both               | West             |
| Hot Springs               | 8.8       | 34  | Both               | East             | Boyd                       | 444.9     | 12  | Both               | West             |
| Roy                       | 6.1       | 32  | Both               | East             | Elgin                      | 438.4     | 22  | Both               | West             |
| Clearfield                | 9.8       | 7   | Both               | West             | Kyle                       | 434.1     | 21  | Both               | West             |
| Layton                    | 14.5      | 17  | Both               | West             | Leith                      | 429.1     | 17  | Both               | West             |
| Kaysville                 | 16.7      | East spur 8                               | Both               | West             | Carp                       | 419.1     | 9   | Both               | West             |
| Farmington                | 21.3      | West spur 8                               | Both               | West             | Vigo                       | 413.5     | 21  | Both               | West             |
| Woods Cross               | 28.1      | House 15                                  | West               | East             | Hoya                       | 402.0     | 7   | East               | West             |
|                           |           | Stock 48                                  | Both               | East             | Rox                        | 397.9     | 18  | West               | West             |
|                           |           | Stock 13                                  | West               | East             | Ute                        | 373.5     | 9   | West               | East             |
|                           |           | Old Siding 49                             | Both               | Level            | Dry Lake                   | 363.0     | 21  | Both               | East             |
|                           |           | Team Track 5                              | Both               | West             | Garnet                     | 357.5     | 6   | West               | East             |
|                           |           | Storage 43                                | West               | West             | Apex                       | 352.0     | 22  | Both               | East             |
|                           |           |   | West               | West             | Dike                       | 347.0     | 8   | East               | West             |
|                           |           |   | West               | West             | Wann                       | 338.7     | 16  | Both               | West             |
| <b>Second Subdivision</b> |           |   |                    |                  | <b>Provo Subdivision</b>   |           |   |                    |                  |
| Buena Vista               | 779.2     | 22  | Both               | Level            | Sandy                      | 48.9      | 16  | Both               | East             |
| Erda                      | 756.4     | 22  | Both               | East             | Draper                     | 782.9     | 48  | Both               | East             |
| St. John                  | 736.1     | 43  | Both               | Level            | Mount                      | 775.5     | 41  | Both               | West             |
| Faust                     | 723.3     | 35  | Both               | East             | Geneva                     | 758.0     | 73  | Both               | West             |
| Pehrson                   | 717.2     | 15  | Both               | East             | Springville                | 748.0     | 25  | Both               | East             |
| Lofgreen                  | 709.9     | 22  | Both               | East             | Spanish Fork               | 744.4     | 16  | Both               | East             |
| Boulter                   | 704.2     | 22  | Both               | East             | Starr                      | 722.0     | 14  | West               | West             |
| McIntyre                  | 691.9     | 22  | Both               | West             | Juab                       | 696.3     | 34  | Both               | West             |
| Jericho                   | 685.3     | 30  | Both               | West             | <b>Cache Valley Branch</b> |           |   |                    |                  |
| Champlin                  | 675.0     | 22  | Both               | West             | Hyrum                      | 17.6      | House 22                                  | Both               | East             |
| Strong                    | 658.2     | 22  | Both               | West             | Richmond                   | 37.4      | House 18                                  | Both               | West             |
| Van                       | 639.9     | 22  | Both               | West             | Lewiston                   | 41.5      | Sugar Spur 1.46 Mi.                       | West               | East             |
| Clear Lake                | 631.0     | 22  | Both               | East             | <b>Malad Branch</b>        |           |   |                    |                  |
| Neels                     | 625.9     | 22  | Both               | East             | Corinne                    | 5.6       | Stock 22                                  | Both               | Level            |
| Bloom                     | 617.5     | 22  | Both               | Level            | Portage                    | 36.7      | House 36                                  | Both               | Level            |
| Cruz                      | 609.6     | 23  | Both               | Level            |                            |           | 16  | East               | Level            |
| Black Rock                | 599.4     | 22  | Both               | East             | <b>Cedar City Branch</b>   |           |   |                    |                  |
| Read                      | 589.7     | 22  | Both               | East             | Avon                       | 9.4       | 2   | West               | East             |
| Murdock                   | 585.1     | 22  | Both               | East             |                            |           |   |                    |                  |

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

**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.