

UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



UTAH DIVISION
TIME-TABLE
No. 15

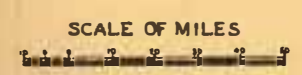
Effective Sunday,
JULY 5, 1953
at 12:01 A.M. MOUNTAIN TIME

Safety Is
No Accident

FOR EMPLOYEES ONLY

SOUTH CENTRAL DISTRICT

UTAH DIVISION
 CORRECTED TO OCT. 1, 1952



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

McCammion 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. Tauffer	District Surgeon	Salt Lake City.
R. R. Merrell	District Surgeon	Pocatello.
K. E. Noyes	Surgeon	American Fork.
J. E. Trowbridge	Surgeon	Bountiful.
H. L. Pearce	Surgeon	Brigham City.
R. L. Stewart	Surgeon	Caliente.
L. V. Broadbent	Surgeon	Cedar City.
P. K. Edmunds	Surgeon	Cedar City.
R. W. Farnsworth	Surgeon	Delta.
M. E. Bird	Surgeon	Delta.
M. A. Lyman	Surgeon	Downey.
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. Scruzgs	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.
K. A. Stratford	Surgeon	Ogden.
L. S. Sycamore	Surgeon	Ogden.
F. W. Seager	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. Tauffer	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.
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
Grand Total	1017.1

WESTWARD CONDENSED TIME-TABLE EASTWARD

FIRST CLASS					Distance from Ogden	Time-Table No. 15 July 5, 1953					Mile Post	FIRST CLASS				
9 Passenger	103 Streamliner Passenger	1 Passenger	5 Mail and Express	37 Passenger		10 Passenger	2 Passenger	104 Streamliner Passenger	38 Passenger	6 Mail and Express						
Daily	Daily	Daily	Daily	Daily		STATIONS										
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				
10.30	7.10	6.15	8.40	8.00	36.3	SALT LAKE CITY	36.3	5.05	6.20	8.50	5.30	7.15				
12.39	9.14	8.31		9.30	154.4	LYNNDYL	665.9	4.45	6.10	8.40	5.00					
2.20	10.30	10.05		2.30	243.5	MILFORD	576.8	2.20	3.45	6.46	2.10					
3.05	10.57	10.40		3.15	278.9	LUND	541.4	12.50	2.20	5.37	12.30					
5.08	12.31	12.34		5.35	360.8	CALIENTE	459.5	12.05	1.30	5.00	11.40					
8.05	3.15	3.50		8.10	486.1	PT LAS VEGAS MT	334.2	10.15	11.37	3.24	9.30					
7.20	2.25	3.05		8.35				7.30	8.55	12.55	6.30					
10.45	5.10	6.20		12.40	657.1	YERMO	103.2	6.15	7.40	11.45	5.00					
11.08	5.28	6.45		1.10	670.5	BARSTOW	150.1	2.53	4.15	8.45	12.30					
1.15	7.25	8.50		3.35	751.3	SAN BERNARDINO	67.3	2.25	3.47	8.27	11.59					
1.25	7.33	9.00		3.45	754.8	COLTON	64.5	12.20	1.50	6.38	9.45					
1.40	7.45	9.15		4.05	761.8	RIVERSIDE	57.5	12.07	1.37	6.25	9.15					
2.03	8.03	9.38		4.45	781.5	ONTARIO	37.8	11.55	1.25	6.13	8.55					
2.14	8.11	9.47		5.05	787.3	POMONA	32.0	11.28	1.00	5.53	8.15					
2.50	8.40	10.25		6.00	813.6	EAST LOS ANGELES	5.7	11.20	12.50	5.46	8.05					
A 3.15	A 9.00	A 10.55		A 6.30	821.0	PT LOS ANGELES PT	0.0	10.50	12.20	5.20	7.25					
						(821.0)		10.30	12.01	5.00	7.00					
(19.10)	(15.35)	(18.45)	(0.55)	(24.30)		Thru Time		(18.35)	(18.09)	(15.35)	(22.25)	(0.50)				
42.8	62.7	43.8	39.6	33.5		Average speed per hour		44.0	45.2	62.7	36.6	43.5				

WESTWARD CONDENSED TIME-TABLE EASTWARD

FIRST CLASS			Distance from Salt Lake City	Time-Table No. 15 July 5, 1953			Mile Post	FIRST CLASS		
35 Passenger	29 Passenger	33 Passenger		36 Passenger	30 Passenger	34 Passenger				
Daily	Daily	Daily		STATIONS						
8.00	6.00	5.30	0.0	SALT LAKE CITY	36.3	A 7.00	A 8.55	A 9.45		
8.55	6.50	6.20	30.3	OGDEN	0.0	6.00	7.55	8.50		
9.10	7.20	6.50	57.4	BRIGHAM CITY	21.1	5.40	7.30	8.30		
9.45	7.55	7.22	85.1	CACHE JCT.	48.8	4.58	6.50	7.55		
10.30	8.40	8.02	147.5	MCCAMMON	111.2	4.15	6.06	7.07		
12.10	10.10	9.35	170.2	POCATELLO	213.9	2.55	4.45	5.40		
A 12.45	A 10.45	A 10.10		(170.2)		2.25	4.05	5.10		
						Daily	Daily	Daily		
(4.45)	(4.45)	(4.40)		Thru Time		(4.35)	(4.50)	(4.35)		
35.8	35.8	36.0		Average speed per hour		37.1	35.2	37.1		

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

WESTWARD

FIRST SUBDIVISION

SECOND CLASS

Car capacity of sidings (A) Page 22.					254	277	251	311
					Time Freight	Time Freight	Time Freight	Mixed
					Daily	Daily	Daily	Daily Except Sunday
	P							
	COPT WYZ				10.30PM	8.10PM	4.00AM	
	PX				10.40	8.15	4.10	
	IX							
	PX							
	WS 72 WPX				10.56	8.28	4.27	
	CS 133 PX				11.04	8.35	4.35	
					11.08	8.38	4.40	
	WS 56 ES 115 PX				11.18	8.46	4.50	
	ES 41 PX				11.28	8.51	4.55	
	P				11.36PM	9.01	5.04	
	COPT WYZ				A 12.05AM	9.20	5.25	5.50AM
						10.00	6.10	
	122 P					10.15	6.30	6.04
	120 P					10.26	6.41	6.20
	120 P					10.33	6.58 ³⁰	6.30
	WS 111 ES 67 P-WY					10.42	7.22 ³⁰	A 6.45AM
	120 P					10.54	7.37	
	122 P					11.01	7.45	
	121 P					11.15 ²⁷	8.01	
	WS 106 ES 70 OCP WYZ					11.40	8.35	
	123 P					11.53PM	8.52	
	P							
	P							
	121 P					12.05AM	9.05	
	121 P					12.20	9.20	
	PW							
	121 P					12.30	9.31	
	P							
	121 PW					12.39	9.41	
	121 PW					12.55	10.01	
	P							
	122 P					1.08	10.16	
	ES 125 WS 126 P-WY					A 1.20AM	A 10.30AM	

Time-Table No. 15
July 5, 1953

STATIONS

DN-R SALT LAKE CITY YLSA DS	2.6
DN-R NORTH YARD YL C	2.6
NORTH SALT LAKE	0.1
BAMBERGER R. R. CROSS.	2.9
D WOODS CROSS WC	6.8
FARMINGTON	4.6
D KAYSVILLE K	2.2
D LAYTON NY	4.7
D CLEARFIELD CF	3.7
ROY	5.1
BRIDGE JCT. YL	1.0
DN-R OGDEN YL OG YD RD	0.7
D. & R. G. W. CROSSING YL	0.0
S.P. JCT. YL	7.2
HOT SPRINGS	5.2
WILLARD	7.1
DN BRIGHAM CITY YLBM	9.3
D HONEYVILLE HX	5.5
DEWEY	8.7
WHEELON	4.2
DN CACHE JCT. YL CJ	8.1
TRENTON	3.7
D CORNISH CG	1.8
UTIDA	2.7
D WESTON WI	5.9
DN DAYTON CN	4.2
CLIFTON	3.1
COULAM	3.0
OXFORD	3.4
SWAN LAKE	10.3
DN DOWNEY DO	5.0
VIRGINIA	4.7
D ARIMO A	6.5
DN-R McCAMMON YLMC	

BLOCK SIGNALS

Double Track

(1.35) 21.3 (5.10) 28.5 (6.30) 22.3 (0.55) 23.0 Thru Time Average speed per hour

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

WESTWARD

FIRST SUBDIVISION

FIRST CLASS

	35	6	29	38	104	2	33	10	Distance from Salt Lake City
	Passenger	Mail and Express	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
	8.00PM	7.15PM	6.00PM	5.30PM	8.50AM	6.20AM	5.30AM	5.05AM	0.0
	8.10	7.25	6.10	5.40	8.58	6.30	5.40	5.15	2.0
	8.14	7.28	6.13	5.44	9.01	6.33	5.43	5.18	2.6
	8.20	7.34	6.19	5.50		6.39	5.49	5.24	3.2
	8.25	7.38	6.23	5.55	9.10	6.43	5.53	5.29	3.8
	8.28	7.40	6.25	5.58		6.45	5.55	5.32	4.4
	8.32	7.44	6.29	6.02		6.49	6.00	5.37	5.0
	8.36	7.47	6.32	6.06	9.19	6.52	6.04	5.41	5.6
	8.41	7.52	6.37	6.11	9.23	6.57	6.09	5.47	6.2
	8.55	A 8.05PM	6.50	A 6.25PM	A 9.35AM	A 7.10AM	6.20	A 6.05AM	6.8
	9.10		7.20				6.50		7.4
	9.20		7.28				6.57		8.0
	9.28		7.35				7.06 ³⁰		8.6
	9.34		7.40				7.12		9.2
	s 9.45		s 7.55 ³⁴				s 7.22 ²⁵¹		9.8
	9.56		8.07				7.32		10.4
	10.02		8.12				f 7.37		11.0
	10.12		8.22				7.47		11.6
	s 10.30 ²⁷⁰		s 8.40				s 8.02		12.2
	10.44		8.52				s 8.12		12.8
	10.49		f 8.56				f 8.20		13.4
	10.51		8.58				8.22		14.0
	10.54		9.02				s 8.26		14.6
	f 11.04		9.11				s 8.35		15.2
	11.09		9.16				8.39		15.8
	11.13		9.19				s 8.42		16.4
	11.16		9.22				8.45		17.0
	11.21		9.26 ²⁷⁰				s 8.50		17.6
	f 11.35		f 9.42				s 9.06		18.2
	11.42		9.49				s 9.13		18.8
	11.48PM		9.55				s 9.20		19.4
	A 12.10AM		A 10.10PM				As 9.35AM		20.0

(4.10) 35.4 (0.50) 43.5 (4.10) 35.4 (0.65) 39.6 (0.45) 48.4 (0.50) 43.5 (4.06) 36.1 (1.00) 36.3 Thru Time Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. Rules 251 to 254 inclusive apply between Ogden and Salt Lake City. Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden. For stations not shown on schedule pages.—See Page 21. For setout tracks.—See Page 22. No. 33 will not stop at Dayton on Sundays, or at Coulam and Virginia on Sundays and holidays, for mail and express.

FIRST SUBDIVISION

EASTWARD

Time-Table No. 15

July 5, 1953

STATIONS

FIRST CLASS

	36 Passenger	37 Passenger	5 Mail and Express	30 Passenger	1 Passenger	103 Streamliner Passenger	34 Passenger	9 Passenger	
DN-R SALT LAKE CITY YL SA	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	8.1	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
OGDEN YL YD RD	0.0	6.00	7.00AM	7.45AM	7.55	5.10PM	6.25PM	8.50	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 ³³				8.09	
WILLARD	14.0	5.06		6.58 ²⁵¹				8.04	
DN BRIGHAM CITY YL BM	21.1	s 4.58		s 6.50			s 7.55 ²⁹		
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			s 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			s 6.36		
DN DAYTON CN	71.0	f 3.42		f 5.31			s 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			s 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) (0.55) (4.10) (0.50) (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. No. 34 will not stop at Dayton on Sundays, or at Arimo, Weston and Trenton on Sundays and holidays, for mail and express.

FIRST SUBDIVISION

EASTWARD

Time-Table No. 15

July 5, 1953

STATIONS

SECOND CLASS

	278 Stock Special	259 Time Freight	312 Mixed	270 Time Freight						Car capacity of sidings, etc. See Rule 6(A) Page 22.
DN-R SALT LAKE CITY YL SA										P
DN-R NORTH YARD YL C	A 9.00PM	A 5.00PM		A 2.30AM						COPT WYZ
NORTH SALT LAKE	8.45	4.40		2.18						PX
BAMBERGER R. R. CROSS.										IX
D WOODS CROSS WC	8.39	4.34		2.13						PX
FARMINGTON	8.28	4.23		2.03						WS 72 WPX
D KAYSVILLE K	8.20	4.15		1.55						CS 133 PX
D LAYTON NY	8.15	4.10		1.50						WS 56 ES 115 PX
D CLEARFIELD CF	8.05	4.00		1.40						ES 41 PX
ROY	7.55	3.50		1.30						P
BRIDGE JCT. YL	7.40	3.35		1.15						COPT WYZ
OGDEN YL YD RD	7.30	3.30PM	A 3.00PM	1.00						
D. & R. G. W. CROSSING YL	6.30			12.30						
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 ES 67 PWY
D HONEYVILLE HX	5.15			11.39						120 P
DEWEY	5.06			11.31						122 P
WHEELON	4.50			11.15 ²⁷⁷						121 P
DN CACHE JCT. YL CJ	4.30			10.30 ³⁵						WS 106 ES 67 WYZ
TRENTON	3.52			10.10						123 P
D CORNISH CG										P
UTIDA										P
D WESTON WI	3.38			9.59						121 P
DN DAYTON CN	3.28			9.50						121 P
CLIFTON										PW
COULAM	3.16			9.40						121 P
OXFORD										P
SWAN LAKE	3.06			9.26 ²⁹						121 PW
DN DOWNEY DO	2.50			9.09						121 PW
VIRGINIA										P
D ARIMO A	2.35			8.55						122 P
DN-R McCAMMON YL MC	2.20PM			8.40PM						ES 123 WS 125 PWY

(147.5)

Daily Daily Daily Except Sunday Daily

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

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

WESTWARD

SECOND SUBDIVISION

Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS		FIRST CLASS					Miles from Salt Lake City
	259 Time Freight	299 Stock Special	309 Passenger	9 Passenger	103 Streamliner Passenger	1 Passenger	37 Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
COPT WYZ	9.00PM	1.30PM						0.0
I								0.7
								1.2
I								2.3
P								4.4
P			11.00PM	10.30PM	7.20PM	6.15PM	9.30AM	0.0
								1.3
I								1.5
IP								1.7
122 P							9.43	4.8
125 P							s 9.56	15.7
AI								16.8
122 P								19.6
122 PW							10.14	27.6
122 PY							s 10.28	35.8
131 PW							f 10.40	41.4
122 P							f 10.50	47.9
143 PW							f 11.03	60.7
122 P								66.8
137 PW							11.22	74.1
122 P								79.8
122 PWYZ							f 11.42	85.4
123 P								92.1
126 PW							11.57AM	98.7
139 P							12.08PM	109.0
118 OPTWY			f 1.30AM	12.39AM	9.14	8.31	s 12.20	118.1
122 P								125.8
124 186 FWY			s 1.50	s 12.58			s 12.46	134.6
122 P								144.1
122 P							1.07	153.0
123 P								158.1
122 P								166.5
124 P								174.4
123 PW							f 1.44	184.6
122 P								194.3
122 P			2.55	1.55	10.16	9.40	1.57	198.9
OPTWYZ	A 5.00AM	A 6.45PM	A 3.15AM	A 2.10AM	A 10.26PM	A 9.55PM	A 2.15PM	207.2

Thru Time (8.00) 26.9 (5.15) 39.4 (4.15) 48.7 (3.40) 56.5 (3.06) 66.8 (3.40) 56.5 (4.45) 43.6 Average speed per hour

For conditional stops to discharge or pick up revenue passengers.—See Page 14.
 For stations not shown on schedule pages.—See Page 21.
 For setout tracks.—See Page 22.

SECOND SUBDIVISION

EASTWARD

Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 15 July 5, 1953	Miles Post	FIRST CLASS					SECOND CLASS		
			10 Passenger	2 Passenger	104 Streamliner Passenger	38 Passenger	310 Passenger	260 Time Freight	256 Time Freight	
COPT WYZ	DN-R NORTH YARDYL C	35.3							A 11.30AM	A 2.30AM
I	D. & R. G. W. CROSSING YL	36.0								
	D. & R. G. W. CROSSING YL	36.5								
I	WEST. PAC. CROSSING YL	781.3								
P	BUENA VISTA	779.2								
P	DN-R SALT LAKE CITY YL	36.3	A 4.45AM	A 6.10AM	A 8.40AM	A 5.00PM	A 4.30AM			
	EIGHTH SO. ST. YL	37.0								
I	D. & R. G. W. CROSSING YL	37.5								
IP	D. & R. G. W. CROSSING YL	38.0								
122 P	BUENA VISTA	779.2	4.25	5.50	8.25	4.40	4.10			
125 P	D GARFIELD	768.3				f 4.28				
AI	D. & R. G. W. CROSSING	767.1								
122 P	LAKE POINT	764.4								
122 PW	ERDA	756.4				4.10				
122 PY	D WARNER	748.2				s 4.00				
131 PW	STOCKTON	742.6				f 3.47				
122 P	ST. JOHN	736.1				f 3.38				
143 PW	FAUST	723.3				3.24				
122 P	PEHRSON	717.3								
137 PW	LOFGREEN	709.9				3.06				
122 P	BOULTER	704.2								
122 PWYZ	D TINTIC	695.6				f 2.49				
123 P	McINTYRE	691.9								
126 PW	JERICHO	685.3				2.31				
139 P	CHAMPLIN	675.0				2.20				
118 OPTWY	DN LYNNDYL	665.9	2.20	3.45	6.46	s 2.10	f 1.30			
122 P	STRONG	658.2								
124 186 PWY	DN DELTA	649.4	s 2.01			s 1.48	s 1.10AM			
122 P	VAN	639.9								
122 P	CLEAR LAKE	631.0				1.24				
123 P	NEELS	625.9								
122 P	BLOOM	617.5								
124 P	CRUZ	609.6								
123 PW	BLACK ROCK	599.4				f 12.53				
122 P	READ	589.7								
122 P	MURDOCK	585.1								
OPTWYZ	DN-R MILFORD YL	576.8	12.50AM	2.20AM	5.37AM	12.30PM	11.50PM	2.50AM	5.30PM	

Thru Time (3.55) 54.2 (3.50) 54.0 (3.03) 67.9 (4.30) 46.0 (4.40) 44.4 (8.40) 28.9 (9.00) 23.0 Average speed per hour

For conditional stops to discharge or pick up revenue passengers.—See Page 14.
 For stations not shown on schedule pages.—See Page 21.
 For setout tracks.—See Page 22.

WESTWARD THIRD SUBDIVISION

Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS		FIRST CLASS					Miles from Salt Lake City	Time-Table No. 15	
	299 Stock Special	259 Time Freight	103 Streamliner Passenger	1 Passenger	37 Passenger	309 Passenger	9 Passenger		July 6, 1953	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily		STATIONS	
OPTWYZ	7.00PM	5.40AM	10.30PM	10.05PM	2.30PM	4.15AM	2.20AM	207.2	DN-R MILFORD YL	FD
123 P								212.3	5.1	UPTON
122 P					2.48			222.4	10.1	THERMO
122 P								229.2	6.8	NADA
122 P								233.5	4.3	LATIMER
122 P			10.57PM	10.40PM	s 3.15	A 5.00AM	r 3.05	242.6	9.1	DN LUND UN
122 P					3.28			252.5	9.9	ZANE
122 PW					f 3.34			257.3	4.8	BERYL
122 P								268.2	10.9	HEIST
122 PWY					f 3.55		s 3.35	274.2	6.0	D MODENA NA
122 P					4.04			282.8	8.6	UVADA
127 PY					4.19			290.8	7.5	CRESTLINE
122 P								294.7	4.4	BROWN
122 PW					4.37			299.4	4.7	ACOMA
133 P					4.54			308.7	0.3	ISLEN
44 P								311.7	3.0	LITTLE SPRINGS
83 P								315.6	3.9	MINTO
122 P					5.16			319.7	4.1	ECCLES
WS 119 OPWY			12.31AM	12.34AM	s 5.35		s 5.08	324.5	4.8	DN CALIENTE YL CS
122 P					5.43			329.5	5.0	ETNA
122 P								334.1	4.6	STINE
122 P								339.1	5.0	BOYD
122 PW					6.15			345.6	6.5	ELGIN
145 P								340.5	3.9	KYLE
122 P					6.33			354.9	5.4	LEITH
102 PW					6.47			364.9	10.0	CARP
122 P								370.5	5.6	VIGO
69 P					7.08			375.5	5.0	GALT
122 P					7.18			381.1	5.6	HOYA
136 PW					7.27			386.1	5.0	ROX
122 P								390.6	4.5	FARRIER
122 PWY					s 7.50		6.58	400.9	10.3	D MOAPA MA
122 P								410.5	9.6	UTE
122 PW					8.17			421.0	10.5	DRY LAKE
74 P					8.25			426.5	5.5	GARNET
122 P								432.0	5.5	APEX
122 P								437.0	6.0	DIKE
122 P								445.3	8.3	WANN
OPTWYZ	A 2.00AM	A 2.30PM	A 3.15AM	A 3.50AM	A 9.10PM		A 8.05AM	449.8	4.5	DN-RLAS VEGAS YL VG

(7.00) 34.6 (8.50) 28.4 (4.45) 61.0 (5.60) 41.5 (6.40) 36.4 (0.45) 47.8 (5.45) 42.2 Thru Time Average speed per hour

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

THIRD SUBDIVISION EASTWARD

Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS		FIRST CLASS					Miles from Salt Lake City	Time-Table No. 15	
	256 Time Freight	260 Time Freight	104 Streamliner Passenger	38 Passenger	10 Passenger	2 Passenger	310 Passenger		July 5, 1953	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily		STATIONS	
OPTWYZ	4.30PM	1.45AM	5.33AM	12.20PM	12.40AM	2.10AM	11.20PM	576.8	DN-R MILFORD YL	FD
123 P			5.24	12.10	12.30	1.55	11.05	571.7	5.1	UPTON
122 P				12.01PM				561.6	10.1	THERMO
122 P								554.8	6.8	NADA
122 P								550.5	4.3	LATIMER
122 P								541.4	9.1	DN LUND UN
122 P					s 11.40AM	s 12.05AM	1.30AM	541.4	9.9	ZANE
122 PW								531.5	4.8	BERYL
122 P								528.7	10.9	HEIST
122 P								515.8	6.0	D MODENA NA
122 PWY					f 11.00			509.8	8.6	UVADA
122 P					10.48			501.2	7.5	CRESTLINE
127 PY					10.36			493.7	4.4	BROWN
122 P								489.3	4.7	ACOMA
122 PW					10.20			484.6	0.3	ISLEN
133 P					10.03			475.3	3.0	LITTLE SPRINGS
44 P								472.3	3.9	MINTO
83 P								468.4	4.1	ECCLES
122 P					9.40			464.3	4.8	DN CALIENTE YL CS
WS 119 OPWY					3.24	s 9.30	s 10.15PM	459.5	5.0	ETNA
122 P						9.13		454.5	4.6	STINE
122 P								449.9	5.0	BOYD
122 P								444.9	6.5	ELGIN
122 PW					f 8.44			438.4	3.9	KYLE
145 P								434.5	5.4	LEITH
122 P					8.27			429.1	10.0	CARP
102 PW					f 8.14			419.1	5.6	VIGO
122 P								413.5	5.0	GALT
69 P						7.55		408.5	5.6	HOYA
122 P						7.46		402.9	5.0	ROX
136 PW						7.40		397.9	4.5	FARRIER
122 P								393.4	10.3	D MOAPA MA
122 PWY					s 7.24	8.17		383.1	9.6	UTE
122 P								373.5	10.5	DRY LAKE
122 PW					f 7.01			363.0	5.5	GARNET
74 P					6.55			357.5	5.5	APEX
122 P								352.0	6.0	DIKE
122 P								347.0	8.3	WANN
122 P						6.36		338.7	4.5	DN-RLAS VEGAS YL VG
OPTWYZ			12.55AM	6.30AM	7.30PM	8.55PM		334.2		

(4.38) 52.3 (5.50) 41.5 (5.10) 46.9 (5.15) 46.2 (0.45) 47.2 (9.55) 24.4 (10.00) 24.2 Thru Time Average speed per hour

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			Distance from Salt Lake City	Time-Table No. 15 July 5, 1953	Miles Post	SECOND CLASS				
	COPT WYZ	307	305				306	308	Daily Except Saturday	Daily Except Sunday	
		Mixed	Mixed				Mixed	Mixed			
	Daily Except Sunday	Daily Except Sunday									
			3.00AM	0.0	DN R SA SALT LAKE CITY YL C	36.3	A	12.15AM			
			3.06	1.3	1.3 EIGHTH SOUTH ST. YL	37.6		12.05AM			
				2.1	0.8 D. & R. G. W. CROSSING YL	38.4					
				3.4	1.3 D. & R. G. W. CROSSING YL	39.7					
77	P		3.20	4.7	1.3 HUSLERS YL	41.0		11.50PM			
47	P	f	3.35	7.3	2.6 D MURRAY YL FN	43.6	f	11.40			
60	PW		3.40	7.9	0.6 PALLAS YL	44.2		11.35			
	AI			11.4	3.5 D. & R. G. W. GAUNTLET	47.7					
	AI			12.3	0.9 D. & R. G. W. CROSSING	48.6					
102	P	f	3.50	12.6	0.3 SANDY	48.9	f	11.20			
48	PW	s	4.20	17.1	4.5 D DRAPER A	782.9	s	11.10			
WS 73 US 70	P	f	4.50	24.5	7.4 MOUNT	775.5	f	10.50			
73	PWY	f	5.20	29.0	4.5 CUTLER YL	771.0	f	10.30			
31	P	f	5.50	30.5	1.5 D LEHI YL HI	769.5	f	10.20			
45	P	f	6.00	33.5	3.0 D AMERICAN FORK AF	766.5	f	10.00			
73	P	f	6.20	36.5	3.0 D PLEASANT GROVE GO	763.5	f	9.40			
100	P	f	6.30	42.0	5.5 D GENEVA YL G	758.0	f	9.20			
	AI			42.7	0.7 D. & R. G. W. CROSSING	757.3					
COPT WYZ		9.00AM	A 7.00AM	47.3	4.6 DN-R PROVO YL VO	752.7	9.00PM	A 5.30PM			
		f	9.10	52.0	4.7 SPRINGVILLE	748.0		f 5.15			
20	P	s	9.30	55.6	3.6 D SPANISH FORK SF	744.4		f 5.05			
116	PW	s	10.00	63.2	7.6 D PAYSON CN	736.8		f 4.50			
125	PW	f	10.50	78.0	14.8 STARR	722.0		f 4.25			
132	PY	s	11.40AM	89.2	11.2 DN NEPHI NI	710.8		s 4.05			
75	P	f	12.20PM	103.7	14.5 JUAB	696.3		f 3.40			
125	P	f	1.05	118.9	15.2 PARLEY	681.1		f 3.05			
60	P	f	1.40	130.1	11.2 MACK	669.9		f 2.36			
OPTWY		A	2.00PM	134.1	4.0 DN-R LYNDYL YL NY	665.9		2.30PM			
					(134.1)						
		(6.00)	(4.00)								
		17.4	11.8					(3.15)	(3.00)		
								14.5	28.9		

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

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

For setout tracks.—See Page 22.

Westward				CACHE VALLEY BRANCH				Eastward			
Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS			Distance from Cache Jct.	Time-Table No. 15 July 5, 1953	Miles Post	SECOND CLASS				
	OCPWYZ	303	304				303	304	Daily Except Sunday	Daily Except Sunday	
		Mixed	Mixed				Mixed	Mixed			
	Daily Except Sunday	Daily Except Sunday									
			6.10AM	0.0	DN-R CACHE JCT. YL CJ	0.0	A	3.00PM			
				4.8	4.8 PETERSBORO (Spur)	4.8					
10				3.8	3.8 MENDON	8.6	f	2.15			
35	f	6.35		8.6	3.8 NEBEKER (Spur)	12.4					
7				12.4	1.4 D WELLSVILLE WV	13.8	f	1.55			
19	w	f	6.55	13.8	0.7 HILLS	14.5					
25				14.5	3.1 HYRUM	17.6	f	1.30			
22		f	7.10	17.6	2.6 HOLT	20.2					
13				20.2	3.9 LOGAN YL Q	24.1	s	1.10			
85	WYZ	s	7.35	24.1	0.3 BENSON JCT. YL	24.4					
				24.4	2.0 GREENVILLE	26.4					
20				26.4	5.1 D SMITHFIELD YL SM	31.5	f	12.30			
15		f	8.02	31.5	1.9 BAUGH (Spur)	33.4					
9				33.4	3.1 HODGES (Spur)	36.5					
9				36.5	0.9 RICHMOND YL RN	37.4	f	12.01PM			
33	w	f	8.25	37.4	2.2 MERRILLS YL	39.6					
10				39.6	1.4 WEBSTER YL	41.0	f	11.30AM			
6		f	8.34	41.0	0.5 LEWISTON YL (Spur)	41.5					
				41.5	2.3 FRANKLIN YL F	43.8	f	11.20			
35		f	9.05	43.8	4.2 WHITNEY YL	48.0	f	11.08			
24		f	9.15	48.0	2.8 D-R PRESTON YL PN	50.8		11.00AM			
22	wy	A	10.10AM	50.8	(50.8)					Daily Except Sunday	
		(4.00)							(4.00)		
		12.7							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					
Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS	Distance from Brigham City	Time-Table No. 15 July 5, 1953			Mile Post	SECOND CLASS	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Westward BENSON BRANCH Eastward		
	311 Mixed		STATIONS				312 Mixed		Time-Table No. 15 July 5, 1953		
WS 114 ES 07	Daily Except Sunday	7.30AM	0.0	D-N-R	BRIGHAM CITY YL	EM	0.0	A	1.30PM		0.0
51	f	7.45	5.6		CORINNE YL		5.6	f	12.55	11	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	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		
			(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. 15 July 5, 1953		Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 15 July 5, 1953		Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 15 July 5, 1953		Mile Post				
	STATIONS				STATIONS				STATIONS						
WS 56 ES 115	D	CLEARFIELD YL	CF	0.0	19	wy	D	GARLAND YL	AJ	0.0	46	D	TREMONTON YL	MU	0.0
	I	D. & R. G. W. CROSSING YL		0.3			D	GARLAND JCT. YL		1.1	22		SUNSET YL		5.1
46		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 Meepa	Time-Table No. 15 July 5, 1953			Mile Post	FIRST CLASS	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 15 July 5, 1953								
	417 Local Freight		STATIONS				310 Passenger		STATIONS								
122 168	Daily Except Sunday	7.30AM	0.0	D-N-R	LUND YL	UN	0.0	A	10.10PM	A	1.50PM	120	wyz	D-N-R	IRON SPRINGS YL	GS	0.0
120	f	7.50	9.4		AVON		9.4	f	9.50		1.25				4.5		4.5
120	wyz	8.30	10.9	D-N-R	IRON SPRINGS YL	GS	20.3	f	9.30		12.55		Y	D-N	IRON MOUNTAIN YL	MN	14.9
20		8.45	25.2		HALIVAH		25.2	f	9.20		12.20						
Loop 43	ow	A 9.10AM	32.5	D-N-R	CEDAR CITY YL	CD	32.5		9.00PM		12.05PM						
			(1.46)	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 Meepa	Time-Table No. 15 July 5, 1953			Mile Post	STATIONS		
		122	PWY	0.0		D-R	MOAPA	MA
13		5.1		NARROWS		5.1		
11		10.2		LOGANDALE		10.2		
11		14.8		OVERTON		14.8		
	Y	16.7		MEAD LAKE (Spur)		10.7		
			(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 Meepa	Time-Table No. 15 July 5, 1953			Mile Post	SECOND CLASS	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 15 July 5, 1953						
	403 Local Freight		STATIONS				404 Local Freight		STATIONS						
ES 123 WS 116 OPWY	Daily Except Sunday	7.30AM	0.0	D-N-R	CALIENTE YL	CS	0.0	A	2.45PM	124 186	rwy	D-N-R	DELTA YL	AK	0.0
26	s	8.20	14.5		PANACA		14.5	s	1.30	10			GREENWOOD (Spur)		21.7
	Y	A 9.45AM	18.2	D	PIOCHE YL	RM	32.7		12.01PM	26	Y	D	FILLMORE YL	FI	32.2
			(2.15)	Thru Time			(2.44)				(32.2)				
			14.0	Average speed per hour			11.9								

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

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

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

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

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

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

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

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	79	50				
DLS and Stock Special: Ogden to Las Vegas. On straight track, where not otherwise restricted.			60	Trains handling wrecking derricks: For first five miles after leaving initial terminal.			20
On curves, where not otherwise restricted.			50	Derricks with 6-wheel trucks.			40
Inspection bus cars.		40	40	Derricks with 4-wheel trucks.			35
When caboose is handled in train consisting of passenger train equipment.		60		(All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			
Within yard limits— 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— 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— Backing up shoving a train. (Speed of train being helped will govern.)	40	40	40	Trains handling air-dump cars.			35
Backing up pulling train.			40	Trains handling C&NW or Milwaukee "Jeep" type ore cars under load or empty.			30
Backing up light.				Trains handling GN "Jeep" type ore cars under load or empty.			35
1500 class Diesel-electric road freight locomotives.		50	50	Jordan spreaders and other machines of spreader type, when in operation.			15
Diesel-electric freight and road switch locomotives.		65		Trains handling 5 or more cars of ore from Cedar City branch: Between Lund and Milford.			40
Diesel-electric yard switch locomotives in road service.	35	35	35	Between Milford and Black Rock.			30
Steam locomotives running backward.		20	20	Between Black Rock and Lynndyl.			40
3800 class locomotives.		60	50	Between Lynndyl and Salt Lake via Tintic.			30
3900 class locomotives.		65	50	Between Lund and Modena.			40
4000, 9000, 2-10-2 and 4-10-2 type locomotives.		50	50	Between Modena and Las Vegas.			
7000-7800 class locomotives. Between Las Vegas and Salt Lake.		70	50	When using cross-overs or turn-outs: 9000 class locomotives;		10	10
Between Salt Lake and McCammon.		75	50	Forward movement.		6	6
MacArthur type locomotives with 63-inch drivers.		55	50	Back-up movement.			
MacArthur type locomotives with 57-inch drivers.		35	35	All other class locomotives;	15	15	15
Other Ten Wheeler type locomotives and Consolidation type locomotives.		35	35	Forward movement.	10	10	10
Mallet type locomotives, 3500 to 3599 incl.		30	30	Back-up movement.	25	20	20
0-6-0 type yard locomotives.		20	20	When using No. 14 turn-outs.			
Between Iron Mountain and Provo: 2-10-2 type locomotives.			40	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.	20	20	20
2-10-2 type locomotive handling ore.			35	On wye tracks.	6	6	6
				Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line.			25
				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 Between M.P. 10.3 and 10.6.	60	50	Utida Between M.P. 64.1 and 64.5.	60	50
Between M.P. 12.3 and 12.7.	60	50	Weston Between M.P. 66.1 and 67.1.	45	35
Between M.P. 13.7 and 14.0.	60	50	Between M.P. 68.6 and 68.8.	70	50
Willard Between M.P. 19.2 and 19.4.	60	50	Oxford Between M.P. 82.7 and 83.0.	45	35
Between M.P. 20.9 and 21.1.	35	25	Swan Lake Between M.P. 85.6 and 85.8.	60	50
Brigham City Between M.P. 23.1 and 23.4.	60	50	Between M.P. 86.5 and 87.5.	60	50
Dewey 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. 99.4 and 99.6.	50	40
Between M.P. 43.5 and 44.4.	40	30	Virginia Between M.P. 102.4 and 102.6.	60	50
Wheelon Between M.P. 44.6 and 46.4.	12	12	Arimo Between M.P. 107.4 and 107.7.	60	50
Between M.P. 46.5 and 47.2.	30	30	Between M.P. 110.8 and 111.2.	40	25
Cache Junction Between M.P. 49.0 and 49.3.	25	25	McCammon		
Between M.P. 51.1 and 51.4.	45	35			
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 Between M.P. 8.7 and 9.1.	79	70	50	Woods Cross Bamberger R. R. Crossing, M.P. 31.0.	65	50	40
Kaysville Between M.P. 20.9 and 21.2.	70	60	50	North Yard Between M.P. 34.5 and Fifth North Street.	25	25	15
Farmington Between M.P. 22.3 and 22.5.	70	60	50	Between Fifth North Street and passenger station. Salt Lake City	12	12	12

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

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
At any point.	30	15	Slip switches, Cecil Jct.	10	10
Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch.	20	15	Wye and balloon track, Patterson Ave.	10	10
When using cross-overs or turn-outs.	15	15	U.P. and S.P. 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.	Page.	Frnt.		Str.	Page.	Frnt.
Milford Between M.P. 576.5* and 577.2 (See Note).	20	20	20	Erda Between M.P. 757.1* and 758.9 (See Note).	55	45	35
Delta 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	Lake Point A.S.&R. Co. Highline Trackage.			15
Lynndyl 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
Champlin Between M.P. 678.9 and 679.2.	65	55	45	Garfield Between M.P. 770.1 and 770.5.	70	60	50
Between M.P. 680.5 and 681.0.	60	50	40	Buena Vista 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
Jericho Between M.P. 685.6 and 689.0.	60	50	40	Passenger Line—D&RGW railroad crossings on Ninth South Street.	20	20	20
McIntyre Between M.P. 692.8 and 693.4.	70	60	50	Salt Lake City—within Grant Tower Interlocking Limits.	12	12	12
Tintic 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
Boulter 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.			
Pehrson Between M.P. 719.6 and 721.0.	60	50	40	Salt Lake City			
St. John Between M.P. 742.1 and 744.1.	55	45	35				
Warner Between M.P. 754.2 and 755.6.	60	50	40				

THIRD SUBDIVISION
Between Las Vegas and Caliente

Las Vegas Between M.P. 334.2 and 335.3.	20	20	20	Farrier Maximum Speed at Any Point Between Farrier and Leith.	70	60	50
Wann Nellis Air Base Spur.		25	25	Between M.P. 394.0 and 394.2.	60	50	40
Dike Between M.P. 348.4 and 351.1.	40	40	30	Between M.P. 394.6 and 395.9.	35	35	25
Apex Between M.P. 356.1 and 356.8.	50	40	30	Between M.P. 397.5 and 398.6.	45	35	25
Garnet Between M.P. 357.3 and 357.8* (See Note).	70	60	50	Hoya Between M.P. 403.7 and 419.7.	35	35	25
Between M.P. 358.2* and 358.5 (See Note).	45	40	30	Carp 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
Dry Lake 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	Leith Between M.P. 430.0 and 455.2.	35	35	25
Ute Between M.P. 379.2 and 379.6.	60	50	40	Etna Between M.P. 458.4 and 458.8.	45	35	25
Between M.P. 380.4 and 380.9.	65	55	45	Caliente 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.	Page.	Frnt.		Str.	Page.	Frnt.
Caliente Between M.P. 460.0 and 460.3* (See Note).	45	35	25	Acoma 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	Brown Between M.P. 489.7* and 489.9 (See Note).	45	35	30
Eccles Between M.P. 466.0 and 466.9.	45	35	25	Between M.P. 490.6* and 492.1 (See Note).	50	40	30
Minto Between M.P. 468.1 and 468.3* (See Note).	55	45	35	Crestline 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
Little Springs Between M.P. 471.3 and 475.0* (See Note).	30	25	20	Uvada Between M.P. 502.0* and 502.5 (See Note).	70	60	50
Islen Between M.P. 475.4 and 477.3.	30	25	20	Milford 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	Lehi Sugar Factory Trackage.			5
Through interlocking.	20	20	20	Cutler Emsco Spur, over No. 7 Switch.			5
Lynndyl 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	Draper Between M.P. 780.8 and 783.5.	20	20	20
Mack Between M.P. 674.6 and 686.3.	30	30	20	Sandy Maximum Speed at Any Point between Sandy and Atwood.	30	30	30
Mills Between M.P. 691.8 and 694.4.	40	30	25	Atwood Midvale Smelter Trackage.			12
Nephi (See Note). City Limits, between M.P. 710.0 and 711.8**.	20	20	20	Maximum Speed at Any Point between Atwood and Salt Lake City.	15	15	15
Starr 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
Provo (See Note). City Limits, between M.P. 751.0* and 754.8.	20	20	15	Salt Lake City—Between Fifth North and Ninth South Street.	12	12	12
Between M.P. 754.8 and 758.8.	20	20	20	Salt Lake City—All trains and engines using main tracks along Third West Street must consume no less than six minutes between First South Street and Ninth South Street.			
Geneva Over Road Crossings in Steel Plant.			15	Salt Lake City			
Pleasant Grove City Limits, between M.P. 762.9 and 764.0.	20	20	20				
Wasatch Oil Spur.			10				
American Fork 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	
	Psgr.	Frt.		Psgr.	Frt.
Bushnell Hospital spur.	10	10	Cedar City Branch Between Lund and Iron Springs.	35	35
Malad Branch.		30	Between Iron Springs and Cedar City.	30	30
Syracuse Branch Maximum Speed.		15	Cedar City Loop Track.	10	10
Clearfield Naval Supply Depot area.		12	Cedar City, oil track No. 12, Commissary spur and freight house lead.	5	5
Naval Supply Depot wye.		8	Iron Mountain Branch.		15
Roche Beet spur.		10	Pioche Branch 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 Maximum Speed Between Cache Jct. and Richmond.		35	Between M.P. 25.5 and 32.7.		25
Between M.P. 13.6 and 13.9.		15	Prince Branch.		15
Between M.P. 17.7 and 18.0.		15	Caselton Spur.		10
Maximum Speed Between Richmond and Preston.		25	Mead Lake Branch 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. Eureka, within city limits.		12	Between M.P. 7.0 and 9.0.		20
Mammoth Branch.		30			
Fillmore Branch. All trains and engines must move prepared to stop at M.P. 18.5 if track is obstructed with drifting sand at that point.					

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

Salt Lake City	Yardmaster's Office, 13th North
Salt Lake City	South Yard Office, First North Street
Salt Lake City	Telegraph Office, Passenger Station
Salt Lake City	Train Dispatcher's Office
Salt Lake City	North Yard Telegraph Office
Salt Lake City	Engineer's Register Room, Roundhouse, North Yard
Salt Lake City	Switchmen's Register Room, North Yard
Ogden	Telegraph Office, Union Depot
Ogden	YD—21st St. Telegraph Office
Ogden	Engine Crew Dispatcher's Office, Roundhouse
Ogden	Enginemen's Wash Room
Ogden	RD—28th St. Telegraph Office
Cache Jct.	Telegraph Office
Preston	Telegraph Office
Pocatello	Tower Locker Room
Pocatello	Train Dispatcher's Office
Pocatello	Passenger Conductor's Register Room, Passenger Station
Pocatello	Yard Telegraph Office
Pocatello	Switchmen's Locker Room
Pocatello	Engine Crew Dispatcher's Office
Pocatello	Train Crew Dispatcher's Office
Pocatello	West End Yardmaster's Office
Pocatello	Joint Yard Telegraph Office
Provo	Joint Passenger Station
Provo	Yard Office
Provo	Telegraph Office
Lynndyl	Enginemen's Locker Room
Milford	Telegraph Office
Milford	Men's Wash Room, Depot
Cedar City	Telegraph Office
Caliente	Enginemen's Register Room
Las Vegas	Freight Enginemen's Locker Room
Las Vegas	Passenger Enginemen's Locker Room
Las Vegas	Conductor's Register Room
Las Vegas	Telegraph Office
Las Vegas	Yard Office
Las Vegas	Dispatcher's Office

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
30"	120.	52"	69.2	1'15"	48.
31"	116.1	53"	67.9	1'20"	45.
32"	112.5	54"	66.6	1'25"	42.3
33"	109.1	55"	65.4	1'30"	40.
34"	105.9	56"	64.2	1'35"	37.9
35"	102.9	57"	63.1	1'40"	36.
36"	100.	58"	62.	1'45"	34.3
37"	97.3	59"	61.	1'50"	32.7
38"	94.7	1'	60.	1'55"	31.3
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"	76.5	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
Marsh Valley	103.0	2 Mi. P	West	West	Cache Valley Branch				
Beers	72.3	9	East	East	Sugar Factory	21.7	1.0 Mile	East	Level
Thorensen	68.5	21	West	East	Spur	44.4	15	West	East
Anderson	63.7	15	Both	East	Malad Branch				
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	East	Level
Madsen	32.5	21	Both	East	Halbert	30.5	6	East	West
Bushnell	19.3	Spur 1.4 Mi.	East	East	Washakie	34.4	8	East	Level
Perry (1)	17.2	Old Siding 52 P	Both	Level	Woodruff	40.5	8	East	West
		Team Track 25	Both	Level					
Harrisville	4.7	32 P	Both	Level	Evona Branch				
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					
Pioneer	29.7	60	Both	East					
Becks	32.9	Old Siding 88 P	Both	East					
		Advance Track 68	Both	East					
Second Subdivision									
Small Arms Spur	779.9	64 P	West	East	Eureka Branch				
Bauer	744.8	33 P	Both	East	Eureka	3.6	3.66 Mi.	East	East
Clover	732.8	Govt. Yard P	East	East					
Oasis (3)	644.4	33 P	Both	West	Silver City Branch				
Borden	620.9	4 P	West	East	Silver City	2.4	1.94 Mi.	East	East
Pumice	604.3	16 P	Both	East					
Third Subdivision									
Barclay	478.7	18 P	Both	West	Mammoth Branch				
Hoya Pit	401.5	70 P	Both	West	Mammoth Jct. to				
Arrolime	353.8	31 P	Both	East	Mammoth Mine				
Valley	342.4	Old Siding 38 P	Both	West	Mammoth	1.6	3.66 Mi. 10	East Both	East East
		Industry 14	Both	West					
		Nellis Air Base							
		Spur 2.7 Mi.	West	West					
Provo Subdivision									
Officer	38.9	83 P	Both	East	Cedar City Branch				
Burton	39.5	21	Both	East	Kaiser	22.5	48	Both	East
Walton	41.1	16	West	East	Stock Yards	29.9	Stock Track 28 P	West	East
Bentz	42.2	9	West	West			Stock Spur 0.5 Mi.	West	East
Atwood	45.9	Team Track 17 P	Both	West					
		Spur 11	West	West	Pioche Branch				
Cushing	47.5	27	Both	East	Peck	6.0	2	West	East
Mellen Sand Spur	781.3	10	East	East					
Rideout	778.0	7 P	East	East	Prince Branch				
Lehi Sugar Spur	769.1	98	East	West	Atlanta	2.6	13	Both	East
Hardy Beet Spur	761.8	27	West	East	Mendha	4.2	3	East	East
Bunker Spur	759.9	12	East	East	Caselton	6.5	Yard	East	West
Ironton	754.1	108	East	West	Prince	8.6	4	Both	West
Benjamin	741.6	28	Both	West					
Santaquin	730.7	8	West	East	Mead Lake Branch				
Nephi Plaster					Standard Oil Co.	3.1	6	East	East
Spur	710.8	2.1 Mi.	Both	East	Arrowhead	3.3	20	West	East
Sharp	703.6	13	East	East	Seven Arrow				
Mills	689.3	18 PW	East	West	Gypsum	9.3	7	East	West
Soma	679.0	14 P	Both	East	Amber	9.5	5	East	West
Uisco	676.3	12 P	East	West	Virgin	12.8	6	Both	West
Leamington	671.3	6 P	East	West	Glassand	13.7	20	West	West

(1) Flag stop for Nos. 311-312.

(2) Flag stop for Nos. 33-34.

(3) Flag stop for Nos. 37-38.

SET OUT TRACKS

Location	Mile Post	Car Capacity Etc. See Rule 6-A Page 22	Switch Connections	Grade Descending	Location	Mile Post	Car Capacity Etc. See Rule 6-A Page 22	Switch Connections	Grade Descending
First Subdivision					Third Subdivision				
Arimo	104.7	36	Both	West	Upton	571.7	14	Both	East
Virginia	100.0	Old Siding 54	Both	West	Thermo	561.6	14	Both	West
Downey	95.0	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	East	Acoma	484.6	23	Both	West
Trenton	56.9	19	Both	East	Islen	475.3	22	Both	West
Wheelon	44.6	27	Both	East	Minto	468.4	14	Both	West
Dewey	35.9	35	Both	Level	Eccles	464.3	14	Both	West
Honeyville	30.4	25	Both	East	Etna	454.5	11	East	West
Willard	14.0	34	Both	East	Stine	449.4	22	Both	West
Hot Springs	8.8	32	Both	East	Boyd	444.9	12	Both	West
Roy	6.1	7	Both	West	Elgin	438.4	22	Both	West
Clearfield	9.8	17	Both	West	Kyle	434.1	21	Both	West
Layton	14.5	East spur 8	East	West	Leith	429.1	17	Both	West
Kaysville	16.7	West spur 8	East	West	Carp	419.1	9	Both	West
Farmington	21.3	House 15	West	East	Vigo	413.5	21	Both	West
Woods Cross	28.1	Stock 48	Both	East	Hoya	402.9	7	East	West
		Stock 13	West	East	Rox	397.9	18	West	West
		Old Siding 49	Both	Level	Ute	373.5	9	West	East
		Team Track 5	West	West	Dry Lake	363.0	21	Both	East
		Storage 43	West	West	Garnet	357.5	6	West	East
					Apex	352.0	22	Both	East
					Dike	347.0	8	East	West
					Wann	338.7	16	Both	West
Second Subdivision					Provo Subdivision				
Buena Vista	779.2	22	Both	Level	Sandy	48.9	16	Both	East
Erda	756.4	22	Both	East	Draper	782.9	48	Both	East
St. John	736.1	43	Both	Level	Mount	775.5	41	Both	West
Faust	723.3	35	Both	East	Geneva	758.0	73	Both	West
Pehrson	717.2	15	Both	East	Springville	748.0	25	Both	East
Lofgreen	709.9	22	Both	East	Spanish Fork	744.4	16	Both	East
Boulter	704.2	22	Both	East	Starr	722.0	14	West	West
McIntyre	691.9	22	Both	West	Juab	696.3	34	Both	West
Jericho	685.3	30	Both	West	Cache Valley Branch				
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	Malad Branch				
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	Cedar City Branch				
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; R—train register;
N—night operator; YL—yard limits.
DN—day and night operator;

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

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