

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



**UTAH DIVISION**  
**TIME-TABLE**  
**No. 7**

**EFFECTIVE SUNDAY,**  
**SEPTEMBER 24, 1950**

**at 12:01 A. M.**

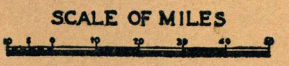
Mountain time Between Salt Lake City and McCammon  
 Pacific time between Salt Lake City and Las Vegas

*Be Careful Today*

**FOR EMPLOYEES ONLY**

**SOUTH CENTRAL DISTRICT**

**UTAH DIVISION**  
 CORRECTED TO AUG. 1 1949



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

C. C. LARKIN, Ass't Superintendent . . . Salt Lake City, Utah  
H. S. JENSEN, Trainmaster . . . . . Salt Lake City, Utah  
A. W. KIRKEBY, Trainmaster . . . . . Salt Lake City, Utah  
A. E. STRAND, Terminal Trainmaster  
Salt Lake City, Utah

G. H. BAKER, Trainmaster . . . . . Milford, Utah  
A. R. NELSON, Master Mechanic . . . . . Pocatello, Idaho  
R. F. WEISS, Master Mechanic . . . . . Los Angeles, Calif.  
J. E. DRUMMOND, Road Foreman of Engines  
Salt Lake City, Utah

C. F. BAILEY, Road Foreman of Engines  
Salt Lake City, Utah

M. DEVEREAUX, Terminal Road Foreman  
of Engines . . . . . Salt Lake City, Utah

J. J. SCHNACKENBERG, Road Foreman of Engines  
Milford, Utah

J. W. GODFREY, Acting Division Engineer  
Salt Lake City, Utah

B. ESBENSON, General Roadmaster . . Salt Lake City, Utah

First, Second and Third Subdivisions and Branches  
McCammon to Caliente

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

J. C. HAYMOND, Ass't Chief Train Dispatcher  
Salt Lake City, Utah

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

G. E. LEARY, Ass't Chief Train Dispatcher  
Salt Lake City, Utah

K. P. VARLEY, Ass't Chief Train Dispatcher  
Salt Lake City, Utah

K. G. JONES, Ass't Chief Train Dispatcher  
Salt Lake City, Utah

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

Third Subdivision and Branches  
Caliente to Las Vegas

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

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

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

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

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

**MILEAGE**

Main Line	734.6
Branches	306.1
<b>Grand Total</b>	<b>1040.7</b>

WESTWARD				CONDENSED TIME-TABLE				EASTWARD					
FIRST CLASS				Distance from Ogden	Time-Table No. 7 September 24, 1950			Mile Post	FIRST CLASS				
3 Passenger	103 Streamliner Passenger	1 Passenger	37 Passenger		4 Passenger	2 Passenger	104 Streamliner Passenger		38 Passenger				
Daily	Daily	Daily	Daily		<b>STATIONS</b>								
<b>9.55</b>	<b>6.25</b>	<b>5.00</b>	7.00	0.0	MT	OGDEN	MT	0.0	A 6.20	A 7.10	A 9.35	A 6.40	
<b>10.45</b>	<b>7.10</b>	<b>5.50</b>	8.00	36.3	MT	SALT LAKE CITY	MT	36.3	5.30	6.20	8.50	<b>5.45</b>	
<b>10.10</b>	<b>6.20</b>	<b>5.00</b>	8.40	784.0	PT		PT	784.0	4.10	5.10	7.40	<b>4.15</b>	
12.22	8.14	7.10	11.45	154.4		LYNN DYL		665.9	1.55	2.38	5.46	1.30	
2.10	9.30	8.45	2.05	243.5		MILFORD		576.8	12.30	1.15	4.37	11.40	
2.50	9.57	9.15	2.50	278.9		LUND		541.4	<b>11.40</b>	12.25	4.00	10.50	
4.55	<b>11.30</b>	<b>11.05</b>	<b>5.00</b>	360.8		CALIENTE		459.5	9.40	<b>10.25</b>	2.24	8.40	
7.50	2.15	2.30	<b>8.45</b>	486.1		LAS VEGAS		334.2	<b>7.00</b>	<b>7.40</b>	<b>11.55</b>	5.30	
8.10	2.25	2.45	<b>9.15</b>	657.1		YERMO		163.2	<b>6.45</b>	<b>7.25</b>	<b>11.45</b>	5.00	
11.25	5.10	6.00	1.25	670.5		BARSTOW		150.1	<b>3.22</b>	<b>4.12</b>	<b>8.45</b>	12.30	
11.48	5.28	6.25	2.00	751.3		SAN BERNARDINO		67.3	<b>2.55</b>	<b>3.52</b>	<b>8.27</b>	12.01	
<b>1.55</b>	7.25	8.35	4.20	754.8		COLTON		64.5	<b>12.50</b>	<b>1.50</b>	<b>6.38</b>	<b>9.55</b>	
<b>2.05</b>	7.33	8.45	4.30	761.8		RIVERSIDE		57.5	<b>12.37</b>	<b>1.37</b>	<b>6.25</b>	<b>9.32</b>	
<b>2.20</b>	7.45	9.00	4.50	781.5		ONTARIO		37.8	<b>12.25</b>	<b>1.25</b>	<b>6.13</b>	<b>9.15</b>	
<b>2.43</b>	8.03	9.23	5.23	787.3		POMONA		32.0	11.58	<b>1.00</b>	<b>5.53</b>	<b>8.35</b>	
<b>2.53</b>	8.11	9.32	5.35	821.0		LOS ANGELES	PT	0.0	11.50	<b>12.50</b>	<b>5.46</b>	<b>8.27</b>	
A 4.00	A 9.00	A 10.40	A 7.00		PT		PT		11.00	<b>12.01</b>	<b>5.00</b>	<b>7.30</b>	
						821.0			Daily	Daily	Daily	Daily	
(19.05)	(15.35)	(18.40)	(25.00)			Thru Time			(18.20)	(18.09)	(15.35)	(22.10)	
42.2	52.7	44.0	32.8			Average speed per hour			44.8	45.2	52.7	37.0	

WESTWARD				CONDENSED TIME-TABLE				EASTWARD				
FIRST CLASS				Distance from Salt Lake City New Main Line	Time-Table No. 7 September 24, 1950			Mile Post	FIRST CLASS			
33 Passenger	29 Passenger	31 Passenger	30 Passenger		32 Passenger	34 Passenger						
Daily	Daily	Daily			<b>STATIONS</b>							
<b>11.30</b>	<b>8.00</b>	<b>5.35</b>		0.0	SALT LAKE CITY			36.3	A 7.50	A 9.15	A 10.15	
12.30	9.00	6.35		36.3	OGDEN			0.0	6.55	8.15	9.15	
1.00	9.30	7.00		57.4	BRIGHAM CITY			21.1	6.05	7.23	8.25	
1.35	10.05	7.34		85.1	CACHE JCT.			48.8	5.23	6.32	7.33	
2.25	10.55	8.30		147.5	McCAMMON			111.2	3.55	5.00	6.05	
3.55	12.20	10.10		170.2	POCATELLO			213.9	3.25	4.30	5.35	
A 4.30	A 12.55	A 10.45			(170.2)				Daily	Daily	Daily	
(5.00)	(4.55)	(5.10)				Thru Time			(4.25)	(4.45)	(4.40)	
34.0	34.6	32.9				Average speed per hour			38.5	35.8	36.4	

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

**ON THE FIRST SUBDIVISION BETWEEN OGDEN AND SALT LAKE CITY**

The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254. When necessary to provide single track operation on double track, and for operation of trains against the current of traffic, and for operation of work trains, train order authority must be obtained. The movement of trains will be supervised by the train dispatcher, and oral and message instructions issued by him must be complied with. Within yard limits where main track is not protected by continuous block signals, oral or message information concerning a first-class train does not relieve a train receiving such information from protecting in accordance with Rules 93 and 99. When instructed by train dispatcher to clear a train or trains, the following will govern:  
Nos. 103 and 104 must be cleared not less than five minutes by first-class trains and not less than fifteen minutes by second-class, extra trains and yard engines; other first-class trains must be cleared not less than ten minutes by second-class, extra trains and yard engines except westward second-class and extra trains must clear first-class trains not less than twenty minutes at Bridge Jct.

WESTWARD		FIRST SUBDIVISION							Time-Table No. 7	
		SECOND CLASS							September 24, 1950	
Car capacity of sidings, etc. See Rule 6(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	8.20	4.10						
	IX									
	PX									
	ws 72 WPX	10.56	8.33	4.27						
	cs 133 PX	11.04	8.40	4.35						
	ws 56 ES 115 PX	11.08	8.43	4.39						
	ES 41 PX	11.18	8.49	4.49						
	P	11.28	8.54	4.59						
	COPT WYZ	11.36PM	9.01	5.07						
		A 12.05AM	9.20	5.30	6.00AM					
			10.00	6.35 <sup>30</sup>						
	122 P		10.15	6.40	6.26 <sup>30</sup>					
	120 P		10.28	6.53	f 6.36					
	120 P		10.35	7.00	f 6.45					
	ws 114 ES 67 PWY		10.45	7.23 <sup>32</sup>	A 7.00AM					
	120 P		10.58	7.34						
	122 P		11.05	7.42						
	121 P		11.25 <sup>270</sup>	7.58						
	ws 106 ES 70 CP WYZ		11.45	8.35						
	123 P		11.58PM	8.51						
	P									
	P									
	121 P		12.10AM	9.04						
	121 P		12.25	9.17						
	PW									
	121 P		12.34	9.29						
	P									
	121 PW		12.43	9.40						
	121 PW		12.59	9.57						
	P									
	122 P		1.11	10.13						
	ES 123 WS 125 IPWY	A 1.20AM	A 10.30AM							

Time-Table No. 7  
September 24, 1950

**STATIONS**

DN-R SALT LAKE CITY YL SA	DS	
DN-R NORTH YARD YL C		
NORTH SALT LAKE		
BAMBERGER R. R. CROSS.		
D WOODS CROSS WC		
FARMINGTON		
D KAYSVILLE K		
D LAYTON NY		
D CLEARFIELD CF		
ROY		
BRIDGE JCT. YL		
DN-R OGDEN YL OG YD RD		
D. & R. G. W. CROSSING YL		
S. P. JCT. YL		
HOT SPRINGS		
WILLARD		
DN BRIGHAM CITY YL BM		
D HONEYVILLE HX		
DEWEY		
WHEELON		
DN CACHE JCT. YL CJ		
D TRENTON ON		
D CORNISH CG		
UTIDA		
D WESTON WI		
DN DAYTON CN		
CLIFTON		
COULAM		
OXFORD		
SWAN LAKE		
DN DOWNEY DO		
VIRGINIA		
D ARIMO A		
DN-R McCAMMON YL MC		

BLOCK SIGNALS

Double Track

(1.35) (5.10) (6.30) (1.00) Thru Time  
21.3 28.5 22.3 21.1 Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
Between Salt Lake City and Ogden the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.—See instructions on Page 3.  
Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden.  
For stations not shown on schedule pages, also setout tracks.—See Page 21.

WESTWARD		FIRST SUBDIVISION							Time-Table No. 7		
		FIRST CLASS							September 24, 1950		
Car capacity of sidings, etc. See Rule 6(A) Page 22.		33	29	38	31	104	2	4	Distance from Salt Lake City	STATIONS	
		Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger			
		Daily	Daily	Daily	Daily	Daily	Daily	Daily			
		11.30PM	8.00PM	5.45PM	5.35PM	8.50AM	6.20AM	5.30AM	0.0	DN-R SALT LAKE CITY YL SA	DS
									2.6	DN-R NORTH YARD YL C	
		11.40	8.10	5.55	5.45	8.58	6.30	5.40	5.2	NORTH SALT LAKE	
									5.3	BAMBERGER R. R. CROSS.	
		11.44	8.14	5.59	f 5.49	9.01	6.33	5.43	8.2	D WOODS CROSS WC	
		11.50	8.20	6.05	5.55		6.39	5.49	15.0	FARMINGTON	
		11.56	8.26	6.10	6.00	9.10	6.43	5.53	19.6	D KAYSVILLE K	
		11.58PM	8.28	6.13	6.02		6.45	5.55	21.8	D LAYTON NY	
		12.03AM	8.33	6.17	f 6.08		6.49	5.59	26.5	D CLEARFIELD CF	
		12.07	8.37	6.21	6.13	9.19	6.52	6.02	30.2	ROY	
		12.12	8.42	6.26	6.18	9.23	6.57	6.07	35.3	BRIDGE JCT. YL	
		12.30	9.00	A 6.40PM	6.35	A 9.35AM	A 7.10AM	A 6.20AM	36.3	DN-R OGDEN YL OG YD RD	
		1.00	9.30		7.00				37.0	D. & R. G. W. CROSSING YL	
		1.07	9.37		7.07				37.9	S. P. JCT. YL	
		f 1.16	9.44		7.14				45.1	HOT SPRINGS	
		f 1.22	9.49		7.19				50.3	WILLARD	
		s 1.35	s 10.05		s 7.34				57.4	DN BRIGHAM CITY YL BM	
		f 1.45	10.17		f 7.46				66.7	D HONEYVILLE HX	
		f 1.52	10.24		f 7.54 <sup>34</sup>				72.2	DEWEY	
		2.04	10.36		8.04				80.9	WHEELON	
		s 2.25	s 10.55 <sup>270</sup>		s 8.30				85.1	DN CACHE JCT. YL CJ	
		f 2.35	11.06		f 8.40				93.2	D TRENTON ON	
		s 2.46	11.10		s 8.49				96.9	D CORNISH CG	
		f 2.48	11.12		8.52				98.7	UTIDA	
		f 2.55	11.15		f 8.57				101.4	D WESTON WI	
		f 3.05	11.23		f 9.07				107.3	DN DAYTON CN	
		f 3.09	11.28		9.12				111.5	CLIFTON	
		f 3.13	11.31		9.15				114.6	COULAM	
		f 3.17	11.35		9.19				117.6	OXFORD	
		f 3.21	11.39		9.23				121.0	SWAN LAKE	
		s 3.35	s 11.55PM		s 9.40 <sup>270</sup>				131.3	DN DOWNEY DO	
		f 3.41	12.01AM		9.47				136.3	VIRGINIA	
		f 3.47	12.07		f 9.54				141.0	D ARIMO A	
		A s 3.55 <sup>30</sup>	As 12.20AM		As 10.10PM				147.5	DN-R McCAMMON YL MC	

BLOCK SIGNALS

Double Track

(4.25) (4.20) (0.55) (4.35) (0.45) (0.50) (0.50) Thru Time  
33.4 34.0 39.6 32.1 48.4 43.5 43.5 Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
Between Salt Lake City and Ogden the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.—See instructions on Page 3.  
Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden.  
For conditional stops to discharge or pick up revenue passengers.—See Page 14.  
For stations not shown on schedule pages, also setout tracks.—See Page 21.

FIRST SUBDIVISION EASTWARD

Time-Table No. 7 September 24, 1950	Mile Post	FIRST CLASS								
		30 Passenger	37 Passenger	32 Passenger	1 Passenger	103 Streamliner Passenger	34 Passenger	3 Passenger		
<b>STATIONS</b>										
DN-R SALT LAKE CITY YLSA DS	36.3	A 7.50AM	A 8.00AM	A 9.15AM	A 5.50PM	A 7.10PM	A 10.15PM	A 10.45PM		
DN-R NORTH YARD YL C	33.7									
NORTH SALT LAKE	31.1	7.34	7.42	8.59	5.38	7.01	f 9.59	10.33		
BAMBERGER R. R. CROSS.	31.0									
D WOODS CROSS WC	28.1	7.30	7.38	8.55	5.34	6.58	f 9.54	10.29		
FARMINGTON	21.3	7.23	7.30	8.45	5.28		9.46	10.23		
D KAYSVILLE K	16.7	7.18	7.25	8.38	5.24		f 9.41	10.19		
D LAYTON NY	14.5	7.15	7.22	8.35	5.22	6.47	f 9.37	10.17		
D CLEARFIELD CF	9.8	7.10	7.17	8.30	5.17		f 9.32	10.12		
ROY	6.1	7.05	7.12	8.25	5.12	6.40	9.27	10.07		
BRIDGE JCT. YL	1.0	7.00	7.05	8.20	5.05		9.20	10.00		
DN-R OGDEN YL OG YD RD	0.0	6.55 6.35 <sup>251</sup>	7.00AM	8.15 7.55	5.00PM	6.25PM	9.15 8.55	9.55PM		
D. & R. G. W. CROSSING YL	0.7									
S. P. JCT. YL	1.6	6.26 <sup>311</sup>		7.46			8.46			
HOT SPRINGS	8.8	6.18		f 7.38			8.38			
WILLARD	14.0	6.13		f 7.32			8.33			
DN BRIGHAM CITY YLBM	21.1	s 6.05		s 7.23 <sup>251</sup>			s 8.25			
D HONEYVILLE HX	30.4	5.53		f 7.05			f 8.05			
DEWEY	35.9	5.47		f 6.58			f 7.54 <sup>31</sup>			
WHEELON	44.6	5.37		f 6.46			7.45			
DN CACHE JCT. YL CJ	48.8	s 5.23		s 6.32			s 7.33			
D TRENTON ON	56.9	5.07		s 6.17			f 7.20			
D CORNISH CG	60.6	5.03		s 6.12			s 7.12			
UTIDA	62.4	5.01		6.08			7.09			
D WESTON WI	65.1	4.58		s 6.05			f 7.06			
DN DAYTON CN	71.0	4.49		s 5.55			f 6.58			
CLIFTON	75.2	4.44		f 5.49			f 6.52			
COULAM	78.3	4.40		f 5.45			6.48			
OXFORD	81.3	4.36		f 5.41			f 6.45			
SWAN LAKE	84.7	4.32		f 5.37			f 6.41			
DN DOWNEY DO	95.0	s 4.20		s 5.25			s 6.30			
VIRGINIA	100.0	4.07		f 5.16			f 6.21			
D ARIMO A	104.7	4.02		f 5.10			f 6.15			
DN-R McCAMMON YLMC	111.2	3.55 <sup>33</sup> AM		s 5.00AM			s 6.05PM			
(147.5)		Daily	Daily	Daily	Daily	Daily	Daily	Daily		

BLOCK SIGNALS

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

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
 Between Ogden and Salt Lake City the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.—See instructions on Page 3.  
 Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden.  
 For conditional stops to discharge or pick up revenue passengers.—See Page 14.  
 For stations not shown on schedule pages, also setout tracks.—See Page 21.

FIRST SUBDIVISION EASTWARD

Time-Table No. 7 September 24, 1950	Mile Post	SECOND CLASS						Car capacity of sidings, etc. See Rule 6(A) Page 22.
		278 Stock Special	259 Time Freight	312 Mixed	270 Time Freight			
<b>STATIONS</b>								
DN-R SALT LAKE CITY YLSA DS	36.3							P
DN-R NORTH YARD YL C	33.7	A 9.30PM	A 5.00PM		A 2.30AM			COPT WYZ
NORTH SALT LAKE	31.1	9.15	4.40		2.00			PX
BAMBERGER R. R. CROSS.	31.0							IX
D WOODS CROSS WC	28.1							PX
FARMINGTON	21.3	8.58	4.23		1.47			WS 72 WPX
D KAYSVILLE K	16.7	8.50	4.15		1.40			CS 133 PX
D LAYTON NY	14.5	8.45	4.10		1.36			
D CLEARFIELD CF	9.8	8.35	4.00		1.30			WS 56 ES 115 PX
ROY	6.1	8.25	3.50		1.22			ES 41 PX
BRIDGE JCT. YL	1.0	8.10	3.35		1.15			P
DN-R OGDEN YL OG YD RD	0.0	8.00 6.30	3.30PM	A 4.00PM	1.00 12.30			COPT WYZ
D. & R. G. W. CROSSING YL	0.7							
S. P. JCT. YL	1.6							122 P
HOT SPRINGS	8.8	5.56		f 3.28	12.16			120 P
WILLARD	14.0	5.47		f 3.17	12.10			120 P
DN BRIGHAM CITY YLBM	21.1	5.35		3.00PM	12.01AM			ws114 ES 57 PWY
D HONEYVILLE HX	30.4	5.15			11.48PM			120 P
DEWEY	35.9	5.06			11.40			122 P
WHEELON	44.6	4.50			11.25 <sup>277</sup>			121 P
DN CACHE JCT. YL CJ	48.8	4.30			10.55 <sup>29</sup>			WS 106 CPW ES 70 YZ
D TRENTON ON	56.9	3.52			10.36			123 P
D CORNISH CG	60.6							P
UTIDA	62.4							P
D WESTON WI	65.1	3.38			10.25			121 P
DN DAYTON CN	71.0	3.28			10.17			121 P
CLIFTON	75.2							PW
COULAM	78.3	3.16			10.07			121 P
OXFORD	81.3							P
SWAN LAKE	84.7	3.06			9.57			121 PW
DN DOWNEY DO	95.0	2.50			9.40 <sup>31</sup>			121 PW
VIRGINIA	100.0							P
D ARIMO A	104.7	2.35			9.10			122 P
DN-R McCAMMON YLMC	111.2	2.20PM			8.50PM			ES 123 WS 125 IPWY
(147.5)		Daily	Daily	Daily Except Sunday	Daily			

BLOCK SIGNALS

Thru Time .....	(7.10)	(1.30)	(1.00)	(5.40)
Average speed per hour .....	20.2	22.4	21.1	26.0

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
 Between Ogden and Salt Lake City the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.—See instructions on Page 3.  
 Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden.  
 For stations not shown on schedule pages, also setout tracks.—See Page 21.

WESTWARD		SECOND SUBDIVISION						Distance from Salt Lake City	Time-Table No. 7 September 24, 1950	
Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS		FIRST CLASS				STATIONS		Freight Line	Passenger Line
	259 Time Freight Daily	299 Stock Special Daily	3 Passenger Daily	103 Streamliner Passenger Daily	1 Passenger Daily	37 Passenger Daily				
COPT WYZ	8.00PM	12.30PM					0.0	DN-R NORTH YARD YL C		
							1.1	1.1 S. L. G. & W. CROSSING YL		
							1.2	0.1 D. & R. G. W. CROSSING YL		
I							2.3	1.1 WEST. PAC. CROSSING YL		
P							4.4	2.1 BUENA VISTA		
P			10.10PM	6.20PM	5.00PM	8.40AM	0.0	DN-R SALT LAKE CITY YL SA		
P							1.3	1.3 EIGHTH SO. ST. YL		
I							1.5	0.2 D. & R. G. W. CROSSING YL		
I							1.7	0.2 D. & R. G. W. CROSSING YL		
122 P			10.21	6.31	5.11	8.55	4.8	3.1 BUENA VISTA		
125 P			10.30		5.20	s 9.07	15.7	10.9 D GARFIELD GF		
AI							16.8	1.2 D. & R. G. W. CROSSING		
122 P			10.34	6.44	5.24	9.15	19.6	2.7 LAKE POINT		
122 PW			10.42	6.51	5.32	9.28	27.6	8.0 ERDA		
122 PY			10.52	6.59	5.43	s 9.45	35.8	8.2 D WARNER DU		
131 PW			11.00	7.05	5.50	f 10.00	41.4	5.6 STOCKTON		
122 P			11.06	7.10	5.56	f 10.10	47.9	6.5 D ST. JOHN SJ		
143 PW			11.17	7.20	6.07	f 10.25	60.7	12.8 FAUST		
122 P			11.24	7.25	6.13	10.33	66.8	6.1 PEHRSON		
137 PW			11.33	7.33	6.22	10.42	74.1	7.3 LOFGREEN		
122 P			11.40	7.40	6.30	10.50	79.8	5.7 BOULTER		
122 PWYZ			11.47	7.45	6.36	f 11.00	85.4	5.6 D TINTIC U		
123 P			11.55PM	7.51	6.42	11.10	92.1	6.7 McINTYRE		
126 PW			12.02AM	7.57	6.49	11.20	98.7	6.6 JERICHO		
139 P			12.11	8.06	6.58	11.32	109.0	10.3 CHAMPLIN		
OPTWY			12.22	8.14	7.10	s 11.45	118.1	9.1 D LYNNDYL NY		
122 P			12.29	8.20	7.17	11.53AM	125.8	7.7 STRONG		
124 186 PWY			s 12.40	8.27	7.25	s 12.08PM	134.6	8.8 DN DELTA AK		
122 P			12.48		7.34	12.20	144.1	9.5 VAN		
122 P			12.55	8.42	7.42	12.30	153.0	8.9 CLEAR LAKE		
123 P			1.00	8.46	7.46	12.35 <sup>38</sup>	158.1	5.1 NEELS		
122 P			1.07 <sup>4</sup>	8.53	7.54	12.50	166.5	8.4 BLOOM		
124 P			1.20	8.59	8.01	1.00	174.4	7.9 CRUZ		
123 PW			1.34 <sup>2</sup>	9.07	8.10	f 1.15	184.6	10.2 BLACK ROCK		
122 P			1.44		8.18	1.30	194.3	9.7 READ		
122 P			1.49	9.18	8.22	1.37	198.9	4.6 MURDOCK		
OPTWYZ	A 4.00AM	A 5.45PM	A 2.00AM	A 9.26PM	A 8.35PM	A 1.50PM	207.2	8.3 DN-R MILFORD YL FD		
								(207.2)		
	(8.00) 25.9	(5.15) 39.4	(3.50) 54.0	(3.06) 66.8	(3.35) 57.8	(5.10) 40.1		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, also setout tracks.—See Page 21.

		SECOND SUBDIVISION				EASTWARD				
Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 7 September 24, 1950	Mile Post	FIRST CLASS		SECOND CLASS					
			4 Passenger	2 Passenger	104 Streamliner Passenger	38 Passenger	260 Time Freight	256 Time Freight		
COPT WYZ		35.3								
		36.4						A 10.30AM	A 1.30AM	
		36.5								
I		781.3								
P		779.2								
P		36.3	A 4.10AM	A 5.10AM	A 7.40AM	A 4.15PM				
P		37.6								
I		37.8								
I		38.0								
122 P		779.2	3.50	4.52		3.57				
125 P		768.3	3.40	4.41	7.21	f 3.44				
AI		767.1								
122 P		764.4	3.36	4.36	7.17	3.38				
122 PW		756.4	3.28	4.28	7.10	3.28				
122 PY		748.2	3.20	4.20	7.02	s 3.19				
131 PW		742.6	3.15	4.14	6.57	f 3.08				
122 P		736.1	3.09	4.08	6.52	f 2.59				
143 PW		723.3	2.58	3.56	6.42	2.45				
122 P		717.2	2.52	3.50	6.36	2.37				
137 PW		709.9	2.44	3.42	6.28	2.27				
122 P		704.2	2.36	3.33	6.21	2.18				
122 PWYZ		698.6	2.29	3.22	6.16	f 2.10				
123 P		691.9	2.22	3.12	6.09	2.01				
126 PW		685.3	2.15	3.01	6.03	1.53				
139 P		675.0	2.04	2.49	5.54	1.42				
OPTWY		665.9	f 1.55	2.38	5.46	s 1.30				
122 P		658.2	1.47	2.30	5.40	1.15				
124 186 PWY		649.4	s 1.37	2.20	5.33	s 1.05				
122 P		639.9	1.27	2.11		12.52				
122 P		631.0	1.20	2.03		12.42				
123 P		625.9	1.15	1.58	5.15	12.35 <sup>37</sup>				
122 P		617.5	1.07 <sup>3</sup>	1.50	5.08	12.24				
124 P		609.6	12.59	1.43	5.02	12.15				
123 PW		599.4	12.50	1.34 <sup>3</sup>		f 12.05PM				
122 P		589.7	12.42	1.26	4.47	11.55AM				
122 P		585.1	12.38	1.22		11.50				
OPTWYZ		576.8	12.30AM	1.15AM	4.37AM	11.40AM	1.50AM	4.30PM		
			Daily	Daily	Daily	Daily	Daily	Daily		
	Thru Time		(3.40)	(3.55)	(3.03)	(4.35)	(8.40)	(9.00)		
	Average speed per hour		56.5	52.9	67.9	45.2	23.9	23.0		

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

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

WESTWARD

THIRD SUBDIVISION

Car capacity of sidings, etc. See Rule 6(A) Page 22.	THIRD SUBDIVISION							Distance from Salt Lake City	Time-Table No. 7 September 24, 1950	
	SECOND CLASS		FIRST CLASS						STATIONS	
	299 Stock Special Daily	259 Time Freight Daily	103 Streamliner Passenger Daily	1 Passenger Daily	37 Passenger Daily	3 Passenger Daily				
OPTWYZ	6.00PM	4.40AM	9.30PM	8.45PM	2.05PM	2.10AM	207.2	DN-R MILFORD YL FD		
123 P				8.50	2.13	2.15	212.3	5.1 UPTON		
122 P				8.58	2.22	2.23	222.4	10.1 THERMO		
122 P				9.03	2.28	2.28	229.2	6.8 NADA		
122 P				9.07	2.32	2.32	233.5	4.3 LATIMER		
122 PWY			9.57	9.15	s 2.50	s 2.50	242.6	9.1 LUND UN		
122 P				9.24	3.00	3.00	252.5	9.9 ZANE		
122 PW				9.28	f 3.07	3.04	257.3	4.8 BERYL		
122 P				9.38	3.18	3.14	268.2	10.9 HEIST		
122 PWY			10.21	9.45	f 3.28	s 3.20	274.2	6.0 MODENA NA		
122 P			10.28	9.53	3.38	3.29 <sup>104</sup>	282.8	8.6 UVADA		
127 PY			10.39 <sup>4</sup>	10.05	3.50	3.45	290.3	7.5 CRESTLINE		
122 P			10.44	10.11	3.56	3.51	294.7	4.4 BROWN		
122 PW			10.50	10.20 <sup>4</sup>	4.04	3.58	299.4	4.7 ACOMA		
133 P			11.02 <sup>2</sup>	10.32	4.18	4.13	308.7	9.3 ISLEN		
83 P			11.18	10.46 <sup>2</sup>	4.33	4.28	315.6	6.9 MINTO		
122 P			11.22	10.55	4.40	4.35	319.7	4.1 ECCLES		
ES 119 WS 113 OPTWYZ			11.30	11.05	s 5.00	s 4.55	324.5	4.8 CALIENTE CS		
122 P			11.35	11.11	5.07	5.03	329.5	5.0 ETNA		
122 P			11.52PM	11.28	5.24	5.20	339.1	9.6 BOYD		
122 PW			12.04AM	11.40	5.39	5.33	345.6	6.5 ELGIN		
122 P			12.20	11.56PM	5.56	5.49	354.9	9.3 LEITH		
102 77 PW			12.29	12.06AM	6.08	6.00	364.9	10.0 CARP		
122 P			12.38	12.17	6.17	6.10	370.5	5.6 VIGO		
69 P			12.47	12.28	6.26	6.19	375.5	5.0 GALT		
122 P			12.58 <sup>104</sup>	12.39	6.35	6.29	381.1	5.6 HOYA		
136 PW			1.04	12.53 <sup>104</sup>	6.40	6.35	386.1	5.0 ROX		
122 P			1.10	1.00	6.47	6.45 <sup>38</sup>	390.6	4.5 FARRIER		
122 PWY			1.19	1.10	s 7.02	6.54	400.9	10.3 MOAPA MA		
122 P			1.28	1.20	7.14	7.04	410.5	9.6 UTE		
122 PW			1.37	1.30	7.30 <sup>4</sup>	7.13	421.0	10.5 DRY LAKE		
74 P			1.44	1.39	7.45	7.20	426.5	5.5 GARNET		
122 P			1.51	1.47	8.02 <sup>2</sup>	7.27	432.0	5.5 APEX		
122 P			1.58	1.55	8.12	7.33	437.0	5.0 DIKE		
122 P			2.08 <sup>1</sup>	2.08 <sup>103</sup>	8.25	7.41	445.3	8.3 WANN		
OPTWYZ	A 1.00AM	A 1.30PM	A 2.15AM	A 2.30AM	A 8.45PM	A 7.50AM	449.8	4.5 DN-R LAS VEGAS YL VG		

CENTRALIZED TRAFFIC CONTROL

(7.00) 34.7 (8.50) 27.4 (4.45) 51.0 (5.45) 42.2 (6.40) 36.4 (5.40) 42.8 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. 3 will not stop at Modena on Sundays for mail and express.  
 For stations not shown on schedule pages, also setout tracks.—See Page 21.

EASTWARD

THIRD SUBDIVISION

EASTWARD

Car capacity of sidings, etc. See Rule 6(A) Page 22.	THIRD SUBDIVISION							Mile Post	Time-Table No. 7 September 24, 1950	
	SECOND CLASS		FIRST CLASS						STATIONS	
	256 Time Freight Daily	260 Time Freight Daily	38 Passenger Daily	4 Passenger Daily	2 Passenger Daily	104 Streamliner Passenger Daily				
OPTWYZ	A 3.30PM	A 12.45AM	A 11.30AM	A 12.20AM	A 1.05AM	A 4.33AM	576.8	DN-R MILFORD YL FD		
123 P			11.21	12.08AM	12.55	4.24	571.7	5.1 UPTON		
122 P			11.12	11.59PM	12.45	4.16	561.6	10.1 THERMO		
122 P			11.05	11.53	12.38	4.11	554.8	6.8 NADA		
122 P			11.00	11.49	12.34	4.07	550.5	4.3 LATIMER		
122 PWY			s 10.50	s 11.40	12.25	4.00	541.4	9.1 LUND UN		
122 P			10.34	11.20	12.15		531.5	9.9 ZANE		
122 PW			f 10.29	11.16	12.10AM		526.7	4.8 BERYL		
122 P			10.18	11.06	11.59PM	3.40	515.8	10.9 HEIST		
122 OPWY			f 10.10	11.00	11.52		509.8	6.0 MODENA NA		
122 P			9.58	10.52	11.44	3.29 <sup>3</sup>	501.2	8.6 UVADA		
127 PY			9.46	10.39 <sup>103</sup>	11.32	3.19	493.7	7.5 CRESTLINE		
122 P			9.36	10.27	11.25	3.13	489.3	4.4 BROWN		
122 PW			9.28	10.20 <sup>1</sup>	11.18	3.06	484.6	4.7 ACOMA		
133 P			9.11	10.07	11.02 <sup>103</sup>	2.52	475.3	9.3 ISLEN		
83 P			8.55	9.53	10.46 <sup>1</sup>	2.37	468.4	6.9 MINTO		
122 P			8.48	9.47	10.35	2.32	464.3	4.1 ECCLES		
ES 119 WS 113 OPTWYZ			s 8.40	s 9.40	10.25	2.24	459.5	4.8 CALIENTE YL CS		
122 P			8.25	9.27	10.12	2.17	454.5	5.0 ETNA		
122 P			8.08	9.10	9.55	2.00	444.9	9.6 BOYD		
122 PW			f 7.55	8.58	9.42	1.49	438.4	6.5 ELGIN		
122 P			7.38	8.42	9.26	1.34	429.1	9.3 LEITH		
102 77 PW			f 7.28	8.33	9.17	1.25	419.1	10.0 CARP		
122 P			7.18	8.24	9.08	1.16	413.5	5.6 VIGO		
69 P			7.09	8.15	8.59	1.07	408.5	5.0 GALT		
122 P			7.00	8.06	8.50	1.03	402.9	5.6 HOYA		
136 PW			f 6.53	8.01	8.45	1.03	397.9	5.0 ROX		
122 P			6.45 <sup>3</sup>	7.56	8.40	1.248	393.4	4.5 FARRIER		
122 PWY			s 6.35	7.47	8.31	1.240	388.1	10.3 MOAPA MA		
122 P			6.17	7.39	8.22	1.232	373.5	9.6 UTE		
122 PW			f 6.05	7.30 <sup>37</sup>	8.13	1.224	363.0	10.5 DRY LAKE		
74 P			5.57	7.25	8.08	1.219	357.5	5.5 GARNET		
122 P			5.50	7.20	8.02 <sup>37</sup>	1.214	352.0	5.5 APEX		
122 P			5.43	7.13	7.54	1.208	347.0	5.0 DIKE		
122 P			5.36	7.06	7.46	1.201AM	338.7	8.3 WANN		
OPTWYZ	A 5.35AM	A 2.45PM	5.30AM	7.00PM	7.40PM	11.55PM	334.2	4.5 DN-R LAS VEGAS YL VG		

(6.00) 40.4 (5.20) 45.4 (5.25) 44.8 (4.38) 52.3 (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, also setout tracks.—See Page 21.

WESTWARD				PROVO SUBDIVISION				EASTWARD			
Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS			Distance from Salt Lake City	Time-Table No. 7 September 24, 1950	Mile Post	SECOND CLASS			Daily Except Saturday	Daily Except Sunday
	COPT WYZ	307	305				306	308	304		
		Mixed	Mixed								
	Daily Except Sunday	Daily Except Sunday									
			3.00AM	0.0	DN R SALT LAKE CITY YL C	36.3	A 11.15PM				
P			3.06	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			3.20	4.7	HUSLERS YL	41.0	10.50				
47 P		f	3.35	7.3	D MURRAY YL FN	43.6	f 10.40				
60 PW			3.40	7.9	PALLAS YL	44.2	10.35				
AI				11.4	D. & R. G. W. GAUNTLET	47.7					
AI				12.3	D. & R. G. W. CROSSING	48.6					
102 P		f	3.50	12.6	SANDY	48.9	f 10.20				
48 PW		s	4.20	17.1	D DRAPER A	782.9	s 10.10				
WS 73 ES 70 P		f	4.50	24.5	MOUNT	775.5	f 9.50				
73 PWY		f	5.20	29.0	CUTLER YL	771.0	f 9.30				
31 P		f	5.40	30.5	D LEHI YL HI	769.5	f 9.20				
45 P		f	6.00	33.5	D AMERICAN FORK AF	766.5	f 9.00				
73 P		f	6.20	36.5	D PLEASANT GROVE GO	763.5	f 8.40				
P		f	6.30	42.0	D GENEVA G	758.0	f 8.20				
AI				42.7	D. & R. G. W. CROSSING	757.3					
COPT WYZ		8.00AM	A 7.00AM	47.3	DN-R PROVO YL VO	752.7	8.00PM	A 6.00PM			
		f	8.10	52.0	SPRINGVILLE	748.0	f 5.05				
29 P		s	8.30	55.6	D SPANISH FORK SF	744.4	f 4.55				
116 PW		s	9.00	63.2	D PAYSON CN	736.8	f 4.40				
126 PW		f	9.50	78.0	STARR	722.0	f 4.10				
132 PY		s	10.40	89.2	DN NEPHI NI	710.8	s 3.50				
75 P		f	11.20AM	103.7	JUAB	696.3	f 3.20				
125 P		f	12.05PM	118.9	PARLEY	681.1	f 2.36				
60 P		f	12.40	130.1	MACK	669.9	f 2.06				
OPTWY		A	1.00PM	134.1	D-R LYNN DYL YL NY	665.9	2.00PM				
					(134.1)						
		(5.00)	(4.00)				(3.15)	(4.00)			
		17.4	11.8				14.5	21.6			

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

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

WESTWARD				CACHE VALLEY BRANCH				EASTWARD			
Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS			Distance from Cache Jct.	Time-Table No. 7 September 24, 1950	Mile Post	SECOND CLASS			Daily Except Sunday	Daily Except Sunday
	CPWYZ	303	304				303	304			
		Mixed	Mixed						Mixed		
	Daily Except Sunday	Daily Except Sunday									
			5.00AM	0.0	DN-R CACHE JCT. YL CJ	0.0	A 3.00PM				
10				4.8	PETERSBORO (Spur)	4.8					
35		f	5.25	8.6	MENDON	8.6	f 2.15				
7				12.4	NEBEKER (Spur)	12.4					
19 w		f	5.45	13.8	D WELLSVILLE WV	13.8	f 1.55				
25				14.5	HILLS	14.5					
22		f	5.59	17.6	HYRUM	17.6	f 1.30				
13				20.2	HOLT	20.2					
				21.7	SUGAR FACTORY JCT. YL	21.7					
85 wyz		s	6.30	24.1	D LOGAN YL Q	24.1	s 1.10				
				24.4	BENSON JCT. YL	24.4					
20				26.4	GREENVILLE	26.4					
15		f	6.57	31.5	D SMITHFIELD YL SM	31.5	f 12.30				
9				33.4	BAUGH (Spur)	33.4					
9				36.5	HODGES (Spur)	36.5					
33 w		f	7.20	37.4	D RICHMOND YL RN	37.4	f 12.01PM				
10				39.6	MERRILLS YL	39.6					
10		f	7.29	41.0	WEBSTER YL	41.0	f 11.30AM				
				41.5	LEWISTON YL (Spur)	41.5					
35		f	8.00	43.8	D FRANKLIN YL F	43.8	f 11.20				
24		f	8.10	48.0	WHITNEY YL	48.0	f 11.08				
22 wY		A	9.00AM	50.8	D-R PRESTON YL PN	50.8	11.00AM				
					(50.8)					Daily Except Sunday	
		(4.00)						(4.00)			
		12.7						12.7			

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

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

WESTWARD				MALAD BRANCH				EASTWARD			
Car capacity of sidings, etc. See Rule 6(A) Page 22.		SECOND CLASS	Distance from Brigham	Time-Table No. 7 September 24, 1950		Mile Post	SECOND CLASS	Car capacity of sidings, etc. See Rule 6(A) Page 22.		BENSON BRANCH	
		311 Mixed					312 Mixed	Time-Table No. 7 September 24, 1950			
WS 114 ES 67 PWY		Daily Except Sunday		STATIONS			STATIONS				
	7.30AM	0.0	DN-R	BIGHAM YL BM	0.0	A	2.00PM	P	BENSON JCT. YL	0.0	
51	f 7.45	5.6		CORINNE YL	5.6	f	1.35	11	BENSON YL	5.2	
10	f 8.02	13.7		CROPLEY	13.7	f	1.10				
46	s 8.15	17.8	D	TREMONTON YL MU	17.8	s	12.55				
19 WY	s 8.30	19.8	D	GARLAND YL AJ	19.8	s	12.20PM				
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 CWY	A 10.15AM	51.5	D-R	MALAD YL MV	51.5		10.30AM				
				(51.5)			Daily Except Sunday			(5.2)	
(3.30) Thru Time				(3.30)					(3.30) Thru Time		
14.7 Average speed per hour				14.7					18.2 Average speed per hour		

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. 7 September 24, 1950	Mile Post	Time-Table No. 7 September 24, 1950		Mile Post	Time-Table No. 7 September 24, 1950		Mile Post	Time-Table No. 7 September 24, 1950		Mile Post	Time-Table No. 7 September 24, 1950		Mile Post		
		STATIONS		STATIONS			STATIONS			STATIONS							
WS 66 ES 115	PX	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			GARLAND JCT. YL		1.1			SUNSET YL		5.1		
45			BARNES YL (Spur)		2.1	9		HAWS YL		3.4			END OF TRACK YL		5.6		
8			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, also set out tracks.—See Page 21.

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

\* Will also stop for non-revenue passengers.

WESTWARD				CEDAR CITY BRANCH				EASTWARD				
Car capacity of sidings, etc. See Rule 6(A) Page 22.		SECOND CLASS	Distance from Moapa	Time-Table No. 7 September 24, 1950		Mile Post	SECOND CLASS	Car capacity of sidings, etc. See Rule 6(A) Page 22.		IRON MOUNTAIN BRANCH		
		417 Local Freight					418 Local Freight	Time-Table No. 7 September 24, 1950				
122 188	PWY	Daily Except Sunday		STATIONS			STATIONS					
	2.00PM	0.0	DN-R	LUND YL	UN	0.0	A	12.05PM	PWYZ	D-R	IRON SPRINGS YLGS	0.0
75	P			AVON		9.4		11.20AM			DESERT MOUND	4.0
	PWYZ			IRON SPRINGS YLGS		21.0		10.50	PY	DN	IRON MOUNTAIN YL MN	14.7
20	P			HALIVAH		25.2		10.20				
Loop 43	OPW		A	3.45PM	DN-R	CEDAR CITY YL	CD	32.5				
				(32.5)			Daily Except Sunday			(14.7)		
(1.45) Thru Time				(2.05)					(1.40) Thru Time			
18.2 Average speed per hour				15.6					10.0 Average speed per hour			

WESTWARD				MEAD LAKE BRANCH				EASTWARD				
Car capacity of sidings, etc. See Rule 6(A) Page 22.		SECOND CLASS	Distance from Moapa	Time-Table No. 7 September 24, 1950		Mile Post	SECOND CLASS	Car capacity of sidings, etc. See Rule 6(A) Page 22.		IRON MOUNTAIN BRANCH		
		313 Local Freight					314 Local Freight	Time-Table No. 7 September 24, 1950				
122	PWY	Daily Except Sunday		STATIONS			STATIONS					
	8.00AM	0.0	DN-R	MOAPA	MA	0.0	A	11.40AM				
11				NARROWS		5.1		11.25				
9				LOGANDALE		10.2		10.55				
11				OVERTON		14.8		10.30				
	Y A			MEAD LAKE (Spur)		16.7		10.00AM				
				(16.7)			Daily Except Sunday			(10.0)		
(1.40) Thru Time				(1.40)					(1.40) Thru Time			
10.0 Average speed per hour				10.0					10.0 Average speed per hour			

WESTWARD FAIRFIELD BRANCH			EASTWARD			WESTWARD PIOCHE BRANCH			EASTWARD			WESTWARD FILLMORE BRANCH			EASTWARD					
Car capacity of sidings, etc. See Rule 6(A) Page 22.		Time-Table No. 7 September 24, 1950	Mile Post	Time-Table No. 7 September 24, 1950		Mile Post	Time-Table No. 7 September 24, 1950		Mile Post	Time-Table No. 7 September 24, 1950		Mile Post	Time-Table No. 7 September 24, 1950		Mile Post					
		STATIONS		STATIONS			STATIONS			STATIONS										
73	PWY	R	CUTLER YL		0.0	ES 123 WS 116 OPTWY		6.30AM	DN-R	CALIENTE	CS	0.0	A	1.45PM	124 186	PWY	DN-R	DELTA YL	AK	0.0
15			CLINTON		4.9	26		7.20		PANACA		14.5	s	12.30PM	10			GREENWOOD (Spur)		21.7
20			FAIRFIELD		20.3	16 Y	A	8.45AM	D	PIOCHE YL	RM	32.7		11.00AM	26	Y	D	FILLMORE YL	FI	32.2
16			FIVE MILE PASS		23.6															
			(23.6)				(32.7)				Daily Except Sunday				(32.2)					
(2.15) Thru Time			(2.45)							(2.15) Thru Time										
14.0 Average speed per hour			11.9							14.0 Average speed per hour										

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 403 is superior to No. 404, and No. 313 is superior to No. 314.—See Rule S-72.

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

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

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

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

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

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

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

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

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

**GENERAL**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	79	50	Trains handling company roadway machines on their own wheels on main line— Straight track.			30
DLS and Stock Special: Ogden to Las Vegas. On straight track, where not otherwise restricted.			60	On curves.			25
On curves, where not otherwise restricted.			50	On branch lines.			15
Mountain type locomotives.		70	50	Diesel-electric switch locomotives in road service.	35	35	35
3900 class locomotives.		65	50	Within yard limits— Protected by continuous block signal system.	60	50	25
3800 class locomotives.		60	50	Not protected by continuous block signal system.	50	40	25
4000, 9000, 2-10-2 and 4-10-2 type locomotives.		50	50	At North Yard.	50	40	25
Between Iron Mountain and Provo: 2-10-2 type locomotive.			40	On branch lines.	30	30	15
2-10-2 type locomotive handling ore.			35	Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35
When caboose is handled in train consisting of passenger train equipment.		55		Trains handling water cars converted from Vanderbilt (round) type tender.			20
Diesel-electric locomotives in road or helper service— Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling train.	40	40	40	When using cross-overs or turn-outs: 9000 class locomotives; Forward movement.		10	10
Backing up light.			40	Back-up movement.		6	6
Inspection bus cars.		40	40	All other class locomotives; Forward movement.	15	15	15
MacArthur type locomotives with 63-inch drivers.		55	50	Back-up movement.	10	10	10
MacArthur type locomotives with 57-inch drivers.		35	35	When using No. 14 turn-outs.	25	20	20
Ten Wheeler type locomotives 1575 to 1579.		55	40	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch except at S.P. Jct.	20	20	20
Other Ten Wheeler type locomotives and Consolidation type locomotives.		35	35	On wye tracks.	6	6	6
Mallet type locomotives, 3500 to 3599 incl.		30	30	Jordan spreaders and other machines of spreader type, when in operation.			15
0-6-0 and 0-8-0 type yard locomotives.		20	20	Trains handling air-dump cars.			35
Steam locomotives running backward.		20	20	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line.			25
Trains handling scale test cars— On main line.			30	On branch lines.			15
On branch lines.			20	(Slower speed must be observed where conditions require.)			
Trains handling 5 or more cars Iron Mountain ore: Between Lund and Lynndyl.			40				
Between Lynndyl and York.			30				
Between York and Provo.			40				
Between Lynndyl and Salt Lake.			40				

**FIRST SUBDIVISION  
Between McCammon and Ogden**

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

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

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Roy Between M.P. 8.7 and 9.1.	79	65	50	Farmington Between M.P. 22.3 and 22.5.	70	60	50
Naval Supply Depot area.			12	Between M.P. 26.6 and 26.8.	70	60	50
Naval Supply Depot wye.			8	Bamberger R. R. Crossing, M.P. 31.0.	65	50	40
Kaysville Between M.P. 20.9 and 21.2.	70	60	50	North Yard Between M.P. 34.9 and Fifth North Street.	30	30	20
				Between Fifth North Street and passenger depot. Salt Lake City	12	12	12

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

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

SECOND SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frts.		Str.	Psgr.	Frts.
Salt Lake City, when pushing cars between Fifth North and Twenty-first South Streets.			5	Warner Between M.P. 744.1 and 742.1.	55	45	35
Salt Lake City, between Fifth North and Ninth South Streets and between Third West and Fourth West Streets.	12	12	12	Faust Between M.P. 721.0 and 719.6.	60	50	40
All trains and engines using main tracks on Third West Street, Salt Lake City, must consume not less than 6 minutes between First South Street and Ninth South Street.				Pehrson Between M.P. 715.8 and 705.8.	55	45	35
Western Pacific Railroad Crossing M.P. 36.0 (Freight Line.)	20	20	20	Boulter Between M.P. 703.8 and 702.1.	70	60	50
D. & R. G. W. Railroad Crossing, Ninth South Street, M.P. 37.8.	20	20	20	Between M.P. 699.9 and 699.6.	70	60	50
Between Buena Vista and North Yard, (Freight Line).	20	20	20	Tintic Between M.P. 693.4 and 692.8.	70	60	50
Between M.P. 779.6 and 779.2.	70	60	50	McIntyre Between M.P. 688.9 and 685.7.	60	50	40
Buena Vista Between M.P. 770.6 and 770.1.	70	60	50	Jericho Between M.P. 684.5 and 682.5.	60	50	40
Garfield Between M.P. 767.5 and 767.2.	65	55	45	Between M.P. 681.0 and 680.5.	60	50	40
D. & R. G. W. Crossing M.P. 767.1.	65	55	45	Between M.P. 679.2 and 678.9.	65	55	45
American Smelting and Refining Co. highline.			15	Lynndyl Over old cinder pit on inbound roundhouse lead.		5	5
Lake Point Between M.P. 763.3 and 762.8.	65	55	45	Between M.P. 665.9* and 665.7* (See note).	70	60	50
Between M.P. 761.9 and 760.9.	70	60	50	Strong Between M.P. 656.4 and 655.8.	70	60	50
Between M.P. 758.8 and 757.1* (See note).	55	45	35	Between M.P. 653.2 and 652.9.	70	60	50
Erda Between M.P. 755.5 and 754.2.	60	50	40	Between M.P. 651.6 and 651.4.	70	60	50
				Between M.P. 577.0 and 576.5.	20	20	20
				Milford			

THIRD SUBDIVISION

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

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

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frts.		Str.	Psgr.	Frts.
Etna Between Etna and M.P. 425. Streamline trains must not exceed schedule time.		50		Between M.P. 398.6 and 397.6.	45	35	25
Between M.P. 455.1 and 430.1.	35	35	25	Rox Between M.P. 397.3* and 396.2 (See note).	70	60	50
Elgin Between M.P. 429.2 and 429.1.	60	50	40	Between M.P. 395.8 and 394.7.	35	35	25
Leith Between M.P. 428.2* and 428.0 (See note).	55	45	35	Between M.P. 394.2 and 394.0.	60	50	40
Between M.P. 427.6 and 426.4.	60	50	40	Moapa Between M.P. 380.9 and 380.4.	65	55	45
Between M.P. 426.2 and 425.5.	55	45	35	Between M.P. 379.6 and 379.2.	60	50	40
Between M.P. 425.1 and 425.0.	60	50	40	Ute Between M.P. 369.4 and 369.1.	70	60	50
Between M.P. 425.0 and 420.0. Streamline trains must not exceed schedule time.		60		Between M.P. 364.2 and 363.9.	70	60	50
Between M.P. 424.1 and 423.2.	70	60	50	Dry Lake Between M.P. 362.5* and 363.2 (See note).	60	50	40
Between M.P. 422.2 and 422.0.	70	60	50	Between M.P. 359.4 and 358.8.	60	50	40
Between M.P. 421.3 and 420.4.	70	60	50	Between M.P. 358.4 and 358.2* (See note).	45	40	30
Between M.P. 420.0 and Farrier. Streamline trains must not exceed schedule time.		50		Between M.P. 357.8 and 357.3.	70	60	50
Between M.P. 419.6 and 419.1.	35	35	25	Garnet Between M.P. 356.8 and 356.1.	50	40	30
Carp Between M.P. 418.5 and 403.7.	35	35	25	Apex Between M.P. 351.1 and 348.4.	40	40	30
Hoya Between M.P. 400.5 and 399.9.	70	60	50	Valley Airport spur.		25	25
				Wann Between M.P. 335.3 and 334.2.	20	20	20
				Las Vegas			

PROVO SUBDIVISION

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

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



STATIONS NOT SHOWN ON SCHEDULE PAGES, ALSO SET OUT TRACKS

Location	Mile Post	Car Capacity Etc. See Rule 6-A Page 23	Switch Connections	Grade Descending
<b>Cache Valley Branch (Cont.)</b>				
Sugar Factory Spur	21.7	1.0 Mile House 18 Sugar Spur 1.46 Mi. 15	East	Level
Richmond	37.4		Both	West
Lewiston	41.5		West	East
Mill Spur	44.4		West	East
<b>Malad Branch</b>				
Corinne Jct.	3.9	28	West	East
Corinne	5.6	Stock 22 House 36	Both	Level
Roche Beet Spur	5.6	3 Mi.	East	Level
Roche		30	East	Level
Halbert	30.5	6	East	West
Washakie	34.4	8	East	Level
Portage	36.7	16	East	Level
Woodruff	40.5	8	East	West
<b>Evona Branch</b>				
Ogden	0.0	3.3 Mi.	OUR&D Yard	East
<b>Fairfield Branch</b>				
Dahl Spur	12.7	9	East	West
Floyd Spur	17.4	9	West	East
<b>Eureka Branch</b>				
Eureka	3.6	3.66 Mi.	East	East
<b>Silver City Branch</b>				
Silver City	2.4	1.94 Mi.	East	East
<b>Mammoth Branch</b>				
Mammoth Jct. to Mammoth Mine		3.66 Mi.	East	East
Mammoth Mine to Grand Central Mine		0.42 Mi.	East	East
Mammoth	1.6	10	Both	East
<b>Cedar City Branch</b>				
Avon	9.4	2	West	East
Kaiser	22.5	48	Both	East
Stock Yards	29.9	Stock Track 23 P Stock Spur 0.5 Mi.	West	East
			West	East
<b>Pioche Branch</b>				
Peck	6.0	2	West	East

Location	Mile Post	Car Capacity Etc. See Rule 6-A Page 23	Switch Connections	Grade Descending
<b>Prince Branch</b>				
Atlanta	2.6	13	Both	East
Mendha	4.2	3	East	East
Prince	8.6	4	Both	West
<b>Mead Lake Branch</b>				
Standard Oil Co.	3.1	1	East	West
Arrowhead	3.3	18	West	East
Seven Arrow				
Gypsum	9.3	7	East	West
Amber	9.5	4	East	West
Virgin	12.8	6	Both	West
Glassand	13.7	21	West	West

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

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

**Rule 6**

The following letters placed before figures of a schedule indicate:

- s—regular stop;
- f—flag stop to receive or discharge traffic;
- A—arrive.

**Rule 6(A)**

The following letters placed in column with station name in time-table indicate:

- D—day operator; R—train register;
- N—night operator; YL—yard limits.
- DN—day and night operator;

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

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