



UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



UTAH DIVISION
TIME-TABLE
No. 11

Effective Sunday,
MARCH 16, 1952
at 12:01 A.M.

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

Safety Is
No Accident

FOR EMPLOYEES ONLY

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

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

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

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

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

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

R. D. SMITH, Trainmaster Milford, Utah

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

A. R. NELSON, Master Mechanic Pocatello, Idaho

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

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

K. S. RUSSEY, Road Foreman of Engines
 Salt Lake City, Utah

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

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

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

B. ESBENSON, General Roadmaster Salt Lake City, Utah

First, Second and Third Subdivisions and Branches

McCammion to Caliente

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

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

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

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

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

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

Third Subdivision and Branches
Caliente to Las Vegas

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

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

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

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

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

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

MILEAGE

Main Line	734.6
Branches	306.1
Grand Total	1040.7

WESTWARD CONDENSED TIME-TABLE EASTWARD

FIRST CLASS					Distance from Ogden	Time-Table No. 11 March 16, 1952	Mile Post	FIRST CLASS										
9 Passenger	103 Streamliner Passenger	1 Passenger	5 Mail and Express	37 Passenger				10 Passenger	2 Passenger	104 Streamliner Passenger	38 Passenger	6 Mail and Express						
Daily	Daily	Daily	Daily	Daily														
8.25	6.25	5.00	7.15	7.00	0.0	MT	OGDEN	MT	0.0	A 6.00	A 7.10	A 9.35	A 6.40	A 8.05				
9.20	7.10	5.50	8.10	8.00	36.3	MT	SALT LAKE CITY	MT	36.3	5.05	6.20	8.50	5.45	7.15				
9.10	6.20	5.00	8.40	8.40	36.3	PT		PT	784.0	3.45	5.10	7.40	4.15	7.15				
11.20	8.14	7.10		11.40	154.4		LYNNDYLL		665.9	1.25	2.46	5.46	1.30					
12.55	9.30	8.40		1.55	243.5		MILFORD		576.8	11.55	1.25	4.37	11.40					
1.40	9.57	9.10		2.40	278.9		LUND		541.4	11.10	12.32	4.00	10.50					
4.00	11.30	11.05		4.50	360.8		CALIENTE		459.5	9.10	10.25	2.24	8.40					
6.55	2.15	2.30		8.45	486.1		LAS VEGAS		334.2	6.30	7.45	11.55	5.40					
7.10	2.25	2.45		9.15	486.1					6.15	7.30	11.45	5.10					
10.30	5.10	6.00		1.25	657.1		YERMO		163.2	2.53	4.12	8.45	12.40					
10.53	5.28	6.25		2.00	670.5		BARSTOW		150.1	2.25	3.47	8.27	12.10					
1.00	7.25	8.35		4.20	751.3		SAN BERNARDINO		67.3	12.20	1.50	6.38	9.55					
1.10	7.33	8.45		4.30	754.8		COLTON		64.5	12.07	1.37	6.25	9.32					
1.25	7.45	9.00		4.50	761.8		RIVERSIDE		57.5	11.55	1.25	6.13	9.15					
1.48	8.03	9.23		5.23	781.5		ONTARIO		37.8	11.28	1.00	5.53	8.40					
1.57	8.11	9.32		5.35	787.3		POMONA		32.0	11.20	12.50	5.46	8.32					
2.30	8.40	10.10		6.25	813.6		EAST LOS ANGELES		5.7	10.50	12.20	5.20	7.55					
A 3.00	A 9.00	A 10.40		A 7.00	821.0		LOS ANGELES	PT	0.0	10.30	12.01	5.00	7.30					
							(821.0)			Daily	Daily	Daily	Daily	Daily				
(19.35)	(15.35)	(18.40)	(0.55)	(25.00)						Thru Time		(18.30)	(18.09)	(15.35)	(22.10)	(0.50)		
41.9	52.7	44.0	39.6	32.8						Average speed per hour		44.3	45.2	52.7	37.0	43.5		

WESTWARD CONDENSED TIME-TABLE EASTWARD

FIRST CLASS			Distance from Salt Lake City New Main Line	Time-Table No. 11 March 16, 1952	Mile Post	FIRST CLASS	
	29 Passenger	33 Passenger				30 Passenger	34 Passenger
	Daily	Daily					
	6.00	5.30	0.0	SALT LAKE CITY	36.3	A 8.55	A 10.00
	6.50	6.20	36.3	OGDEN	0.0	7.55	9.10
	7.20	6.50	36.3			7.30	8.50
	7.54	7.22	57.4	BRIGHAM CITY	21.1	6.50	8.20
	8.39	8.02	85.1	CACHE JCT.	48.8	6.06	7.34
	10.10	9.35	147.5	McCAMMON	111.2	4.45	6.05
	A 10.45	A 10.10	170.2	POCATELLO	213.9	4.15	5.35
				(170.2)		Daily	Daily
	(4.45)	(4.40)		Thru Time		(4.20)	(4.35)
	35.8	36.0		Average speed per hour		39.2	37.1

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

WESTWARD

FIRST SUBDIVISION

SECOND CLASS

Table with columns for Car capacity of sidings, etc. (Page 22), Time Freight (Daily, Daily, Daily, Daily Except Sunday), and various train numbers (P, COPT WYZ, PX, IX, WS 72 WPX, etc.).

Time-Table No. 11

March 16, 1952

STATIONS

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

Double Track

BLOCK SIGNALS

(147.5)

(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. Between Salt Lake City and Ogden the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.

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

Table with columns for Mail and Express, Passenger, Streamliner Passenger, Passenger, Passenger, Passenger, Distance from Salt Lake City, and various train numbers (6, 29, 38, 104, 2, 33, 10).

Distance from Salt Lake City

Time-Table No. 11

March 16, 1952

STATIONS

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

DOUBLE TRACK

BLOCK SIGNALS

(147.5)

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

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For setout tracks.—See Page 22.

FIRST SUBDIVISION EASTWARD

Time-Table No. 11
March 16, 1952

Mile Post	FIRST CLASS							
	37 Passenger	5 Mail and Express	30 Passenger	1 Passenger	103 Streamliner Passenger	9 Passenger	34 Passenger	
36.8	A 8.00AM	A 8.10AM	A 8.55AM	A 5.50PM	A 7.10PM	A 9.20PM	A 10.00PM	
33.7								
31.1	7.42	7.53	8.41	5.38	7.01	9.03	9.48	
31.0								
28.1	7.38	7.49	8.34	5.34	6.58	8.59	9.44	
21.3	7.30	7.43	8.27	5.28		8.53	9.38	
16.7	7.25	7.39	8.21	5.24		8.49	9.34	
14.5	7.22	7.37	8.17	5.22	6.47	8.47	9.32	
9.8	7.17	7.32	8.12	5.17		8.42	9.27	
6.1	7.12	7.27	8.06	5.12	6.40	8.37	9.22	
1.0	7.05	7.20	8.00	5.05		8.30	9.15	
0.0	7.00AM	7.15AM	7.55 7.30	5.00PM	6.25PM	8.25PM	9.10 8.50	
0.7								
1.6			7.15				8.38	
8.8			7.06 ³³				8.32	
14.0			6.58 ²⁵¹				8.27	
21.1			s 6.50				s 8.20	
30.4			6.36				8.05 ²⁹	
35.9			6.30				7.55	
44.6			6.19				7.46	
48.8			s 6.06				s 7.34	
56.9			5.52				7.20	
60.6			f 5.47				s 7.12	
62.4			5.41				7.06	
65.1			5.38				7.03	
71.0			5.31				6.55	
75.2			5.26				6.49	
78.3			5.23				6.46	
81.3			5.20				6.43	
84.7			5.16				6.40	
95.0			f 5.05				f 6.30	
100.0			4.58				6.21	
104.7			4.53				6.15	
111.2			s 4.45AM				s 6.05PM	

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

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. Between Ogden and Salt Lake City the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.

Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden. For conditional stops to discharge or pick up revenue passengers.—See Page 14.

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

For setout tracks.—See Page 22.

FIRST SUBDIVISION EASTWARD

Time-Table No. 11
March 16, 1952

Mile Post	SECOND CLASS			
	278 Stock Special	259 Time Freight	312 Mixed	270 Time Freight
36.8				
33.7				
31.1	A 9.00PM	A 5.00PM		A 2.30AM
31.0	8.45	4.40		2.00
28.1				
21.3	8.28	4.23		1.47
16.7	8.20	4.15		1.40
14.5	8.15	4.10		1.36
9.8	8.05	4.00		1.30
6.1	7.55	3.50		1.22
1.0	7.40	3.35		1.15
0.0	7.30 6.30	3.30PM	A 3.00PM	1.00 12.30
0.7				
1.6				
8.8	5.56		f 2.28	12.10
14.0	5.47		f 2.17	12.03AM
21.1	5.35		2.00PM	11.53PM
30.4	5.15			11.39
35.9	5.06			11.31
44.6	4.50			11.15 ²⁷⁷
48.8	4.30			10.35
56.9	3.52			10.10
60.6				
62.4				
65.1	3.38			9.59
71.0	3.28			9.50
75.2				
78.3	3.16			9.40
81.3				
84.7	3.06			9.29 ²⁹
95.0	2.50			9.09
100.0				
104.7	2.35			8.55
111.2	2.20PM			8.40PM

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

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

For setout tracks.—See Page 22.

WESTWARD

SECOND SUBDIVISION

Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS		FIRST CLASS				Distance from Salt Lake City
	259 Time Freight Daily	299 Stock Special Daily	9 Passenger Daily	103 Streamliner Passenger Daily	1 Passenger Daily	37 Passenger Daily	
	COPT WYZ						
	8.00PM	12.30PM					0.0
I							0.7
I							1.2
P							2.3
P			9.10PM	6.20PM	5.00PM	8.40AM	4.4
							0.0
							1.3
I							1.5
IP							1.7
122 P			9.21	6.31	5.11	8.55	4.8
125 P			9.30		5.20	s 9.07	15.7
AI							16.8
122 P			9.34	6.44	5.24	9.15	19.6
122 PW			9.42	6.51	5.32	9.28	27.6
122 PY			9.52	6.59	5.43	s 9.45	35.8
131 PW			10.00	7.05	5.50	f 10.00	41.4
122 P			10.06	7.10	5.56	f 10.10	47.9
143 PW			10.17	7.20	6.07	f 10.25	60.7
122 P			10.24	7.25	6.13	10.33	66.8
137 PW			10.33	7.33	6.22	10.42	74.1
122 P			10.40	7.40	6.30	10.50	79.8
122 FWYZ			10.47	7.45	6.36	f 11.00	85.4
123 P			10.55	7.51	6.42	11.08	92.1
126 PW			11.02	7.57	6.49	11.16	98.7
139 P			11.11	8.06	6.58	11.26	109.0
OPTWY			11.20	8.14	7.10	s 11.40	118.1
122 P			11.27	8.20	7.17	11.48AM	125.8
124 PWY			s 11.37	8.27	7.25	s 12.03PM	134.6
122 P			11.46		7.33	12.15	144.1
122 P			11.54	8.42	7.41	12.25	153.0
123 P			11.59PM	8.46	7.45	12.35 ³⁸	158.1
122 P			12.06AM	8.53	7.52	12.45	166.5
124 P			12.12	8.59	7.58	12.53	174.4
123 PW			12.20 ¹⁰	9.07	8.07	f 1.05	184.6
122 P			12.30		8.15	1.20	194.3
122 P			12.35	9.18	8.19	1.27	198.9
OPTWYZ	A 4.00AM	A 5.45PM	A 12.45AM	A 9.26PM	A 8.30PM	A 1.40PM	207.2

(8.00) 26.9 (5.15) 39.4 (3.35) 57.8 (3.06) 66.8 (3.30) 59.2 (5.00) 41.4

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.

Time-Table No. 11

March 16, 1952

STATIONS

DN-R NORTH YARDLC
0.7
D. & R. G. W. CROSSING YL
0.5
D. & R. G. W. CROSSING YL
1.1
WEST. PAC. CROSSING YL
2.1
BUENA VISTA
DN-R SALT LAKE CITY YL SA
1.3
EIGHTH SO. ST. YL
0.2
D. & R. G. W. CROSSING YL
0.2
D. & R. G. W. CROSSING YL
3.1
BUENA VISTA
D GARFIELD GF
1.2
D. & R. G. W. CROSSING
2.7
LAKE POINT
8.0
ERDA
8.2
D WARNER DU
5.6
STOCKTON
6.5
D ST. JOHN SJ
12.8
FAUST
6.1
PEHRSON
7.3
LOFGREEN
5.7
BOULTER
5.6
D TINTIC U
6.7
McINTYRE
6.6
JERICHO
10.3
CHAMPLIN
9.1
DN LYNNDYL NY
7.7
STRONG
8.8
DN DELTA AK
9.5
VAN
8.9
CLEAR LAKE
5.1
NEELS
8.4
BLOOM
7.9
CRUZ
10.2
D BLACK ROCK KO
9.7
READ
4.6
MURDOCK
8.3
DN-R MILFORD YL FD

(207.2)

CENTRALIZED TRAFFIC CONTROL

Freight Line

Passenger Line

SECOND SUBDIVISION

EASTWARD

Car capacity of sidings, etc. See Rule 6(A) Page 22.	COPT WYZ	Mile Post	FIRST CLASS				SECOND CLASS	
			2 Passenger	104 Streamliner Passenger	38 Passenger	10 Passenger	260 Time Freight	256 Time Freight
			DN-R NORTH YARDLC	SA				
		35.3					A 10.30AM	A 1.30AM
I		36.0						
I		36.5						
P		781.8						
P		779.2						
P		36.3	A 5.10AM	A 7.40AM	A 4.15PM	A 3.45AM		
I		37.6						
I		37.8						
IP		38.0						
122 P		779.2	4.52	7.27	3.57	3.20		
125 P		768.3	4.41	7.18	f 3.44	3.10		
AI		767.1						
122 P		764.4	4.36	7.14	3.38	3.06		
122 PW		756.4	4.28	7.06	3.28	2.58		
122 PY		748.2	4.20	6.59	s 3.19	2.50		
131 PW		742.6	4.14	6.54	f 3.08	2.45		
122 P		736.1	4.08	6.49	f 2.59	2.39		
143 PW		723.3	3.56	6.39	2.45	2.28		
122 P		717.2	3.50	6.34	2.37	2.22		
137 PW		709.9	3.42	6.27	2.27	2.14		
122 P		704.2	3.33	6.20	2.18	2.06		
122 FWYZ		698.6	3.22	6.15	f 2.10	1.59		
123 P		691.9	3.13	6.09	2.01	1.52		
126 PW		685.3	3.05	6.03	1.53	1.45		
139 P		675.0	2.55	5.54	1.42	1.34		
OPTWY		665.9	2.46	5.46	s 1.30	f 1.25		
122 P		658.2	2.39	5.40	1.15	1.18		
124 PWY		649.4	2.30	5.33	s 1.05	s 1.07		
122 P		639.9	2.21		12.52	12.54		
122 P		631.0	2.13		12.42	12.47		
123 P		625.9	2.08	5.15	12.35 ³⁷	12.43		
122 P		617.5	2.00	5.08	12.24	12.36		
124 P		609.6	1.53	5.02	12.15	12.29		
123 PW		599.4	1.44		f 12.05PM	12.20 ⁹		
122 P		589.7	1.36	4.47	11.55AM	12.06		
122 P		585.1	1.32		11.50	12.02AM		
OPTWYZ		576.8	1.25AM	4.37AM	11.40AM	11.55PM	1.50AM	4.30PM

Thru Time (3.45) (3.08) (4.35) (3.50) (8.40) (9.00)
Average speed per hour 55.2 67.9 45.2 54.0 23.9 23.0

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

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

For setout tracks.—See Page 22.

WESTWARD THIRD SUBDIVISION

Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS			FIRST CLASS			Distance from Salt Lake City	Time-Table No. 11 March 16, 1952	
	299	259	103	1	37	9		STATIONS	
	Stock Special	Time Freight	Streamliner Passenger	Passenger	Passenger	Passenger		DN-R MILFORD YL FD	
	Daily	Daily	Daily	Daily	Daily	Daily	5.1		
OPTWYZ	6.00PM	4.40AM	9.30PM	8.40PM	1.55PM	12.55AM	207.2	UPTON	
123 P				8.45	2.03	1.05 ²	212.3	10.1	
122 P				8.53	2.12	1.13	222.4	THERMO	
122 P				8.58	2.18	1.18	229.2	6.8	
122 P				9.02	2.22	1.22	233.5	NADA	
122 188 PWY			9.57	9.10	s 2.40	s 1.40	242.6	4.3	
122 P				9.19	2.50	1.52	252.5	9.1	
122 PW				9.23	f 2.57	1.57	257.3	DN LUND UN	
122 P				9.33	3.08	2.08	268.2	9.9	
122 PWY			10.21	9.40	f 3.18	s 2.17	274.2	4.8	
122 P			10.28 ¹⁰	9.48	3.28	2.29	282.8	BERYL	
127 PY			10.38	10.00	3.40	2.45	290.3	10.9	
122 P			10.43	10.06 ¹⁰	3.46	2.55	294.7	6.0	
122 PW			10.50	10.14	3.54	3.06 ¹⁰⁴	299.4	HEIST	
133 P			11.04 ²	10.29	4.08	3.21	308.7	MODENA NA	
83 P			11.18	10.44 ²	4.23	3.36	315.6	8.6	
122 P			11.22	10.55	4.30	3.42	319.7	UVADA	
ES 119 WS 113 OPWY			11.30	11.05	s 4.50	s 4.00	324.5	7.5	
122 P			11.35	11.11	4.57	4.05	329.5	CRESTLINE	
122 P			11.52PM	11.28	5.14	4.23	339.1	4.4	
122 PW			12.04AM	11.40	5.29	4.35	345.6	BROWN	
122 P			12.20	11.56PM	5.46	4.52	354.9	4.7	
102 77 PW			12.29	12.06AM	5.58	5.02	364.9	ACOMA	
122 P			12.38	12.17	6.07	5.11	370.5	9.3	
69 P			12.47	12.28	6.16	5.20	375.5	ISLEN	
122 P			12.58 ¹⁰⁴	12.39	6.25	5.30	381.1	6.9	
136 PW			1.04	12.53 ¹⁰⁴	6.30	5.35	386.1	MINTO	
122 P			1.10	1.00	6.37	5.41	390.6	4.1	
122 PWY			1.19	1.10	s 6.52	5.50	400.9	ECCLES	
122 P			1.28	1.20	7.09 ¹⁰	5.59	410.5	4.8	
122 PW			1.37	1.30	7.30	6.12 ³⁸	421.0	DN CALIENTE YL CS	
74 P			1.44	1.39	7.45	6.19	426.5	5.0	
122 P			1.51	1.47	8.07 ²	6.27	432.0	ETNA	
122 P			1.58	1.55	8.17	6.35	437.0	9.6	
122 P			2.08 ¹	2.08 ¹⁰³	8.25	6.45	445.3	BOYD	
OPTWYZ	A 1.00AM	A 1.30PM	A 2.15AM	A 2.30AM	A 8.45PM	A 6.55AM	449.8	6.5	

(7.00) 34.6 (8.50) 23.4 (4.45) 51.0 (5.50) 41.5 (6.50) 35.5 (6.00) 40.4 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.

WESTWARD THIRD SUBDIVISION EASTWARD

Car capacity of sidings, etc. See Rule 6(A) Page 22.	FIRST CLASS		SECOND CLASS		Time-Table No. 11 March 16, 1952			
	38	10	2	104	256	260	STATIONS	
	Passenger	Passenger	Passenger	Streamliner Passenger	Time Freight	Time Freight	Mile Post	
	Daily	Daily	Daily	Daily	Daily	Daily	DN-R MILFORD YL FD	
OPTWYZ							576.8	5.1
123 P							571.7	10.1
122 P							561.6	THERMO
122 P							554.8	6.8
122 P							550.5	NADA
122 188 PWY							541.4	4.3
122 P							531.5	9.1
122 PW							526.7	DN LUND UN
122 P							515.8	9.9
122 PWY							509.8	4.8
122 P							501.2	BERYL
127 PY							493.7	10.9
122 P							489.3	HEIST
122 PW							484.6	MODENA NA
133 P							475.3	8.6
83 P							468.4	UVADA
122 P							464.3	7.5
ES 119 WS 113 OPWY							459.5	CRESTLINE
122 P							454.5	4.4
122 P							444.9	BROWN
122 PW							438.4	4.7
122 P							429.1	ACOMA
102 77 PW							419.1	9.3
122 P							413.5	ISLEN
69 P							408.5	6.9
122 P							402.9	MINTO
136 PW							397.9	4.1
122 P							393.4	ECCLES
122 PWY							388.1	4.8
122 P							373.5	DN CALIENTE YL CS
122 PW							363.0	5.0
74 P							357.5	ETNA
122 P							352.0	9.6
122 P							347.0	BOYD
122 P							338.7	6.5
OPTWYZ							334.2	ELGIN

Thru Time (5.50) 41.5 (5.15) 46.2 (5.30) 44.1 (4.38) 52.3 (9.55) 24.4 (10.00) 24.2
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				
SECOND CLASS			Distance from Salt Lake City	Time-Table No. 11 March 16, 1952	Mile Post	SECOND CLASS				
Car capacity of sidings, etc. See Rule 6(A) Page 22.	307	305				306	308			
	Mixed	Mixed								
		Daily Except Sunday	Daily Except Sunday	STATIONS						
COPT WYZ			2.00AM	0.0	DN R	SALT LAKE CITY YL C	36.3	A 11.15PM		
			2.06	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			2.20	4.7		HUSLERS YL	41.0	10.50		
47 P		f	2.35	7.3	D	MURRAY YL FN	43.6	f 10.40		
60 PW			2.40	7.9		PALLAS YL	44.2	10.35		
AI				11.4		D. & R. G. W. GAUNTLET	47.7			
AI				12.3		D. & R. G. W. CROSSING	48.6			
102 P		f	2.50	12.6		SANDY	48.9	f 10.20		
48 PW		s	3.20	17.1	D	DRAPER A	782.9	s 10.10		
WS 73 ES 70 P		f	3.50	24.5		MOUNT	775.5	f 9.50		
73 PWY		f	4.20	29.0		CUTLER YL	771.0	f 9.30		
31 P		f	4.50	30.5	D	LEHI YL HI	769.5	f 9.20		
45 P		f	5.00	33.5	D	AMERICAN FORK AF	766.5	f 9.00		
73 P		f	5.20	36.5	D	PLEASANT GROVE GO	763.5	f 8.40		
100 P		f	5.30	42.0	D	GENEVA YL G	758.0	f 8.20		
AI				42.7		D. & R. G. W. CROSSING	757.3			
COPT WYZ		8.00AM	A 6.00AM	47.3	DN-R	PROVO YL VO	752.7	8.00PM A 4.30PM		
	f	8.10		52.0		SPRINGVILLE	748.0	f 4.15		
29 P	s	8.30		55.6	D	SPANISH FORK SF	744.4	f 4.05		
116 PW	s	9.00		63.2	D	PAYSON CN	736.8	f 3.50		
125 PW	f	9.50		78.0		STARR	722.0	f 3.25		
132 PY	s	10.40		89.2	DN	NEPHI NI	710.8	s 3.05		
75 P	f	11.20AM		103.7		JUAB	696.3	f 2.40		
125 P	f	12.05PM		118.9		PARLEY	681.1	f 2.05		
60 P	f	12.40		130.1		MACK	669.9	f 1.36		
OPTWY	A	1.00PM		134.1	DN-R	LYNNDYL YL NY	665.9	1.30PM		
				(134.1)				Daily Except Saturday Daily Except Sunday		
(5.00)	(4.00)	Thru Time	(3.15)	(3.00)						
17.4	11.8	Average speed per hour	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				
SECOND CLASS			Distance from Cache Jct.	Time-Table No. 11 March 16, 1952	Mile Post	SECOND CLASS				
Car capacity of sidings, etc. See Rule 6(A) Page 22.	303					304				
	Mixed									
		Daily Except Sunday	STATIONS							
CPWYZ		6.10AM	0.0	DN-R	CACHE JCT. YL CJ	0.0	A 3.00PM			
10			4.8		PETERSBORO (Spur)	4.8				
35	f	6.35	8.6		MENDON	8.6	f 2.15			
7			12.4		NEBEKER (Spur)	12.4				
19 w	f	6.55	13.8	D	WELLSVILLE WV	13.8	f 1.55			
25			14.5		HILLS	14.5				
22	f	7.10	17.6		HYRUM	17.6	f 1.30			
13			20.2		HOLT	20.2				
85 WYZ	s	7.35	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	8.02	31.5	D	SMITHFIELD YL SM	31.5	f 12.30			
9			33.4		BAUGH (Spur)	33.4				
9			36.5		HODGES (Spur)	36.5				
33 w	f	8.25	37.4	D	RICHMOND YL RN	37.4	f 12.01PM			
10			39.6		MERRILLS YL	39.6				
6	f	8.34	41.0		WEBSTER YL	41.0	f 11.30AM			
			41.5	D	LEWISTON YL (Spur)	41.5				
35	f	9.05	43.8	D	FRANKLIN YL F	43.8	f 11.20			
24	f	9.15	48.0		WHITNEY YL	48.0	f 11.08			
22 wy	A	10.10AM	50.8	D-R	PRESTON YL PN	50.8	11.00AM			
					(50.8)		Daily Except Sunday			
	(4.00)	Thru Time	(4.00)							
	12.7	Average speed per hour	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.—See Page 21.

For setout tracks.—See Page 22.

WESTWARD			MALAD BRANCH			EASTWARD			Westward BENSON BRANCH Eastward			
Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS	Distance from Brigham City	Time-Table No. 11			Mile Post	SECOND CLASS	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 11			Mile Post
	311		March 16, 1952				312		March 16, 1952			
	Mixed						Mixed					
	Daily Except Sunday		STATIONS					STATIONS				
WS 114 ES 67 PWY	7.30AM	0.0	DN-R	BRIGHAM CITY YL	BM	0.0	A	1.30PM			0.0	
	f 7.45	5.6		CORINNE YL	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 8.30	19.8	D	GARLAND YL	AJ	19.8	s	12.15PM				
20	f 8.46	25.0		FIELDING		25.0	f	11.56AM				
14	f 9.25	36.7		PORTAGE		36.7	f	11.20				
12	f 9.50	44.5		CHERRY CREEK (Spur)		44.5	f	10.55				
30 WY	A 10.15AM	51.5	D-R	MALAD YL	MV	51.5		10.30AM				
			(51.5)						(5.2)			
(2.45)						(3.00)						
18.7						17.1						
..... Thru Time 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. 11			Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 11			Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 11			Mile Post	
	March 16, 1952					March 16, 1952					March 16, 1952				
	STATIONS					STATIONS					STATIONS				
WS 56 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	YL	0.3			GARLAND JCT. YL	YL	1.1	22		SUNSET YL	YL	5.1	
45		BARNES YL (Spur)		2.1	9		HAWS YL	YL	3.4			END OF TRACK YL	YL	5.8	
3		SYRACUSE YL		4.7	11		BUSH YL	YL	7.5						
					22		BRADFORD YL	YL	9.2						
							END OF TRACK YL	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.	Beyond Pocatello.	
* 33	Any Station.	Any station.	Any station.
* 34	Any Station.	Any station.	Any station.
10	Moapa.	Los Angeles.	Salt Lake City and beyond.
* 37	Any Station.	Any station.	Any station.
* 38	Any Station.	Any station.	Any station.

* Will also stop for non-revenue passengers.

WESTWARD			CEDAR CITY BRANCH			EASTWARD			Westward IRON MOUNTAIN BRANCH Eastward			
Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS	Distance from Moapa	Time-Table No. 11			Mile Post	SECOND CLASS	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 11			Mile Post
	417		March 16, 1952				418		March 16, 1952			
	Local Freight						Local Freight					
	Daily Except Sunday		STATIONS					STATIONS				
122 ES 188 PWY	4.00PM	0.0	DN-R	LUND YL	UN	0.0	A	1.50PM			0.0	
	f 4.25	9.4		AVON		9.4	f	1.30			4.5	
75		10.9									10.4	
	5.05	20.3	DN-R	IRON SPRINGS YLGS	Y	20.3		1.00			14.9	
	5.20	25.2		HALIVAH		25.2		12.20				
Loop 43 OW	A 5.45PM	32.5	DN-R	CEDAR CITY YL	CD	32.5		12.05PM				
			(32.5)						(15.3)			
(1.45)						(1.45)						
18.2						18.2						
..... Thru Time 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. 11			Mile Post	SECOND CLASS	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 11			Mile Post
	313		March 16, 1952				314		March 16, 1952			
	Local Freight						Local Freight					
	Daily Except Sunday		STATIONS					STATIONS				
122 PWY	8.00AM	0.0	D-R	MOAPA	MA	0.0	A	11.40AM			0.0	
13	8.25	5.1		NARROWS		5.1		11.25			11.25	
11	8.50	10.2		LOGANDALE		10.2		10.55			10.55	
11	9.15	14.8		OVERTON		14.8		10.30			10.30	
	9.40AM	16.7	Y A	MEAD LAKE (Spur)		16.7		10.00AM			10.00AM	
			(16.7)						Daily Except Sunday			
(1.40)						(1.40)						
10.0						10.0						
..... Thru Time 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. 11			Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 11			Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 11			Mile Post	
	March 16, 1952					March 16, 1952					March 16, 1952				
	STATIONS					STATIONS					STATIONS				
73 PW Y	R	CUTLER YL		0.0	ES 123 WS 116 OPWY	6.30AM	DN-R	CALIENTE CS	0.0	A	1.45PM	124 PW Y	DN-R	DELTA YL AK	0.0
		4.9		4.9		7.20		PANACA	14.5	s	12.30PM	10		GREENWOOD (Spur)	21.7
15		CLINTON		15.4		8.45AM	D	PIOCHE YL RM	32.7		11.00AM	26 Y	D	FILLMORE YL FI	32.2
20		FAIRFIELD		20.3											
16		FIVE MILE PASS		23.6											
			(23.6)						(32.7)						
						Daily Except Sunday									
(2.15)						(2.45)									
14.0						11.9									
..... Thru Time 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.—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	Trains handling company roadway machines on their own wheels, except wrecking derricks. Straight track. On curves. On branch lines.			30 25 15
DLS and Stock Special: Ogden to Las Vegas. On straight track, where not otherwise restricted. On curves, where not otherwise restricted.			60 50	Trains handling scale test cars— On main line. On branch lines.			30 20
Inspection bus cars.		40	40	Trains handling water cars converted from Vanderbilt (round) type tender on secondary tracks and branch lines.			20
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling air-dump cars.			35
Within yard limits— Protected by continuous block signal system. Not protected by continuous block signal system.	60	50	25	Trains handling C&NW or Milwaukee "Jeep" type ore cars under load or empty.			30
At North Yard. On branch lines.	50 30	40 30	25 15	Trains handling GN "Jeep" type ore cars under load or empty.			35
Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Jordan spreaders and other machines of spreader type, when in operation.			15
Diesel-electric locomotives in road or helper service— Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling train. Backing up light.	40	40	40 40	Trains handling 5 or more cars of ore from Cedar City branch: Between Lund and Milford. Between Milford and Black Rock. Between Black Rock and Lynndyl. Between Lynndyl and Salt Lake via Tintic. Between Lynndyl and Juab. Between Juab and York. Between York and Provo. Between Lund and Modena. Between Modena and Las Vegas.			40 30 40 40 40 30 40 30 40
Diesel-electric freight and road switch locomotives.		65		When using cross-overs or turn-outs: 9000 class locomotives; Forward movement. Back-up movement.		10 6	10 6
Diesel-electric yard switch locomotives in road service.	35	35	35	All other class locomotives; Forward movement. Back-up movement.		15 10	15 10
Steam locomotives running backward.		20	20	When using No. 14 turn-outs.		25	20 20
3800 class locomotives.		60	50	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
3900 class locomotives.		65	50	On wye tracks.		6	6
4000, 9000, 2-10-2 and 4-10-2 type locomotives.		50	50	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch lines. (Slower speed must be observed where conditions require.)			25 15
7000-7800 class locomotives.		70	50				
MacArthur type locomotives with 63-inch drivers.		55	50				
MacArthur type locomotives with 57-inch drivers.		35	35				
Ten Wheeler type locomotives 1575 to 1579.		55	40				
Other Ten Wheeler type locomotives and Consolidation type locomotives.		35	35				
Mallet type locomotives, 3500 to 3599 incl.		30	30				
0-6-0 type yard locomotives.		20	20				
Between Iron Mountain and Provo: 2-10-2 type locomotive. 2-10-2 type locomotive handling ore.			40 35				
Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35				

**FIRST SUBDIVISION
Between McCammon and Ogden**

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Maximum Speed.	70	50	Between M.P. 51.4 and 51.1.	45	35
McCammon Between M.P. 111.2 and 110.8.	40	25	Between M.P. 49.3 and 49.0.	25	25
Between M.P. 107.7 and 107.4.	60	50	Cache Jct. Between M.P. 47.1 and 46.5.	30	30
Arimo Between M.P. 102.6 and 102.4.	60	50	Between M.P. 46.4 and 44.6.	12	12
Virginia Between M.P. 99.6 and 99.4.	50	40	Wheelon Between M.P. 44.4 and 43.5.	40	30
Downey Between M.P. 93.9 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. 86.7 and 85.6.	60	50	Between M.P. 38.0 and 37.8.	45	35
Swan Lake Between M.P. 83.0 and 82.7.	45	35	Honeyville Between M.P. 23.4 and 23.1.	60	50
Dayton Between M.P. 67.1 and 66.1.	45	35	Brigham City Between M.P. 21.1 and 20.9.	35	25
Weston Between M.P. 64.5 and 64.1.	60	50	Between M.P. 19.4 and 19.2.	60	50
Trenton Between M.P. 53.9 and 53.5.	60	50	Willard Between M.P. 14.0 and 13.7.	60	50
			Between M.P. 12.7 and 12.3.	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.
Trains consisting of 50% or more ore.			30	Farmington Between M.P. 22.3 and 22.5.	70	60	50
Roy Between M.P. 8.7 and 9.1.	79	65	50	Between M.P. 26.6 and 26.8.	70	60	50
Naval Supply Depot area.			12	Bamberger R. R. Crossing, M.P. 31.0.	65	50	40
Naval Supply Depot wye.			8	North Yard Between M.P. 34.9 and Fifth North Street.	30	30	20
Kaysville Between M.P. 20.9 and 21.2.	70	60	50	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. roundhouses and shop limits.	8	8
Over railroad crossings.	10	10	Over switches at 23rd and 26th Sts. and in Union Station passenger yard.	8	8

SECOND SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
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
Salt Lake City, within Grant Tower interlocking limits.	12	12	12	Pehrson Between M.P. 715.8 and 705.8.	55	45	35
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.				Boulter Between M.P. 703.8 and 702.1.	70	60	50
Western Pacific Railroad Crossing M.P. 36.0 (Freight Line).	20	20	20	Between M.P. 699.9 and 699.6.	70	60	50
D. & R. G. W. Railroad Crossing, Ninth South Street, M.P. 37.8.	20	20	20	Tintic Between M.P. 693.4 and 692.8.	70	60	50
Between Buena Vista and North Yard, (Freight Line).	20	20	20	McIntyre Between M.P. 688.9 and 685.7.	60	50	40
Between M.P. 779.6 and 779.2.	70	60	50	Jericho Between M.P. 684.5 and 682.5.	60	50	40
Buena Vista Between M.P. 770.6 and 770.1.	70	60	50	Between M.P. 681.0 and 680.5.	60	50	40
Garfield Between M.P. 767.5 and 767.2.	65	55	45	Between M.P. 679.2 and 678.9.	65	55	45
D. & R. G. W. Crossing M.P. 767.1.	65	55	45	Lynndyl Over old cinder pit on inbound roundhouse lead.		5	5
American Smelting and Refining Co. highline.			15	Between M.P. 665.9* and 665.7* (See note).	70	60	50
Lake Point Between M.P. 763.3 and 762.8.	65	55	45	Strong Between M.P. 656.4 and 655.8.	70	60	50
Between M.P. 761.9 and 760.9.	70	60	50	Between M.P. 653.2 and 652.9.	70	60	50
Between M.P. 758.8 and 757.1* (See note).	55	45	35	Between M.P. 651.6 and 651.4.	70	60	50
Erda Between M.P. 755.5 and 754.2.	60	50	40	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 switch to oil spur M.P. 460.04 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 fir eman's side of track.

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Etna Maximum Speed. Between Etna and Farrier.	70	60	50	Between M.P. 379.6 and 379.2.	60	50	40
Between M.P. 455.1 and 430.1.	35	35	25	Ute Between M.P. 369.4 and 369.1.	70	60	50
Elgin Between M.P. 429.2 and 429.1.	60	50	40	Between M.P. 364.2 and 363.9.	70	60	50
Leith Between M.P. 428.2* and 428.0 (See note).	55	45	35	Dry Lake Between M.P. 362.5* and 363.2 (See note).	60	50	40
Between M.P. 426.2 and 425.5.	55	45	35	Between M.P. 359.4 and 358.8.	60	50	40
Between M.P. 425.1 and 425.0.	60	50	40	Between M.P. 358.4 and 358.2* (See note).	45	40	30
Between M.P. 419.6 and 419.1.	35	35	25	Between M.P. 357.8 and 357.3.	70	60	50
Carp Between M.P. 418.5 and 403.7.	35	35	25	Garnet Between M.P. 356.8 and 356.1.	50	40	30
Hoya Between M.P. 398.6 and 397.6.	45	35	25	Apex Between M.P. 351.1 and 348.4.	40	40	30
Rox Between M.P. 395.8 and 394.7.	35	35	25	Valley Airport spur.		25	25
Between M.P. 394.2 and 394.0.	60	50	40	Wann Between M.P. 335.3 and 334.2.	20	20	20
Moapa Between M.P. 380.9 and 380.4.	65	55	45	Las Vegas			

PROVO SUBDIVISION

Maximum speed.	50	40	40	American Fork City limits, between M.P. 767.5 and 765.8.	20	20	20
Between Salt Lake City and Atwood.	15	15	15	Pleasant Grove City limits, between M.P. 764.0 and 762.9.	20	20	20
Between Atwood and Sandy.	30	30	30	Wasatch Oil spur.			10
Through interlocking.	20	20	20	Geneva Over road crossings in steel plant. Between M.P. 758.5 and 754.8.	20	20	20
All trains and engines using main tracks on Third West Street, Salt Lake City, must consume not less than 6 minutes between First South Street and Ninth South Street.				Provo City limits, between M.P. 754.8 and 751.0.	20	20	15
Midvale All tracks except main track.			12	Payson Between M.P. 733.5 and 732.9.	40	30	25
Sandy Between M.P. 784.0 and 781.0 westward.	20	20	20	Nephi City limits, between M.P. 711.8 and 710.0.	20	20	20
Between M.P. 781.0 and 783.0 eastward.	20	20	20	Plaster mill spur.			10
Draper Between M.P. 778.0 and 773.5.	40	30	20	Juab Between M.P. 694.4 and 691.8.	40	30	25
Cutler Emsco spur, over No. 7 switch.			5	Mills Between M.P. 685.8 and 674.6.	40	30	20
Lehi Sugar Factory trackage.			5	Lynndyl Between house track switch and standpipe.	5	5	5

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

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.
Bushnell Hospital spur.	10	10	Fillmore Branch. At M.P. 18.5, account drifting sand, all trains and engines must move prepared to stop if track is not clear.		30
Syracuse Branch.		15			
Malad Branch.					
Between Brigham City and Garland.		30			
Between Garland and Malad.		20			
Rochester spur.	10		Cedar City Branch.	30	30
Thatcher Branch.	10		Cedar City Loop.	10	10
Bear River Branch.	10		Cedar City, oil track No. 12, Commissary spur and freight house lead.		5
Cache Valley Branch.			Iron Mountain Branch.		15
Between Cache Jct. and Richmond.		35	Pioche Branch Between M.P. 0.0 and 17.0.		25
Between Richmond and Preston.		25	Between M.P. 17.0 and 22.0.		10
Nebeker Between M.P. 13.6 and 13.9.		15	Between M.P. 22.0 and 32.7.		25
Hyrum Between M.P. 17.7 and 18.0.		15	Prince Branch.		15
Benson Branch.		15	Mead Lake Branch.		25
Fairfield Branch.		15	Between M.P. 5.4 and 6.6.		15
Eureka and Silver City Branches. Eureka, within city limits.		6			
Mammoth Branch.		6			

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

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

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
30"	120.	52"	69.2	1'15"	48.
31"	116.1	53"	67.9	1'20"	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"	76.6	1' 9"	52.1	6'	10.
48"	75.	1'10"	51.4	7'	8.6
49"	73.5	1'11"	50.7	8'	7.5
50"	72.	1'12"	50.	10'	6.
51"	70.6				

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity Etc. See Rule 6-A Page 22	Switch Connections	Grade Descending	Location	Mile Post	Car Capacity Etc. See Rule 6-A Page 22	Switch Connections	Grade Descending
First Subdivision					Cache Valley Branch				
Marsh Valley	103.0	2 Mi. P	West	West	Sugar Factory				
Beers	72.3	9	East	East	Spur	21.7	1.0 Mile	East	Level
Thorensen	68.5	21	West	East	Mill 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	Rochester Spur	5.6	3 Mi. 30	East	Level
Collinston (2)	40.1	32 P	Both	East	Rochester		6	East	Level
Madsen	32.5	21	Both	East	Halbert	30.5	8	East	Level
Bushnell	19.3		Both	East	Washakie	34.4	8	East	Level
Perry (1)	17.2		Both	West	Woodruff	40.5	8	East	Level
Harrisville	4.7		Both	West	Evona Branch				
Browning	2.7		Both	West	Ogden	0.0	3.3 Mi.	OUR&D Yard	East
Sugar Factory Spur	13.8	50 X	East	East	Fairfield Branch				
Becks	32.9	Old Siding 52 P Team Track 25 Advance Track 68	Both	East	Dahl Spur	12.7	9	East	West
			Both	East	Floyd Spur	17.4	9	West	East
Second Subdivision					Eureka Branch				
Small Arms Spur	779.9	64 P	West	East	Eureka	3.6	3.66 Mi.	East	East
Bauer	744.8	33 P	Both	East	Silver City Branch				
Clover	732.8	Govt. Yard P	East	East	Silver City	2.4	1.94 Mi.	East	East
Oasis (3)	644.4	33 P	Both	West	Mammoth Branch				
Borden	620.9	4 P	West	East	Mammoth Jct. to Mammoth Mine		3.66 Mi.	East	East
Pumice	604.3	16 P	Both	East	Mammoth Mine to Grand Central Mine		0.42 Mi. 10	East	East
			Both	East	Mammoth	1.6		Both	East
Third Subdivision					Cedar City Branch				
Laho	566.6	26 P	Both	East	Kaiser	22.5	48	Both	East
Barclay	478.7	18 P	Both	West	Stock Yards	29.9	Stock Track 28 P Stock Spur 0.5 Mi.	West	East
Little Springs	472.3	14 P	East	West	Pioche Branch				
Hoya Pit	401.5	70 P	Both	West	Peck	6.0	2	West	East
Arrolime	353.8	31 P	Both	East	Prince Branch				
Valley	342.4	Old Siding 38 P Industry 14 Nellis Air Base Spur 2.7 Mi.	Both	West	Atlanta	2.6	13	Both	East
			Both	West	Mendha	4.2	3	East	East
Provo Subdivision					Mead Lake Branch				
Officer	38.9	83 P	Both	East	Standard Oil Co.	3.1	6	East	East
Burton	39.5	21	Both	East	Arrowhead	3.3	20	West	East
Walton	41.1	16	West	East	Seven Arrow				
Bentz	42.2	9	West	West	Gypsum	9.3	7	East	West
Atwood	45.9	Team Track 17 P Spur 11	Both	West	Amber	9.5	5	East	West
Cushing	47.5	27	Both	East	Virgin	12.8	6	Both	West
Mellen Sand Spur	781.3	10	East	East	Glassand	13.7	20	West	West
Rideout	778.0	7 P	East	East					
Lehi Sugar Spur	769.1	98	East	West					
Hardy Beet Spur	761.8	27	West	East					
Bunker Spur	759.9	12	East	East					
Ironton	754.1	108	East	West					
Benjamin	741.6	28	Both	West					
Santaquin	730.7	8	West	East					
Nephi									
Plaster Spur	710.8	2.1 Mi.	Both	East					
Sharp	703.6	13	East	East					
Levan	699.0	5	East	West					
Mills	689.3	18 PW	East	West					
Soma	679.0	14 P	Both	East					
Uisco	676.3	12 P	East	West					
Leamington	671.3	26 P	Both	West					

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

STATIONS AND MILE POSTS SET OUT TRACKS

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

SYMBOLS AND ABBREVIATIONS

Rule 6 and 6(A)

Rule 6

The following letters placed before figures of a schedule indicate:

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

Rule 6(A)

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

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

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

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