

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



**UTAH DIVISION**  
**TIME-TABLE**  
**No. 12**

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

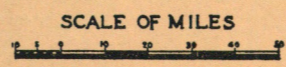
Mountain time Between Salt Lake City and McCammon  
 Pacific time Between Salt Lake City and Las Vegas

*Safety Is*  
*No Accident*

**FOR EMPLOYEES ONLY**

**SOUTH CENTRAL DISTRICT**

UTAH DIVISION  
 CORRECTED TO JUNE 1 1951



**A. D. HANSON**  
General Manager

**H. E. SHUMWAY**  
General Superintendent Transportation

**D. F. WENGERT**  
General Superintendent

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

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

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

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

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

R. D. SMITH, Trainmaster . . . . . Milford, Utah

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

A. R. NELSON, Master Mechanic . . . . . Pocatello, Idaho

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

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

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

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

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

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

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

First, Second and Third Subdivisions and Branches

McCammion to Caliente

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

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

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

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

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

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

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

Third Subdivision and Branches

Caliente to Las Vegas

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

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

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

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

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

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

MILEAGE

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

WESTWARD CONDENSED TIME-TABLE EASTWARD

| WESTWARD       |                              |                |                       |                 | Distance from Ogden | Time-Table No. 12<br>April 27, 1952 | Mile Post | EASTWARD        |                |                              |                 |                       |
|----------------|------------------------------|----------------|-----------------------|-----------------|---------------------|-------------------------------------|-----------|-----------------|----------------|------------------------------|-----------------|-----------------------|
| FIRST CLASS    |                              |                |                       |                 |                     |                                     |           | FIRST CLASS     |                |                              |                 |                       |
| 9<br>Passenger | 103<br>Streamliner Passenger | 1<br>Passenger | 5<br>Mail and Express | 37<br>Passenger |                     |                                     |           | 10<br>Passenger | 2<br>Passenger | 104<br>Streamliner Passenger | 38<br>Passenger | 6<br>Mail and Express |
| Daily          | Daily                        | Daily          | Daily                 | Daily           |                     | <b>STATIONS</b>                     |           |                 |                |                              |                 |                       |
| 8.35           | 5.25                         | 4.50           | 7.15                  | 7.00            | 0.0                 | MT OGDEN MT                         | 0.0       | A 6.00          | A 7.10         | A 8.35                       | A 6.25          | A 8.05                |
| 9.30           | 6.10                         | 5.40           | A 8.10                | 8.00            | 36.3                | MT SALT LAKE CITY MT                | 36.3      | 5.05            | 6.20           | 7.50                         | 5.30            | 7.15                  |
| 9.15           | 5.20                         | 4.50           |                       | 8.30            | 784.0               | PT                                  | 784.0     | 3.45            | 5.10           | 6.40                         | 4.00            |                       |
| 11.18          | 7.14                         | 7.01           |                       | 11.10           | 154.4               | LYNN DYL                            | 665.9     | 1.25            | 2.49           | 4.46                         | 1.10            |                       |
| 1.00           | 8.30                         | 8.45           |                       | 1.10            | 243.5               | MILFORD                             | 576.8     | 11.55           | 1.30           | 3.37                         | 11.30           |                       |
| 1.45           | 8.57                         | 9.22           |                       | 1.52            | 278.9               | LUND                                | 541.4     | 11.04           | 12.37          | 3.00                         | 10.40           |                       |
| 3.54           | 10.34                        | 11.18          |                       | 4.00            | 360.8               | CALIENTE                            | 459.5     | 9.10            | 10.47          | 1.24                         | 8.30            |                       |
| 6.55           | 1.15                         | 2.20           |                       | 7.10            | 486.1               | LAS VEGAS                           | 334.2     | 6.30            | 7.55           | 10.55                        | 5.30            |                       |
| 7.10           | 1.25                         | 2.35           |                       | 7.40            | 657.1               | YERMO                               | 163.2     | 6.15            | 7.40           | 10.45                        | 5.00            |                       |
| 10.30          | 4.07                         | 6.00           |                       | 11.55           | 670.5               | BARSTOW                             | 150.1     | 2.53            | 4.15           | 7.45                         | 12.30           |                       |
| 10.53          | 4.25                         | 6.25           |                       | 12.25           | 751.3               | SAN BERNARDINO                      | 67.3      | 2.25            | 3.47           | 7.27                         | 11.59           |                       |
| 1.00           | 6.25                         | 8.35           |                       | 2.50            | 754.8               | COLTON                              | 64.5      | 12.07           | 1.37           | 5.25                         | 9.15            |                       |
| 1.10           | 6.33                         | 8.45           |                       | 3.00            | 761.8               | RIVERSIDE                           | 57.5      | 11.55           | 1.25           | 5.13                         | 8.55            |                       |
| 1.25           | 6.45                         | 9.00           |                       | 3.20            | 781.5               | ONTARIO                             | 37.8      | 11.28           | 1.00           | 4.53                         | 8.15            |                       |
| 1.48           | 7.03                         | 9.23           |                       | 4.05            | 787.3               | POMONA                              | 32.0      | 11.20           | 12.50          | 4.46                         | 8.05            |                       |
| 1.57           | 7.11                         | 9.32           |                       | 4.25            | 813.6               | EAST LOS ANGELES                    | 5.7       | 10.50           | 12.20          | 4.20                         | 7.25            |                       |
| 2.30           | 7.40                         | 10.10          |                       | 5.25            | 821.0               | PT LOS ANGELES PT                   | 0.0       | 10.30           | 12.01          | 4.00                         | 7.00            |                       |
| A 3.00         | A 8.00                       | A 10.40        |                       | A 6.00          |                     | (821.0)                             |           | Daily           | Daily          | Daily                        | Daily           | Daily                 |
| (19.25)        | (15.35)                      | (18.50)        | (0.55)                | (24.00)         |                     | Thru Time                           |           | (18.30)         | (18.09)        | (15.35)                      | (22.25)         | (0.50)                |
| 42.3           | 52.7                         | 43.6           | 39.6                  | 34.2            |                     | Average speed per hour              |           | 44.3            | 45.2           | 52.7                         | 36.6            | 43.5                  |

WESTWARD CONDENSED TIME-TABLE EASTWARD

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

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

**WESTWARD**

**FIRST SUBDIVISION**

**SECOND CLASS**

| Car capacity of sidings, etc. See Rule 6(A) Page 22. | STATIONS     |                      |                    |                     | Time-Table No. 12 |     |     |     |
|--|--------------|----------------------|--------------------|---------------------|-------------------|-----|-----|-----|
|  |              |                      |                    |                     | April 27, 1952    |     |     |     |
|  | 254          | 277                  | 251                | 311                 | 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                 | 4.40               |                     |                   |     |     |     |
| ES 41 PX   | 11.18        | 8.49                 | 4.50               |                     |                   |     |     |     |
| P  | 11.28        | 8.54                 | 4.55               |                     |                   |     |     |     |
| COPT WYZ   | 11.36PM      | 9.01                 | 5.04               |                     |                   |     |     |     |
|  | A 12.05AM    | 9.20                 | 5.25               | 5.50AM              |                   |     |     |     |
|  |              | 10.00                | 6.10               |                     |                   |     |     |     |
| 122 P  |              | 10.15                | 6.30               | 6.04                |                   |     |     |     |
| 120 P  |              | 10.26                | 6.41               | f 6.20              |                   |     |     |     |
| 120 P  |              | 10.33                | 6.58 <sup>30</sup> | f 6.30              |                   |     |     |     |
| WS 114 ES 67 PWY                                     |              | 10.42                | 7.12               | A 6.45AM            |                   |     |     |     |
| 120 P  |              | 10.54                | 7.32 <sup>33</sup> |                     |                   |     |     |     |
| 122 P  |              | 11.01                | 7.40               |                     |                   |     |     |     |
| 121 P  |              | 11.15 <sup>270</sup> | 7.55               |                     |                   |     |     |     |
| WS 106 ES 70 CP WYZ                                  |              | 11.40                | 8.30               |                     |                   |     |     |     |
| 123 P  |              | 11.53PM              | 8.47               |                     |                   |     |     |     |
| P  |              |                      |                    |                     |                   |     |     |     |
| P  |              |                      |                    |                     |                   |     |     |     |
| 121 P  |              | 12.05AM              | 9.00               |                     |                   |     |     |     |
| 121 P  |              | 12.20                | 9.15               |                     |                   |     |     |     |
| PW   |              |                      |                    |                     |                   |     |     |     |
| 121 P  |              | 12.30                | 9.26               |                     |                   |     |     |     |
| P  |              |                      |                    |                     |                   |     |     |     |
| 121 PW   |              | 12.39                | 9.36               |                     |                   |     |     |     |
| 121 PW   |              | 12.55                | 9.56               |                     |                   |     |     |     |
| P  |              |                      |                    |                     |                   |     |     |     |
| 122 P  |              | 1.08                 | 10.11              |                     |                   |     |     |     |
| ES 123 WS 126 IPWY                                   |              | A 1.20AM             | A 10.30AM          |                     |                   |     |     |     |

Time-Table No. 12  
April 27, 1952

**STATIONS**

DN-R SALT LAKE CITY YL SA DS  
2.6  
DN-R NORTH YARD YL C  
2.6  
NORTH SALT LAKE  
0.1  
BAMBERGER R. R. CROSS.  
2.9  
D WOODS CROSS WC  
6.8  
FARMINGTON  
4.6  
D KAYSVILLE K  
2.2  
D LAYTON NY  
4.7  
D CLEARFIELD CF  
3.7  
ROY  
5.1  
BRIDGE JCT. YL  
1.0  
DN-R OGDEN YL OG YD RD  
0.7  
D. & R. G. W. CROSSING YL  
0.9  
S. P. JCT. YL  
7.2  
HOT SPRINGS  
5.2  
WILLARD  
7.1  
DN BRIGHAM CITY YL BM  
9.3  
D HONEYVILLE HX  
5.5  
DEWEY  
8.7  
WHEELON  
4.2  
D CACHE JCT. YL CJ  
8.1  
TRENTON  
3.7  
D CORNISH CG  
1.8  
UTIDA  
2.7  
D WESTON WI  
5.9  
DN DAYTON CN  
4.2  
CLIFTON  
3.1  
COULAM  
3.0  
OXFORD  
3.4  
SWAN LAKE  
10.3  
DN DOWNEY DO  
5.0  
VIRGINIA  
4.7  
D ARIMO A  
6.5  
DN-R McCAMMON YL MC

DOUBLE TRACK

BLOCK SIGNALS

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

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

**WESTWARD**

**FIRST SUBDIVISION**

**FIRST CLASS**

| Car capacity of sidings, etc. See Rule 6(A) Page 22. | STATIONS               |                  |                      |           |                       |           |                     |           | Time-Table No. 12            |  |
|--|------------------------|------------------|----------------------|-----------|-----------------------|-----------|---------------------|-----------|------------------------------|--|
|  |                        |                  |                      |           |                       |           |                     |           | April 27, 1952               |  |
|  | 35                     | 6                | 29                   | 38        | 104                   | 2         | 33                  | 10        | Distance from Salt Lake City |  |
|  | Passenger              | Mail and Express | Passenger            | Passenger | Streamliner Passenger | Passenger | Passenger           | Passenger |                              |  |
|  | Daily                  | Daily            | Daily                | Daily     | Daily                 | Daily     | Daily               | Daily     |                              |  |
|  | 8.00PM                 | 7.15PM           | 6.00PM               | 5.30PM    | 7.50AM                | 6.20AM    | 5.30AM              | 5.05AM    | 0.0                          |  |
|  | 8.10                   | 7.25             | 6.10                 | 5.40      | 7.58                  | 6.30      | 5.40                | 5.15      | 2.6                          |  |
|  | 8.14                   | 7.28             | 6.13                 | 5.44      | 8.01                  | 6.33      | 5.43                | 5.18      | 5.2                          |  |
|  | 8.20                   | 7.34             | 6.19                 | 5.50      |                       | 6.39      | 5.49                | 5.24      | 5.3                          |  |
|  | 8.25                   | 7.38             | 6.23                 | 5.55      | 8.10                  | 6.43      | 5.53                | 5.28      | 8.2                          |  |
|  | 8.28                   | 7.40             | 6.25                 | 5.58      |                       | 6.45      | 5.55                | 5.30      | 15.0                         |  |
|  | 8.32                   | 7.44             | 6.29                 | 6.02      |                       | 6.49      | 6.00                | 5.34      | 19.6                         |  |
|  | 8.36                   | 7.47             | 6.32                 | 6.06      | 8.19                  | 6.52      | 6.04                | 5.37      | 21.8                         |  |
|  | 8.41                   | 7.52             | 6.37                 | 6.11      | 8.23                  | 6.57      | 6.09                | 5.42      | 26.5                         |  |
|  | 8.55                   | A 8.05PM         | 6.50                 | A 6.25PM  | A 8.35AM              | A 7.10AM  | 6.20                | A 6.00AM  | 30.2                         |  |
|  | 9.10                   |                  | 7.20                 |           |                       |           | 6.50                |           | 35.3                         |  |
|  | 9.20                   |                  | 7.27                 |           |                       |           | 6.57                |           | 36.3                         |  |
|  | 9.28                   |                  | 7.35                 |           |                       |           | 7.06 <sup>30</sup>  |           | 37.0                         |  |
|  | 9.34                   |                  | 7.40                 |           |                       |           | 7.12                |           | 37.9                         |  |
|  | s 9.46                 |                  | s 8.00 <sup>34</sup> |           |                       |           | s 7.22              |           | 45.1                         |  |
|  | 9.56                   |                  | 8.10                 |           |                       |           | 7.32 <sup>251</sup> |           | 50.3                         |  |
|  | 10.02                  |                  | 8.15                 |           |                       |           | f 7.37              |           | 57.4                         |  |
|  | 10.12                  |                  | 8.25                 |           |                       |           | 7.47                |           | 66.7                         |  |
|  | s 10.32 <sup>270</sup> |                  | s 8.44               |           |                       |           | s 8.02              |           | 72.2                         |  |
|  | 10.44                  |                  | 8.54                 |           |                       |           | 8.12                |           | 80.9                         |  |
|  | 10.49                  |                  | f 9.03               |           |                       |           | f 8.20              |           | 85.1                         |  |
|  | 10.51                  |                  | 9.06                 |           |                       |           | 8.22                |           | 93.2                         |  |
|  | 10.54                  |                  | 9.09                 |           |                       |           | 8.26                |           | 96.9                         |  |
|  | f 11.04                |                  | 9.17                 |           |                       |           | f 8.35              |           | 98.7                         |  |
|  | 11.09                  |                  | 9.21                 |           |                       |           | 8.39                |           | 101.4                        |  |
|  | 11.13                  |                  | 9.24                 |           |                       |           | 8.42                |           | 107.3                        |  |
|  | 11.16                  |                  | 9.27                 |           |                       |           | 8.45                |           | 111.5                        |  |
|  | 11.20                  |                  | 9.30 <sup>270</sup>  |           |                       |           | 8.50                |           | 114.6                        |  |
|  | f 11.32                |                  | f 9.43               |           |                       |           | s 9.06              |           | 117.6                        |  |
|  | 11.39                  |                  | 9.50                 |           |                       |           | 9.13                |           | 121.0                        |  |
|  | 11.48PM                |                  | 9.56                 |           |                       |           | 9.20                |           | 131.3                        |  |
|  | As 12.10AM             |                  | Af 10.10PM           |           |                       |           | As 9.35AM           |           | 136.3                        |  |
|  |                        |                  |                      |           |                       |           |                     |           | 141.0                        |  |
|  |                        |                  |                      |           |                       |           |                     |           | 147.5                        |  |

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

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

FIRST SUBDIVISION EASTWARD

Time-Table No. 12  
April 27, 1952

| Mile Post | FIRST CLASS     |                 |                       |                     |                |                              |                |                      |  |
|-----------|-----------------|-----------------|-----------------------|---------------------|----------------|------------------------------|----------------|----------------------|--|
|           | 36<br>Passenger | 37<br>Passenger | 5<br>Mail and Express | 30<br>Passenger     | 1<br>Passenger | 103<br>Streamliner Passenger | 9<br>Passenger | 34<br>Passenger      |  |
| 36.3      | A 7.00AM        | A 8.00AM        | A 8.10AM              | A 8.55AM            | A 5.40PM       | A 6.10PM                     | A 9.30PM       | A 10.00PM            |  |
| 33.7      |                 |                 |                       |                     |                |                              |                |                      |  |
| 31.1      | 6.46            | 7.42            | 7.53                  | 8.40                | 5.28           | 6.01                         | 9.13           | 9.48                 |  |
| 31.0      |                 |                 |                       |                     |                |                              |                |                      |  |
| 28.1      | 6.39            | 7.38            | 7.49                  | 8.34                | 5.24           | 5.58                         | 9.09           | 9.44                 |  |
| 21.3      | 6.32            | 7.30            | 7.43                  | 8.27                | 5.18           |                              | 9.03           | 9.38                 |  |
| 16.7      | 6.26            | 7.25            | 7.39                  | 8.21                | 5.14           |                              | 8.59           | 9.34                 |  |
| 14.5      | 6.22            | 7.22            | 7.37                  | 8.17                | 5.12           | 5.47                         | 8.57           | 9.32                 |  |
| 9.8       | 6.17            | 7.17            | 7.32                  | 8.12                | 5.07           |                              | 8.52           | 9.27                 |  |
| 6.1       | 6.11            | 7.12            | 7.27                  | 8.06                | 5.02           | 5.40                         | 8.47           | 9.22                 |  |
| 1.0       | 6.05            | 7.05            | 7.20                  | 8.00                | 4.55           |                              | 8.40           | 9.15                 |  |
| 0.0       | 6.00<br>5.40    | 7.00AM          | 7.15AM                | 7.55<br>7.30        | 4.50PM         | 5.25PM                       | 8.35PM         | 9.10<br>8.50         |  |
| 0.7       |                 |                 |                       |                     |                |                              |                |                      |  |
| 1.6       | 5.20            |                 |                       | 7.15                |                |                              |                | 8.28                 |  |
| 8.8       | 5.11            |                 |                       | 7.06 <sup>33</sup>  |                |                              |                | 8.17                 |  |
| 14.0      | 5.05            |                 |                       | 6.58 <sup>251</sup> |                |                              |                | 8.10                 |  |
| 21.1      | s 4.58          |                 |                       | s 6.50              |                |                              |                | s 8.00 <sup>29</sup> |  |
| 30.4      | 4.44            |                 |                       | 6.36                |                |                              |                | 7.49                 |  |
| 35.9      | 4.39            |                 |                       | f 6.30              |                |                              |                | 7.44                 |  |
| 44.6      | 4.30            |                 |                       | 6.19                |                |                              |                | 7.35                 |  |
| 48.8      | s 4.15          |                 |                       | s 6.06              |                |                              |                | s 7.22               |  |
| 56.9      | 3.59            |                 |                       | 5.52                |                |                              |                | 7.08                 |  |
| 60.6      | 3.55            |                 |                       | s 5.47              |                |                              |                | s 7.03               |  |
| 62.4      | 3.52            |                 |                       | 5.41                |                |                              |                | 6.59                 |  |
| 65.1      | 3.49            |                 |                       | 5.38                |                |                              |                | 6.56                 |  |
| 71.0      | f 3.42          |                 |                       | 5.31                |                |                              |                | 6.49                 |  |
| 75.2      | 3.36            |                 |                       | 5.26                |                |                              |                | 6.44                 |  |
| 78.3      | 3.33            |                 |                       | 5.23                |                |                              |                | 6.41                 |  |
| 81.3      | 3.30            |                 |                       | 5.20                |                |                              |                | 6.38                 |  |
| 84.7      | 3.26            |                 |                       | 5.16                |                |                              |                | 6.35                 |  |
| 95.0      | f 3.16          |                 |                       | f 5.05              |                |                              |                | s 6.25               |  |
| 100.0     | 3.08            |                 |                       | 4.58                |                |                              |                | 6.17                 |  |
| 104.7     | 3.03            |                 |                       | 4.53                |                |                              |                | 6.13                 |  |
| 111.2     | s 2.55AM        |                 |                       | s 4.45AM            |                |                              |                | s 6.05PM             |  |

BLOCK SIGNALS

Double Track

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

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

FIRST SUBDIVISION EASTWARD

Time-Table No. 12  
April 27, 1952

| Mile Post | SECOND CLASS         |                     |              |                      | Car capacity of sidings, etc. See Rule 6(A) Page 22. |
|-----------|----------------------|---------------------|--------------|----------------------|--|
|           | 278<br>Stock Special | 259<br>Time Freight | 312<br>Mixed | 270<br>Time Freight  |  |
| 36.3      | A 9.00PM             | A 5.00PM            |              | A 2.30AM             | P  |
| 33.7      |                      |                     |              |                      | COPT WYZ   |
| 31.1      | 8.45                 | 4.40                |              | 2.15                 | PX   |
| 31.0      |                      |                     |              |                      | IX   |
| 28.1      |                      |                     |              |                      | PX   |
| 21.3      | 8.28                 | 4.23                |              | 2.03                 | WS 72 WPX  |
| 16.7      | 8.20                 | 4.15                |              | 1.55                 | CS 133 PX  |
| 14.5      | 8.15                 | 4.10                |              | 1.50                 |  |
| 9.8       | 8.05                 | 4.00                |              | 1.40                 | WS 56 ES 115 PX                                      |
| 6.1       | 7.55                 | 3.50                |              | 1.30                 | ES 41 PX   |
| 1.0       | 7.40                 | 3.35                |              | 1.15                 | P  |
| 0.0       | 7.30<br>6.30         | 3.30PM              | A 3.00PM     | 1.00<br>12.30        | COPT WYZ   |
| 0.7       |                      |                     |              |                      |  |
| 1.6       |                      |                     |              |                      | 122 P  |
| 8.8       | 5.56                 |                     | f 2.28       | 12.10                | 120 P  |
| 14.0      | 5.47                 |                     | f 2.17       | 12.03AM              | 120 P  |
| 21.1      | 5.35                 |                     | 2.00PM       | 11.53PM              | WS 114 ES 67 PWY                                     |
| 30.4      | 5.15                 |                     |              | 11.39                | 120 P  |
| 35.9      | 5.06                 |                     |              | 11.31                | 122 P  |
| 44.6      | 4.50                 |                     |              | 11.15 <sup>277</sup> | 121 P  |
| 48.8      | 4.30                 |                     |              | 10.32 <sup>35</sup>  | WS 106 ES 67 WYZ                                     |
| 56.9      | 3.52                 |                     |              | 10.10                | 123 P  |
| 60.6      |                      |                     |              |                      | P  |
| 62.4      |                      |                     |              |                      | P  |
| 65.1      | 3.38                 |                     |              | 9.59                 | 121 P  |
| 71.0      | 3.28                 |                     |              | 9.50                 | 121 P  |
| 75.2      |                      |                     |              |                      | PW   |
| 78.3      | 3.16                 |                     |              | 9.40                 | 121 P  |
| 81.3      |                      |                     |              |                      | P  |
| 84.7      | 3.06                 |                     |              | 9.30 <sup>29</sup>   | 121 PW   |
| 95.0      | 2.50                 |                     |              | 9.09                 | 121 PW   |
| 100.0     |                      |                     |              |                      | P  |
| 104.7     | 2.35                 |                     |              | 8.55                 | 122 P  |
| 111.2     | 2.20PM               |                     |              | 8.40PM               | ES 123 WS 125 IPWY                                   |

BLOCK SIGNALS

Double Track

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

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

**WESTWARD SECOND SUBDIVISION**

| Car capacity of sidings, etc. See Rule 6(A) Page 22. | SECOND CLASS        |                      | FIRST CLASS         |                              |                     |                        | Distance from Salt Lake City |
|--|---------------------|----------------------|---------------------|------------------------------|---------------------|------------------------|------------------------------|
|  | 259<br>Time Freight | 299<br>Stock Special | 9<br>Passenger      | 103<br>Streamliner Passenger | 1<br>Passenger      | 37<br>Passenger        |                              |
|  | Daily               | Daily                | Daily               | Daily                        | Daily               | Daily                  |                              |
| COPT WYZ   | 8.00PM              | 12.30PM              |                     |                              |                     |                        | 0.0                          |
| I  |                     |                      |                     |                              |                     |                        | 0.7                          |
| I  |                     |                      |                     |                              |                     |                        | 1.2                          |
| P  |                     |                      |                     |                              |                     |                        | 2.3                          |
| P  |                     |                      | 9.15PM              | 5.20PM                       | 4.50PM              | 8.30AM                 | 4.4                          |
|  |                     |                      |                     |                              |                     |                        | 0.0                          |
| I  |                     |                      |                     |                              |                     |                        | 1.3                          |
| IP   |                     |                      |                     |                              |                     |                        | 1.5                          |
| 122 P  |                     |                      | 9.26                | 5.31                         | 5.01                | 8.41                   | 1.7                          |
| 125 P  |                     |                      | 9.35                |                              | 5.11                | 8.52                   | 4.8                          |
| AI   |                     |                      |                     |                              |                     |                        | 15.7                         |
| 122 P  |                     |                      | 9.39                | 5.44                         | 5.15                | 8.58                   | 16.8                         |
| 122 PW   |                     |                      | 9.48                | 5.51                         | 5.24                | 9.10                   | 19.6                         |
| 122 PY   |                     |                      | 9.57                | 5.59                         | 5.35                | 9.22                   | 27.6                         |
| 131 PW   |                     |                      | 10.03               | 6.05                         | 5.42                | 9.34                   | 35.8                         |
| 122 P  |                     |                      | 10.09               | 6.10                         | 5.48                | 9.44                   | 41.4                         |
| 143 PW   |                     |                      | 10.19               | 6.20                         | 5.59                | 9.57                   | 47.9                         |
| 122 P  |                     |                      | 10.25               | 6.25                         | 6.06                | 10.05                  | 54.4                         |
| 137 PW   |                     |                      | 10.33               | 6.33                         | 6.15                | 10.14                  | 60.7                         |
| 122 P  |                     |                      | 10.40               | 6.40                         | 6.23                | 10.22                  | 66.8                         |
| 122 PWYZ   |                     |                      | 10.46               | 6.45                         | 6.30                | 10.32                  | 73.1                         |
| 123 P  |                     |                      | 10.52               | 6.51                         | 6.36                | 10.40                  | 79.8                         |
| 126 PW   |                     |                      | 10.59               | 6.57                         | 6.42                | 10.48                  | 85.4                         |
| 139 P  |                     |                      | 11.09               | 7.06                         | 6.51                | 10.58                  | 92.1                         |
| OPTWY  |                     |                      | 11.18               | 7.14                         | 7.01                | 11.10                  | 98.7                         |
| 122 P  |                     |                      | 11.25               | 7.20                         | 7.08                | 11.18                  | 105.4                        |
| 124 186 PWY  |                     |                      | 11.35               | 7.27                         | 7.16                | 11.34                  | 112.1                        |
| 122 P  |                     |                      | 11.45               |                              | 7.24                | 11.45                  | 118.1                        |
| 122 P  |                     |                      | 11.52               | 7.42                         | 7.32                | 11.54                  | 124.1                        |
| 123 P  |                     |                      | 11.56PM             | 7.46                         | 7.36                | 11.59AM                | 130.1                        |
| 122 P  |                     |                      | 12.03AM             | 7.53                         | 7.43                | 12.12 <sup>38</sup> PM | 136.1                        |
| 124 P  |                     |                      | 12.10               | 7.59                         | 7.51                | 12.20                  | 142.1                        |
| 123 PW   |                     |                      | 12.20 <sup>10</sup> | 8.07                         | 8.01                | 12.31                  | 148.1                        |
| 122 P  |                     |                      | 12.30               | 8.14 <sup>1</sup>            | 8.14 <sup>103</sup> | 12.41                  | 154.1                        |
| 122 P  |                     |                      | 12.35               | 8.18                         | 8.20                | 12.46                  | 160.1                        |
| OPTWYZ   | A 4.00AM            | A 5.45PM             | A 12.50AM           | A 8.26PM                     | A 8.32PM            | A 1.00PM               | 207.2                        |

Time-Table No. 12  
April 27, 1952

**STATIONS**

|                           |
|---------------------------|
| DN-R NORTH YARD YL C      |
| 0.7                       |
| D. & R. G. W. CROSSING YL |
| 0.5                       |
| D. & R. G. W. CROSSING YL |
| 1.1                       |
| WEST. PAC. CROSSING YL    |
| 2.1                       |
| <b>BUENA VISTA</b>        |
| DN-R SALT LAKE CITY YL SA |
| 1.3                       |
| <b>EIGHTH SO. ST. YL</b>  |
| 0.2                       |
| D. & R. G. W. CROSSING YL |
| 0.2                       |
| D. & R. G. W. CROSSING YL |
| 3.1                       |
| <b>BUENA VISTA</b>        |
| 10.9                      |
| 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                       |
| JERICO                    |
| 10.3                      |
| CHAMPLIN                  |
| 9.1                       |
| DN LYNN DYL 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        |

CENTRALIZED TRAFFIC CONTROL

(8.00) (5.15) (3.35) (3.06) (3.42) (4.30) ..... Thru Time  
25.9 39.4 57.8 66.8 55.1 46.0 ..... Average speed per hour

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

**SECOND SUBDIVISION EASTWARD**

| Car capacity of sidings, etc. See Rule 6(A) Page 22. | Mile Post | FIRST CLASS    |                              |                     |                    | SECOND CLASS        |                     |
|--|-----------|----------------|------------------------------|---------------------|--------------------|---------------------|---------------------|
|  |           | 2<br>Passenger | 104<br>Streamliner Passenger | 38<br>Passenger     | 10<br>Passenger    | 260<br>Time Freight | 256<br>Time Freight |
|  |           | COPT WYZ       |                              |                     |                    |                     | A 10.30AM           |
| I  | 35.3      |                |                              |                     |                    |                     |                     |
| I  | 36.0      |                |                              |                     |                    |                     |                     |
| I  | 36.5      |                |                              |                     |                    |                     |                     |
| P  | 781.3     |                |                              |                     |                    |                     |                     |
| P  | 779.2     |                |                              |                     |                    |                     |                     |
| P  | 36.8      | A 5.10AM       | A 6.40AM                     | A 4.00PM            | A 3.45AM           |                     |                     |
| I  | 37.6      |                |                              |                     |                    |                     |                     |
| I  | 37.8      |                |                              |                     |                    |                     |                     |
| IP   | 38.0      |                |                              |                     |                    |                     |                     |
| 122 P  | 779.2     | 4.52           | 6.26                         | 3.40                | 3.25               |                     |                     |
| 125 P  | 768.3     | 4.41           | 6.18                         | f 3.28              | 3.15               |                     |                     |
| AI   | 767.1     |                |                              |                     |                    |                     |                     |
| 122 P  | 764.4     | 4.36           | 6.14                         | 3.20                | 3.11               |                     |                     |
| 122 PW   | 756.4     | 4.28           | 6.06                         | 3.10                | 3.02               |                     |                     |
| 122 PY   | 748.2     | 4.20           | 5.59                         | s 3.00              | 2.54               |                     |                     |
| 131 PW   | 742.6     | 4.14           | 5.54                         | f 2.47              | 2.48               |                     |                     |
| 122 P  | 736.1     | 4.08           | 5.49                         | f 2.38              | 2.42               |                     |                     |
| 143 PW   | 723.3     | 3.56           | 5.39                         | 2.24                | 2.30               |                     |                     |
| 122 P  | 717.2     | 3.50           | 5.34                         | 2.16                | 2.24               |                     |                     |
| 137 PW   | 709.9     | 3.42           | 5.27                         | 2.06                | 2.16               |                     |                     |
| 122 P  | 704.2     | 3.33           | 5.20                         | 1.57                | 2.08               |                     |                     |
| 122 PWYZ   | 698.6     | 3.25           | 5.15                         | f 1.49              | 2.01               |                     |                     |
| 123 P  | 691.9     | 3.16           | 5.09                         | 1.39                | 1.53               |                     |                     |
| 126 PW   | 685.3     | 3.08           | 5.03                         | 1.31                | 1.45               |                     |                     |
| 139 P  | 675.0     | 2.58           | 4.54                         | 1.20                | 1.34               |                     |                     |
| OPTWY  | 665.9     | 2.49           | 4.46                         | s 1.10              | f 1.25             |                     |                     |
| 122 P  | 658.2     | 2.42           | 4.40                         | 12.57               | 1.18               |                     |                     |
| 124 186 PWY  | 649.4     | 2.34           | 4.33                         | s 12.48             | s 1.07             |                     |                     |
| 122 P  | 639.9     | 2.26           |                              | 12.34               | 12.55              |                     |                     |
| 122 P  | 631.0     | 2.18           |                              | 12.26               | 12.47              |                     |                     |
| 123 P  | 625.9     | 2.14           | 4.15                         | 12.22               | 12.43              |                     |                     |
| 122 P  | 617.5     | 2.07           | 4.08                         | 12.12 <sup>37</sup> | 12.36              |                     |                     |
| 124 P  | 609.6     | 2.00           | 4.02                         | 12.05PM             | 12.29              |                     |                     |
| 123 PW   | 599.4     | 1.51           |                              | f 11.55AM           | 12.20 <sup>9</sup> |                     |                     |
| 122 P  | 589.7     | 1.43           | 3.47                         | 11.45               | 12.08              |                     |                     |
| 122 P  | 585.1     | 1.39           |                              | 11.40               | 12.04AM            |                     |                     |
| OPTWYZ   | 576.8     | 1.30AM         | 3.37AM                       | 11.30AM             | 11.55PM            | 1.50AM 4.30PM       |                     |

Time-Table No. 12  
April 27, 1952

**STATIONS**

|                           |
|---------------------------|
| DN-R NORTH YARD YL C      |
| 0.7                       |
| D. & R. G. W. CROSSING YL |
| 0.5                       |
| D. & R. G. W. CROSSING YL |
| 1.1                       |
| WEST. PAC. CROSSING YL    |
| 2.1                       |
| <b>BUENA VISTA</b>        |
| DN-R SALT LAKE CITY YL SA |
| 1.3                       |
| <b>EIGHTH SO. ST. YL</b>  |
| 0.2                       |
| D. & R. G. W. CROSSING YL |
| 0.2                       |
| D. & R. G. W. CROSSING YL |
| 3.1                       |
| <b>BUENA VISTA</b>        |
| 10.9                      |
| 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                       |
| JERICO                    |
| 10.3                      |
| CHAMPLIN                  |
| 9.1                       |
| DN LYNN DYL 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        |

CENTRALIZED TRAFFIC CONTROL

Thru Time ..... (3.40) (3.08) (4.30) (3.50) (8.40) (9.00)  
Average speed per hour ..... 56.5 67.9 46.0 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. 12<br>April 27, 1952 |
|--|----------------------|---------------------|----------------------|------------------------------|--------------------|---------------------|---------------------|------------------------------|-------------------------------------|
|  | 299<br>Stock Special | 259<br>Time Freight | 1<br>Passenger       | 103<br>Streamliner Passenger | 37<br>Passenger    | 309<br>Mixed        | 9<br>Passenger      |                              |                                     |
|  | Daily                | Daily               | Daily                | Daily                        | Daily              | Daily               | Daily               |                              |                                     |
| OPTWYZ   | 6.00PM               | 4.40AM              | 8.45PM               | 8.30PM                       | 1.10PM             | 3.10AM              | 1.00AM              | 207.2                        |                                     |
| 123 P  |                      |                     | 8.56                 |                              | 1.18               | 3.24 <sup>104</sup> | 1.08 <sup>2</sup>   | 212.3                        |                                     |
| 122 P  |                      |                     | 9.05                 |                              | 1.27               | 3.37                | 1.17                | 222.4                        |                                     |
| 122 P  |                      |                     | 9.10                 |                              | 1.33               | 3.45                | 1.23                | 229.2                        |                                     |
| 122 P  |                      |                     | 9.14                 |                              | 1.37               | 3.50                | 1.27                | 233.5                        |                                     |
| 122 PWY  |                      |                     | 9.22                 | 8.57                         | s 1.52             | A 4.02AM            | s 1.45              | 242.6                        |                                     |
| 122 P  |                      |                     | 9.31                 |                              | 2.02               |                     | 1.55                | 252.5                        |                                     |
| 122 PW   |                      |                     | 9.35                 |                              | f 2.08             |                     | 1.59                | 257.3                        |                                     |
| 122 P  |                      |                     | 9.45                 |                              | 2.20               |                     | 2.09                | 268.2                        |                                     |
| 122 PWY  |                      |                     | 9.51                 | 9.22                         | f 2.30             |                     | s 2.16              | 274.2                        |                                     |
| 122 P  |                      |                     | 9.59                 | 9.30                         | 2.40               |                     | 2.29 <sup>104</sup> | 282.8                        |                                     |
| 127 PY   |                      |                     | 10.14 <sup>10</sup>  | 9.42                         | 2.52               |                     | 2.44                | 290.3                        |                                     |
| 122 P  |                      |                     | 10.20                | 9.48                         | 2.59               |                     | 2.51                | 294.7                        |                                     |
| 122 PW   |                      |                     | 10.28                | 9.56 <sup>10</sup>           | 3.07               |                     | 3.00                | 299.4                        |                                     |
| 133 P  |                      |                     | 10.44                | 10.09                        | 3.23               |                     | 3.16                | 308.7                        |                                     |
| 83 P   |                      |                     | 11.02 <sup>2</sup>   | 10.23                        | 3.39               |                     | 3.32                | 315.6                        |                                     |
| 122 P  |                      |                     | 11.09                | 10.27                        | 3.45               |                     | 3.38                | 319.7                        |                                     |
| ES 119 WS 113 OPWY                                   |                      |                     | 11.18                | 10.34                        | s 4.00             |                     | s 3.54              | 324.5                        |                                     |
| 122 P  |                      |                     | 11.24                | 10.39 <sup>2</sup>           | 4.07               |                     | 4.00                | 329.5                        |                                     |
| 122 P  |                      |                     | 11.41                | 10.55                        | 4.23               |                     | 4.16                | 339.1                        |                                     |
| 122 PW   |                      |                     | 11.54PM              | 11.07                        | 4.36               |                     | 4.28                | 345.6                        |                                     |
| 122 P  |                      |                     | 12.11AM              | 11.23                        | 4.52               |                     | 4.44                | 354.9                        |                                     |
| 102 77 PW  |                      |                     | 12.26 <sup>104</sup> | 11.32                        | 5.04               |                     | 4.54                | 364.9                        |                                     |
| 122 P  |                      |                     | 12.36                | 11.41                        | 5.14               |                     | 5.03                | 370.5                        |                                     |
| 69 P   |                      |                     | 12.45                | 11.49                        | 5.23               |                     | 5.12                | 375.5                        |                                     |
| 122 P  |                      |                     | 12.55                | 11.59 <sup>104</sup>         | 5.33               |                     | 5.21                | 381.1                        |                                     |
| 136 PW   |                      |                     | 1.01                 | 12.05AM                      | 5.39               |                     | 5.26                | 386.1                        |                                     |
| 122 P  |                      |                     | 1.07                 | 12.11                        | 5.45               |                     | 5.32                | 390.6                        |                                     |
| 122 PWY  |                      |                     | 1.17                 | 12.19                        | s 5.58             |                     | 5.41                | 400.9                        |                                     |
| 122 P  |                      |                     | 1.27                 | 12.28                        | 6.10               |                     | 5.50                | 410.5                        |                                     |
| 122 PW   |                      |                     | 1.37                 | 12.37                        | 6.21               |                     | 6.02 <sup>38</sup>  | 421.0                        |                                     |
| 74 P   |                      |                     | 1.43                 | 12.44                        | 6.27               |                     | 6.12                | 426.5                        |                                     |
| 122 P  |                      |                     | 1.49                 | 12.51                        | 6.34               |                     | 6.20                | 432.0                        |                                     |
| 122 P  |                      |                     | 1.55                 | 12.58                        | 6.43 <sup>10</sup> |                     | 6.29                | 437.0                        |                                     |
| 122 P  |                      |                     | 2.05                 | 1.05                         | 6.51               |                     | 6.39                | 445.3                        |                                     |
| OPTWYZ   | A 1.00AM             | A 1.30PM            | A 2.20AM             | A 1.15AM                     | A 7.10PM           |                     | A 6.55AM            | 449.8                        |                                     |

CENTRALIZED TRAFFIC CONTROL

| STATIONS |             |    |
|----------|-------------|----|
| DN-R     | MILFORD YL  | FD |
|          | 5.1         |    |
|          | UPTON       |    |
|          | 10.1        |    |
|          | THERMO      |    |
|          | 6.8         |    |
|          | NADA        |    |
|          | 4.3         |    |
|          | LATIMER     |    |
|          | 9.1         |    |
| DN       | LUND        | UN |
|          | 9.9         |    |
|          | ZANE        |    |
|          | 4.8         |    |
|          | BERYL       |    |
|          | 10.9        |    |
|          | HEIST       |    |
|          | 6.0         |    |
| D        | MODENA      | NA |
|          | 8.6         |    |
|          | UVADA       |    |
|          | 7.5         |    |
|          | CRESTLINE   |    |
|          | 4.4         |    |
|          | BROWN       |    |
|          | 4.7         |    |
|          | ACOMA       |    |
|          | 9.3         |    |
|          | ISLEN       |    |
|          | 6.9         |    |
|          | MINTO       |    |
|          | 4.1         |    |
|          | ECCLES      |    |
|          | 4.8         |    |
| DN       | CALIENTE YL | CS |
|          | 5.0         |    |
|          | ETNA        |    |
|          | 9.6         |    |
|          | BOYD        |    |
|          | 6.5         |    |
|          | ELGIN       |    |
|          | 9.3         |    |
|          | LEITH       |    |
|          | 10.0        |    |
|          | CARP        |    |
|          | 5.6         |    |
|          | VIGO        |    |
|          | 5.0         |    |
|          | GALT        |    |
|          | 5.6         |    |
|          | HOYA        |    |
|          | 5.0         |    |
|          | ROX         |    |
|          | 4.5         |    |
|          | FARRIER     |    |
|          | 10.3        |    |
| D        | MOAPA       | MA |
|          | 9.6         |    |
|          | UTE         |    |
|          | 10.5        |    |
|          | DRY LAKE    |    |
|          | 5.5         |    |
|          | GARNET      |    |
|          | 5.5         |    |
|          | APEX        |    |
|          | 5.0         |    |
|          | DIKE        |    |
|          | 8.3         |    |
|          | WANN        |    |
|          | 4.5         |    |
| DN-RLAS  | VEGAS YL    | VG |

(242.6)

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

THIRD SUBDIVISION

EASTWARD

| Car capacity of sidings, etc. See Rule 6(A) Page 22. | Time-Table No. 12<br>April 27, 1952 | Mile Post | FIRST CLASS         |              |                     |                      |                              | SECOND CLASS        |                     |
|--|-------------------------------------|-----------|---------------------|--------------|---------------------|----------------------|------------------------------|---------------------|---------------------|
|  |                                     |           | 38<br>Passenger     | 310<br>Mixed | 10<br>Passenger     | 2<br>Passenger       | 104<br>Streamliner Passenger | 256<br>Time Freight | 260<br>Time Freight |
|  |                                     |           | Daily               | Daily        | Daily               | Daily                | Daily                        | Daily               | Daily               |
| OPTWYZ   | DN-R MILFORD YL FD                  | 576.8     | A 11.20AM           | A 11.05PM    | A 11.40PM           | A 1.20AM             | A 3.33AM                     | A 3.30PM            | A 12.45AM           |
| 123 P  | 5.1<br>UPTON                        | 571.7     | 11.11               | 10.58        | 11.30               | 1.08 <sup>9</sup>    | 3.24 <sup>309</sup>          |                     |                     |
| 122 P  | 10.1<br>THERMO                      | 561.6     | 11.02               | 10.46        | 11.21               | 12.57                | 3.16                         |                     |                     |
| 122 P  | 6.8<br>NADA                         | 554.8     | 10.55               | 10.38        | 11.16               | 12.51                | 3.11                         |                     |                     |
| 122 P  | 4.3<br>LATIMER                      | 550.5     | 10.50               | 10.32        | 11.12               | 12.47                | 3.07                         |                     |                     |
| 122 PWY  | 9.1<br>DN LUND UN                   | 541.4     | s 10.40             | 10.20PM      | s 11.04             | 12.37                | 3.00                         |                     |                     |
| 122 P  | 9.9<br>ZANE                         | 531.5     | 10.22               |              | 10.52               | 12.27                |                              |                     |                     |
| 122 PW   | 4.8<br>BERYL                        | 526.7     | f 10.16             |              | 10.48               | 12.23                |                              |                     |                     |
| 122 P  | 10.9<br>HEIST                       | 515.8     | 10.07               |              | 10.39               | 12.14                | 2.40                         |                     |                     |
| 122 PWY  | 6.0<br>D MODENA NA                  | 509.8     | f 10.00             |              | 10.34               | 12.08                |                              |                     |                     |
| 122 P  | 8.6<br>UVADA                        | 501.2     | 9.48                |              | 10.26               | 12.01AM              | 2.29 <sup>9</sup>            |                     |                     |
| 127 PY   | 7.5<br>CRESTLINE                    | 493.7     | 9.36                |              | 10.14 <sup>1</sup>  | 11.49PM              | 2.19                         |                     |                     |
| 122 P  | 4.4<br>BROWN                        | 489.3     | 9.28                |              | 10.05               | 11.41                | 2.13                         |                     |                     |
| 122 PW   | 4.7<br>ACOMA                        | 484.6     | 9.20                |              | 9.56 <sup>103</sup> | 11.33                | 2.06                         |                     |                     |
| 133 P  | 9.3<br>ISLEN                        | 475.3     | 9.03                |              | 9.41                | 11.18                | 1.52                         |                     |                     |
| 83 P   | 6.9<br>MINTO                        | 468.4     | 8.46                |              | 9.25                | 11.02 <sup>1</sup>   | 1.37                         |                     |                     |
| 122 P  | 4.1<br>ECCLES                       | 464.3     | 8.40                |              | 9.19                | 10.56                | 1.32                         |                     |                     |
| ES 119 WS 113 OPWY                                   | 4.8<br>DN CALIENTE YL CS            | 459.5     | s 8.30              |              | s 9.10              | 10.47                | 1.24                         |                     |                     |
| 122 P  | 5.0<br>ETNA                         | 454.5     | 8.14                |              | 8.58                | 10.39 <sup>103</sup> | 1.17                         |                     |                     |
| 122 P  | 9.6<br>BOYD                         | 444.9     | 7.56                |              | 8.42                | 10.15                | 1.02                         |                     |                     |
| 122 PW   | 6.5<br>ELGIN                        | 438.4     | f 7.43              |              | 8.30                | 10.03                | 12.51                        |                     |                     |
| 122 P  | 9.3<br>LEITH                        | 429.1     | 7.25                |              | 8.14                | 9.47                 | 12.36                        |                     |                     |
| 102 77 PW  | 10.0<br>CARP                        | 419.1     | f 7.14              |              | 8.04                | 9.36                 | 12.26 <sup>1</sup>           |                     |                     |
| 122 P  | 5.6<br>VIGO                         | 413.5     | 7.04                |              | 7.55                | 9.26                 | 12.17                        |                     |                     |
| 69 P   | 5.0<br>GALT                         | 408.5     | 6.55                |              | 7.46                | 9.17                 | 12.08AM                      |                     |                     |
| 122 P  | 5.6<br>HOYA                         | 402.9     | 6.46                |              | 7.37                | 9.07                 | 11.59 <sup>103</sup>         |                     |                     |
| 136 PW   | 5.0<br>ROX                          | 397.9     | f 6.40              |              | 7.32                | 9.01                 | 11.54                        |                     |                     |
| 122 P  | 4.5<br>FARRIER                      | 393.4     | 6.34                |              | 7.26                | 8.55                 | 11.48                        |                     |                     |
| 122 PWY  | 10.3<br>D MOAPA MA                  | 383.1     | s 6.24              |              | 7.17                | 8.46                 | 11.40                        |                     |                     |
| 122 P  | 9.6<br>UTE                          | 373.5     | 6.12                |              | 7.09                | 8.38                 | 11.32                        |                     |                     |
| 122 PW   | 10.5<br>DRY LAKE                    | 363.0     | f 6.02 <sup>9</sup> |              | 7.00                | 8.29                 | 11.24                        |                     |                     |
| 74 P   | 5.5<br>GARNET                       | 357.5     | 5.55                |              | 6.55                | 8.23                 | 11.19                        |                     |                     |
| 122 P  | 5.5<br>APEX                         | 352.0     | 5.50                |              | 6.50                | 8.17                 | 11.14                        |                     |                     |
| 122 P  | 5.0<br>DIKE                         | 347.0     | 5.43                |              | 6.43 <sup>37</sup>  | 8.09                 | 11.08                        |                     |                     |
| 122 P  | 8.3<br>WANN                         | 338.7     | 5.36                |              | 6.36                | 8.01                 | 11.01                        |                     |                     |
| OPTWYZ   | 4.5<br>DN-RLAS VEGAS YL VG          | 334.2     | 5.30AM              |              | 6.30PM              | 7.55PM               | 10.55PM                      | 5.35AM              | 2.45PM              |

CENTRALIZED TRAFFIC CONTROL

(242.6)

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

| WESTWARD   |                |                |                        | PROVO SUBDIVISION            |                                     |                           |                | EASTWARD              |                     |              |                     |                     |
|--|----------------|----------------|------------------------|------------------------------|-------------------------------------|---------------------------|----------------|-----------------------|---------------------|--------------|---------------------|---------------------|
| Car capacity of sidings, etc. See Rule 6(A) Page 22. | SECOND CLASS   |                |                        | Distance from Salt Lake City | Time-Table No. 12<br>April 27, 1952 |                           |                | Mile Post             | SECOND CLASS        |              |                     |                     |
|  | 307<br>Mixed   | 305<br>Mixed   | Daily Except Sunday    |                              | STATIONS                            |                           |                |                       | 306<br>Mixed        | 308<br>Mixed | Daily Except Sunday | Daily Except Sunday |
|  |                |                |                        |                              | STATIONS                            | STATIONS                  | STATIONS       |                       |                     |              |                     |                     |
| COPT WYZ   |                |                |                        | 0.0                          | DN R                                | SALT LAKE CITY YL C       | 36.3           | A                     | 11.15PM             |              |                     |                     |
|  |                |                |                        | 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 FWY   |                | 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)<br>17.4 | (4.00)<br>11.8 | Thru Time              |                              |                                     |                           | (3.15)<br>14.5 | (3.00)<br>28.9        |                     |              |                     |                     |
|  |                |                | Average speed per hour |                              |                                     |                           |                |                       |                     |              |                     |                     |

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

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

For setout tracks.—See Page 22.

| Westward   |                |                     |                        | CACHE VALLEY BRANCH      |                                     |                    |                | Eastward  |                     |                     |                     |
|--|----------------|---------------------|------------------------|--------------------------|-------------------------------------|--------------------|----------------|-----------|---------------------|---------------------|---------------------|
| Car capacity of sidings, etc. See Rule 6(A) Page 22. | SECOND CLASS   |                     |                        | Distance from Cache Jct. | Time-Table No. 12<br>April 27, 1952 |                    |                | Mile Post | SECOND CLASS        |                     |                     |
|  | 303<br>Mixed   | Daily Except Sunday | Daily Except Sunday    |                          | STATIONS                            |                    |                |           | 304<br>Mixed        | Daily Except Sunday | Daily Except Sunday |
|  |                |                     |                        |                          | STATIONS                            | STATIONS           | 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)<br>12.7 |                     | Thru Time              |                          |                                     |                    | (4.00)<br>12.7 |           |                     |                     |                     |
|  |                |                     | Average speed per hour |                          |                                     |                    |                |           |                     |                     |                     |

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

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

For setout tracks.—See Page 22.

| WESTWARD   |                     |         | MALAD BRANCH               |                                     |           | EASTWARD     |  |                                     |           |              |  |
|--|---------------------|---------|----------------------------|-------------------------------------|-----------|--------------|--|-------------------------------------|-----------|--------------|--|
| Car capacity of sidings, etc. See Rule 6(A) Page 22. | SECOND CLASS        |         | Distance from Brigham City | Time-Table No. 12<br>April 27, 1952 | Mile Post | SECOND CLASS | Car capacity of sidings, etc. See Rule 6(A) Page 22. | Time-Table No. 12<br>April 27, 1952 | Mile Post |              |  |
|  | 311<br>Mixed        |         |                            |                                     |           |              |  |                                     |           | 312<br>Mixed |  |
|  | Daily Except Sunday |         |                            |                                     |           |              |  |                                     |           |              |  |
| WS 114<br>ES 67<br>PWY                               | f                   | 7.30AM  | 0.0                        | DN-R BRIGHAM CITY YL                | 0.0       | A            | 1.30PM   | BENSON JCT. YL                      | 0.0       |              |  |
| 51   | f                   | 7.45    | 5.6                        | CORINNE YL                          | 5.6       | f            | 12.55  | BENSON YL                           | 5.2       |              |  |
| 10   | f                   | 8.02    | 13.7                       | CROPLEY                             | 13.7      | f            | 12.35  |                                     |           |              |  |
| 46   | s                   | 8.15    | 17.8                       | TREMONTON YL                        | 17.8      | s            | 12.25  |                                     |           |              |  |
| 19 WY  | s                   | 8.30    | 19.8                       | GARLAND YL                          | 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                       | MALAD YL                            | 51.5      |              | 10.30AM  |                                     |           |              |  |
|  |                     |         | (2.45)                     |                                     |           |              | (3.00)   |                                     |           |              |  |
|  |                     |         | 18.7                       |                                     |           |              | 17.1   |                                     |           |              |  |

| Westward SYRACUSE BRANCH Eastward                    |                                     |                           | Westward BEAR RIVER BRANCH Eastward |                                     |           | Westward THATCHER BRANCH Eastward                    |                                     |     |           |                 |       |
|--|-------------------------------------|---------------------------|-------------------------------------|-------------------------------------|-----------|--|-------------------------------------|-----|-----------|-----------------|-------|
| Car capacity of sidings, etc. See Rule 6(A) Page 22. | Time-Table No. 12<br>April 27, 1952 |                           | Mile Post                           | Time-Table No. 12<br>April 27, 1952 | Mile Post | Car capacity of sidings, etc. See Rule 6(A) Page 22. | Time-Table No. 12<br>April 27, 1952 |     | Mile Post |                 |       |
|  | STATIONS                            |                           |                                     |                                     |           |  | STATIONS                            |     |           | STATIONS        |       |
|  | WS 56<br>ES 115<br>FX               | D                         |                                     |                                     |           |  | CLEARFIELD YL                       | 0.0 |           | 19 WY           | D     |
|  | I                                   | D. & R. G. W. CROSSING YL | 0.3                                 |                                     |           | GARLAND JCT. YL                                      | 1.1                                 | 22  |           | SUNSET YL       | 5.1   |
| 45   |                                     | BARNES YL (Spur)          | 2.1                                 | 9                                   |           | HAWS YL  | 3.4                                 |     |           | END OF TRACK YL | 5.6   |
| 3  |                                     | SYRACUSE YL               | 4.7                                 | 11                                  |           | BUSH YL  | 7.5                                 |     |           |                 |       |
|  |                                     |                           |                                     | 22                                  |           | BRADFORD YL  | 9.2                                 |     |           |                 |       |
|  |                                     |                           |                                     |                                     |           | END OF TRACK YL                                      | 9.9                                 |     |           |                 |       |
|  |                                     |                           | (4.7)                               |                                     |           |  | (9.9)                               |     |           |                 | (5.6) |

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

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

\* Will also stop for non-revenue passengers.

| WESTWARD   |                      |              | CEDAR CITY BRANCH |                                     |           | EASTWARD             |              |  | Westward IRON MOUNTAIN BRANCH Eastward |           |        |
|--|----------------------|--------------|-------------------|-------------------------------------|-----------|----------------------|--------------|--|--|-----------|--------|
| Car capacity of sidings, etc. See Rule 6(A) Page 22. | SECOND CLASS         |              | Mile Post         | Time-Table No. 12<br>April 27, 1952 | Mile Post | SECOND CLASS         |              | Car capacity of sidings, etc. See Rule 6(A) Page 22. | Time-Table No. 12<br>April 27, 1952    | Mile Post |        |
|  | 417<br>Local Freight | 309<br>Mixed |                   |                                     |           | 418<br>Local Freight | 310<br>Mixed |  |  |           |        |
|  | Daily Except Sunday  |              |                   |                                     |           | Daily                |              |  |  |           |        |
| 122<br>188<br>PWY                                    | f                    | 4.00PM       | 0.0               | DN-R LUND YL                        | 0.0       | A                    | 1.50PM       | WYZ  | DN-R IRON SPRINGS YL                   | 0.0       |        |
| 75   | f                    | 4.25         | 9.4               | AVON                                | 9.4       | f                    | 1.30         |  | DESERT MOUND                           | 4.5       |        |
| WYZ  | f                    | 5.05         | 20.8              | IRON SPRINGS YL                     | 20.8      | f                    | 1.00         | Y  | DN IRON MOUNTAIN YL                    | 14.9      |        |
| 20   | f                    | 5.20         | 25.2              | HALIVAH                             | 25.2      | f                    | 12.20        |  |  |           |        |
| Loop<br>43<br>ow                                     | A                    | 5.45PM       | 32.5              | CEDAR CITY YL                       | 32.5      | A                    | 12.05PM      |  |  |           |        |
|  |                      |              | (1.45)            |                                     |           |                      | (1.45)       |  |  |           | (1.07) |
|  |                      |              | 18.2              |                                     |           |                      | 18.2         |  |  |           | 29.7   |

| WESTWARD   |                      |                      | MEAD LAKE BRANCH    |                                     |           | EASTWARD     |         |           |  |  |
|--|----------------------|----------------------|---------------------|-------------------------------------|-----------|--------------|---------|-----------|--|--|
| Car capacity of sidings, etc. See Rule 6(A) Page 22. | SECOND CLASS         |                      | Distance from Moapa | Time-Table No. 12<br>April 27, 1952 | Mile Post | SECOND CLASS |         | Mile Post |  |  |
|  | 313<br>Local Freight | 314<br>Local Freight |                     |                                     |           |              |         |           |  |  |
|  | Daily Except Sunday  |                      |                     |                                     |           |              |         |           |  |  |
| 122<br>PWY   | f                    | 8.00AM               | 0.0                 | D-R MOAPA                           | 0.0       | A            | 11.40AM |           |  |  |
| 13   | f                    | 8.25                 | 5.1                 | NARROWS                             | 5.1       | f            | 11.25   |           |  |  |
| 11   | f                    | 8.50                 | 10.2                | LOGANDALE                           | 10.2      | f            | 10.55   |           |  |  |
| 11   | f                    | 9.15                 | 14.8                | OVERTON                             | 14.8      | f            | 10.30   |           |  |  |
| Y  | A                    | 9.40AM               | 16.7                | MEAD LAKE (Spur)                    | 16.7      | f            | 10.00AM |           |  |  |
|  |                      |                      | (1.40)              |                                     |           |              | (1.40)  |           |  |  |
|  |                      |                      | 10.0                |                                     |           |              | 10.0    |           |  |  |

| 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. 12<br>April 27, 1952 |                | Mile Post                       | SECOND CLASS | Time-Table No. 12<br>April 27, 1952 | Mile Post                         | SECOND CLASS |      | Car capacity of sidings, etc. See Rule 6(A) Page 22. | Time-Table No. 12<br>April 27, 1952 | Mile Post |                          |             |        |
|  | STATIONS                            |                |                                 |              |                                     |                                   | STATIONS     |      |  |                                     |           | STATIONS                 |             |        |
|  | 73<br>PW<br>Y                       | R              |                                 |              |                                     |                                   | CUTLER YL    | 0.0  |  |                                     |           | ES 123<br>WS 116<br>OPWY | f           | 6.30AM |
| 15   |                                     | CLINTON        | 4.9                             | 26           | s                                   | 7.20                              | PANACA       | 14.5 | s  | 12.30PM                             | 10        | GREENWOOD (Spur)         | 21.7        |        |
| 20   |                                     | FAIRFIELD      | 20.3                            | Y            | A                                   | 8.45AM                            | PIOCHE YL    | 32.7 | f  | 11.00AM                             | 26<br>Y   | D                        | FILLMORE YL | 32.2   |
| 16   |                                     | FIVE MILE PASS | 23.6                            |              |                                     |                                   |              |      |  |                                     |           |                          |             |        |
|  |                                     |                | (23.6)                          |              |                                     |                                   | (32.7)       |      |  |                                     | (32.2)    |                          |             |        |
|  |                                     |                | (2.15)                          |              |                                     |                                   | (2.45)       |      |  |                                     | (2.45)    |                          |             |        |
|  |                                     |                | 14.0                            |              |                                     |                                   | 11.9         |      |  |                                     | 11.9      |                          |             |        |

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 403 is superior to No. 404, and No. 313 is superior to No. 314.—See Rule S-72.  
 For stations not shown on schedule pages.—See Page 21.  
 For setout tracks.—See Page 22.

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

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

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

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

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

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

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

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

**GENERAL**

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

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

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

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

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

| Location   | Miles Per Hour |      | Location   | Miles Per Hour |      |
|--|----------------|------|--|----------------|------|
|  | 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.           | Psg. | Fr. |   | Str.           | Psg. | Fr. |
| Salt Lake City, when pushing cars between Fifth North and Twenty-first South Streets.  |                |      | 5   | <b>Warner</b><br>Between M.P. 744.1 and 743.8.                    | 55             | 45   | 35  |
| Salt Lake City, between Fifth North and Ninth South Streets and between Third West and Fourth West Streets.  | 12             | 12   | 12  | <b>Stockton</b><br>Between M.P. 743.7 and 742.1.                  | 55             | 45   | 35  |
| Salt Lake City, within Grant Tower interlocking limits.  | 12             | 12   | 12  | <b>Faust</b><br>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. |                |      |     | <b>Pehrson</b><br>Between M.P. 715.8 and 705.8.                   | 55             | 45   | 35  |
| Western Pacific Railroad Crossing M.P. 36.0 (Freight Line).  | 20             | 20   | 20  | <b>Boulter</b><br>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  | <b>Tintic</b><br>Between M.P. 693.4 and 692.8.                    | 70             | 60   | 50  |
| Between M.P. 779.6 and 779.2.  | 70             | 60   | 50  | <b>McIntyre</b><br>Between M.P. 688.9 and 685.7.                  | 60             | 50   | 40  |
| <b>Buena Vista</b><br>Between M.P. 770.6 and 770.1.  | 70             | 60   | 50  | <b>Jericho</b><br>Between M.P. 684.5 and 682.5.                   | 60             | 50   | 40  |
| <b>Garfield</b><br>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  |
| <b>Lake Point</b><br>American Smelting and Refining Co. highline.  |                |      | 15  | <b>Lynndyl</b><br>Over old cinder pit on inbound roundhouse lead. |                | 5    | 5   |
| Between M.P. 763.3 and 762.8.  | 65             | 55   | 45  | Between M.P. 665.9* and 665.7* (See Note).                        | 70             | 60   | 50  |
| Between M.P. 761.9 and 760.9.  | 70             | 60   | 50  | <b>Strong</b><br>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  |
| <b>Erda</b><br>Between M.P. 755.5 and 754.2.   | 60             | 50   | 40  | Between M.P. 651.6 and 651.4.                                     | 70             | 60   | 50  |
|  |                |      |     | <b>Milford</b><br>Between M.P. 577.0 and 576.5.                   | 20             | 20   | 20  |

THIRD SUBDIVISION

|  |    |    |    |   |    |    |    |
|--|----|----|----|---|----|----|----|
| <b>Milford</b><br>Between M.P. 577.0 and 576.5.            | 20 | 20 | 20 | <b>Acoma</b><br>Between M.P. 481.6 and 480.4.                       | 30 | 25 | 20 |
| <b>Modena</b><br>Between M.P. 502.4 and 502.0* (See note.) | 70 | 60 | 50 | Between M.P. 480.0 and 479.8.                                       | 50 | 40 | 25 |
| <b>Uvada</b><br>Between M.P. 499.9 and 499.7.              | 70 | 60 | 50 | Between M.P. 479.4 and 479.1.                                       | 40 | 30 | 25 |
| Between M.P. 498.5 and 497.6.                              | 70 | 60 | 50 | Between M.P. 477.2 and 475.5.                                       | 30 | 25 | 20 |
| Maximum speed.<br>Between M.P. 497.3 and Caliente.         | 70 | 60 | 50 | <b>Islen</b><br>Between M.P. 475.4 and 469.1.                       | 30 | 25 | 20 |
| Between M.P. 497.3 and 495.0.                              | 30 | 25 | 20 | Steam locomotives running backward.<br>Between Islen and Minto.     |    | 12 | 12 |
| <b>Crestline</b><br>Between M.P. 494.4 and 494.1.          | 40 | 30 | 25 | <b>Minto</b><br>Between M.P. 468.3* and 468.1 (See note).           | 55 | 45 | 35 |
| Between M.P. 492.1 and 491.9.                              | 40 | 30 | 25 | Between M.P. 466.9 and 466.0.                                       | 45 | 35 | 25 |
| Between M.P. 491.5 and 490.6* (See note).                  | 50 | 40 | 30 | <b>Eccles</b><br>Between M.P. 463.9 and 461.7.                      | 45 | 35 | 25 |
| <b>Brown</b><br>Between M.P. 489.9 and 489.7* (See note).  | 45 | 35 | 30 | Between M.P. 461.7 and 461.2.                                       | 30 | 25 | 20 |
| Between M.P. 489.2 and 489.1.                              | 50 | 40 | 30 | <b>Caliente</b><br>Between M.P. 460.3* and 460.0 (See note).        | 45 | 35 | 25 |
| Between M.P. 488.7 and 486.8.                              | 30 | 30 | 25 | Caliente, between switch to oil spur<br>M.P. 460.0 and Signal 4592. | 20 | 20 | 20 |
| Between M.P. 486.6 and 484.5* (See note).                  | 50 | 40 | 30 | Maximum speed.<br>Between Caliente and M.P. 497.3.                  | 70 | 60 | 50 |
|  |    |    |    | Between M.P. 458.8 and 458.4.                                       | 45 | 35 | 25 |

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

THIRD SUBDIVISION (Continued)

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

PROVO SUBDIVISION

|  |    |    |    |   |    |    |    |
|--|----|----|----|---|----|----|----|
| Maximum speed.   | 50 | 40 | 40 | <b>American Fork</b><br>City limits, between M.P. 767.5 and 765.8.                    | 20 | 20 | 20 |
| Between Salt Lake City and Atwood.   | 15 | 15 | 15 | <b>Pleasant Grove</b><br>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 | <b>Geneva</b><br>Over road crossings in steel plant.<br>Between M.P. 758.5 and 754.8. | 20 | 20 | 15 |
| All trains and engines using main tracks on Third West Street, Salt Lake City, must consume not less than 6 minutes between First South Street and Ninth South Street. |    |    |    | <b>Provo</b><br>City limits, between M.P. 754.8 and 751.0.                            | 20 | 20 | 15 |
| <b>Midvale</b><br>All tracks except main track.  |    |    | 12 | <b>Payson</b><br>Between M.P. 733.5 and 732.9.  | 40 | 30 | 25 |
| <b>Sandy</b><br>Between M.P. 784.0 and 781.0 westward.   | 20 | 20 | 20 | <b>Nephi</b><br>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 |
| <b>Draper</b><br>Between M.P. 778.0 and 773.5.   | 40 | 30 | 20 | <b>Juab</b><br>Between M.P. 694.4 and 691.8.  | 40 | 30 | 25 |
| <b>Cutler</b><br>Emsco spur, over No. 7 switch.  |    |    | 5  | <b>Mills</b><br>Between M.P. 685.8 and 674.6.   | 40 | 30 | 20 |
| <b>Lehi</b><br>Sugar Factory trackage.   |    |    | 5  | <b>Lynndyl</b><br>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.           | Fr. |   | Psg.           | Fr. |
| Bushnell Hospital spur.           | 10             | 10  | Eureka and Silver City Branches.  |                | 12  |
| Syracuse Branch.                  |                | 15  | Eureka, within city limits.   |                | 6   |
| Malad Branch.                     |                |     | Mammoth Branch.   |                | 6   |
| Between Brigham City and Garland. |                | 30  | Fillmore Branch.  |                | 30  |
| Between Garland and Malad.        |                | 20  | At M.P. 18.5, account drifting sand, all trains and engines must move prepared to stop if track is not clear. |                |     |
| Roche Beet spur.                  |                | 10  | Cedar City Branch.  | 30             | 30  |
| Thatcher Branch.                  |                | 10  | Cedar City Loop.  | 10             | 10  |
| Bear River Branch.                |                | 10  | Cedar City, oil track No. 12, Commissary spur and freight house lead.   |                | 5   |
| Cache Valley Branch.              |                |     | Iron Mountain Branch.   |                | 15  |
| Between Cache Jct. and Richmond.  |                | 35  | Pioche Branch   |                | 25  |
| Between Richmond and Preston.     |                | 25  | Between M.P. 0.0 and 17.0.  |                | 25  |
| Nebeker                           |                |     | Between M.P. 17.0 and 22.0.   |                | 10  |
| Between M.P. 13.6 and 13.9.       |                | 15  | Between M.P. 22.0 and 32.7.   |                | 25  |
| Hyrum                             |                |     | Prince Branch.  |                | 15  |
| Between M.P. 17.7 and 18.0.       |                | 15  | Mead Lake Branch.   |                | 25  |
| Benson Branch.                    |                | 15  | Between M.P. 5.4 and 6.6.   |                | 15  |
| Fairfield Branch.                 |                | 15  |   |                |     |

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

|                |  |
|----------------|--|
| Salt Lake City | Yardmaster's Office, 13th North                        |
| Salt Lake City | South Yard Office, First North Street                  |
| Salt Lake City | Telegraph Office, Passenger Station                    |
| Salt Lake City | Train Dispatcher's Office                              |
| Salt Lake City | North Yard Telegraph Office                            |
| Salt Lake City | Engineer's Register Room, Roundhouse, North Yard       |
| Salt Lake City | Switchmen's Register Room, North Yard                  |
| Ogden          | Telegraph Office, Union Depot                          |
| Ogden          | YD—21st St. Telegraph Office                           |
| Ogden          | Engine Crew Dispatcher's Office, Roundhouse            |
| Ogden          | Enginemen's Wash Room                                  |
| Ogden          | RD—28th St. Telegraph Office                           |
| Cache Jct.     | Telegraph Office                                       |
| Preston        | Telegraph Office                                       |
| Pocatello      | Tower Locker Room                                      |
| Pocatello      | Train Dispatcher's Office                              |
| Pocatello      | Passenger Conductor's Register Room, Passenger Station |
| Pocatello      | Yard Telegraph Office                                  |
| Pocatello      | Switchmen's Locker Room                                |
| Pocatello      | Engine Crew Dispatcher's Office                        |
| Pocatello      | Train Crew Dispatcher's Office                         |
| Pocatello      | West End Yardmaster's Office                           |
| Provo          | Joint Yard Telegraph Office                            |
| Provo          | Joint Passenger Station                                |
| Provo          | Yard Office  |
| Lynndyl        | 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 |
|---------------------------|-----------|--|--------------------|------------------|------------------------------------|-----------|--|--------------------|------------------|
| <b>First Subdivision</b>  |           |  |                    |                  | <b>Cache Valley Branch</b>         |           |  |                    |                  |
| Marsh Valley              | 103.0     | 2 Mi. P                                | West               | West             | Sugar Factory                      | 21.7      | 1.0 Mile                               | East               | Level            |
| Beers                     | 72.3      | 9                                      | East               | East             | Spur                               | 44.4      | 15                                     | West               | East             |
| Thorensen                 | 68.5      | 21                                     | West               | East             |                                    |           |  |                    |                  |
| Anderson                  | 63.7      | 15                                     | Both               | East             |                                    |           |  |                    |                  |
| Morton                    | 58.2      | 16                                     | Both               | Level            | <b>Malad Branch</b>                |           |  |                    |                  |
| Cottle                    | 55.7      | 22                                     | Both               | East             | Chase                              | 3.9       | 28                                     | West               | East             |
| Collinston (2)            | 40.1      | 32 P                                   | Both               | East             | Roche Beet Spur                    | 5.6       | 3 Mi.                                  | East               | Level            |
| Madsen                    | 32.5      | 21                                     | Both               | East             | Roche                              | 30.5      | 30                                     | East               | Level            |
| Bushnell                  | 19.3      | Spur 1.4 Mi.                           | East               | East             | Halbert                            | 34.4      | 6                                      | East               | West             |
| Perry (1)                 | 17.2      | Old Siding 52 P                        | Both               | Level            | Washakie                           | 40.5      | 8                                      | East               | Level            |
|                           |           | Team Track 25                          | Both               | Level            | Woodruff                           |           | 8                                      | East               | West             |
| Harrisville               | 4.7       | 32 P                                   | Both               | Level            |                                    |           |  |                    |                  |
| Browning                  | 2.7       | 29                                     | Both               | West             | <b>Evona Branch</b>                |           |  |                    |                  |
| Sugar Factory             |           |  |                    |                  | Ogden                              | 0.0       | 3.3 Mi.                                | OUR&D Yard         | East             |
| Spur                      | 13.8      | 50 X                                   | East               | East             |                                    |           |  |                    |                  |
| Becks                     | 32.9      | Old Siding 88 P                        | Both               | East             |                                    |           |  |                    |                  |
|                           |           | Advance Track 68                       | Both               | East             | <b>Fairfield Branch</b>            |           |  |                    |                  |
| <b>Second Subdivision</b> |           |  |                    |                  | Dahl Spur                          | 12.7      | 9                                      | East               | West             |
| Small Arms Spur           | 779.9     | 64 P                                   | West               | East             | Floyd Spur                         | 17.4      | 9                                      | West               | East             |
| Bauer                     | 744.8     | 33 P                                   | Both               | East             |                                    |           |  |                    |                  |
| Clover                    | 732.8     | Govt. Yard P                           | East               | East             | <b>Eureka Branch</b>               |           |  |                    |                  |
| Oasis (3)                 | 644.4     | 33 P                                   | Both               | West             | Eureka                             | 3.6       | 3.66 Mi.                               | East               | East             |
| Borden                    | 620.9     | 4 P                                    | West               | East             |                                    |           |  |                    |                  |
| Pumice                    | 604.3     | 16 P                                   | Both               | East             | <b>Silver City Branch</b>          |           |  |                    |                  |
|                           |           |  |                    |                  | Silver City                        | 2.4       | 1.94 Mi.                               | East               | East             |
| <b>Third Subdivision</b>  |           |  |                    |                  | <b>Mammoth Branch</b>              |           |  |                    |                  |
| Barclay                   | 478.7     | 18 P                                   | Both               | West             | Mammoth Jct. to Mammoth Mine       |           | 3.66 Mi.                               | East               | East             |
| Little Springs            | 472.3     | 14 P                                   | East               | West             | Mammoth Mine to Grand Central Mine |           | 0.42 Mi.                               | East               | East             |
| Hoya Pit                  | 401.5     | 70 P                                   | Both               | West             | Mammoth                            | 1.6       | 10                                     | Both               | East             |
| Arrolime                  | 353.8     | 31 P                                   | Both               | East             |                                    |           |  |                    |                  |
| Valley                    | 342.4     | Old Siding 38 P                        | Both               | West             | <b>Cedar City Branch</b>           |           |  |                    |                  |
|                           |           | Industry 14                            | Both               | West             | Kaiser                             | 22.5      | 48                                     | Both               | East             |
|                           |           | Nellis Air Base                        | Both               | West             | Stock Yards                        | 29.9      | Stock Track 28 P                       | West               | East             |
|                           |           | Spur 2.7 Mi.                           | West               | West             |                                    |           | Stock Spur 0.5 Mi.                     | West               | East             |
| <b>Provo Subdivision</b>  |           |  |                    |                  | <b>Pioche Branch</b>               |           |  |                    |                  |
| Officer                   | 38.9      | 83 P                                   | Both               | East             | Peck                               | 6.0       | 2                                      | West               | East             |
| Burton                    | 39.5      | 21                                     | Both               | East             |                                    |           |  |                    |                  |
| Walton                    | 41.1      | 16                                     | West               | East             | <b>Prince Branch</b>               |           |  |                    |                  |
| Bentz                     | 42.2      | 9                                      | West               | West             | Atlanta                            | 2.6       | 13                                     | Both               | East             |
| Atwood                    | 45.9      | Team Track 17 P                        | Both               | West             | Mendha                             | 4.2       | 3                                      | East               | East             |
|                           |           | Spur 11                                | West               | West             | Caselton                           | 6.5       | Yard                                   | East               | West             |
| Cushing                   | 47.5      | 27                                     | Both               | East             | Prince                             | 8.6       | 4                                      | Both               | West             |
| Mellon Sand Spur          | 781.3     | 10                                     | East               | East             | <b>Mead Lake Branch</b>            |           |  |                    |                  |
| Rideout                   | 778.0     | 7 P                                    | East               | East             | Standard Oil Co.                   | 3.1       | 6                                      | East               | East             |
| Lehi Sugar Spur           | 769.1     | 98                                     | East               | East             | Arrowhead                          | 3.3       | 20                                     | West               | East             |
| Hardy Beet Spur           | 761.8     | 27                                     | West               | East             | Seven Arrow                        |           |  |                    |                  |
| Bunker Spur               | 759.9     | 12                                     | East               | East             | Gypsum                             | 9.3       | 7                                      | East               | West             |
| Ironton                   | 754.1     | 108                                    | East               | West             | Amber                              | 9.5       | 5                                      | East               | West             |
| Benjamin                  | 741.6     | 28                                     | Both               | West             | Virgin                             | 12.8      | 6                                      | Both               | West             |
| Santaquin                 | 730.7     | 8                                      | West               | East             | Glassand                           | 13.7      | 20                                     | West               | West             |
| Nephi                     |           |  |                    |                  |                                    |           |  |                    |                  |
| Plaster Spur              | 710.8     | 2.1 Mi.                                | Both               | East             |                                    |           |  |                    |                  |
| Sharp                     | 703.6     | 13                                     | East               | East             |                                    |           |  |                    |                  |
| Levan                     | 699.0     | 5                                      | East               | West             |                                    |           |  |                    |                  |
| Mills                     | 689.3     | 18 PW                                  | East               | West             |                                    |           |  |                    |                  |
| Soma                      | 679.0     | 14 P                                   | Both               | East             |                                    |           |  |                    |                  |
| Uisco                     | 676.3     | 12 P                                   | East               | West             |                                    |           |  |                    |                  |
| Leamington                | 671.3     | 26 P                                   | Both               | West             |                                    |           |  |                    |                  |

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

SET OUT TRACKS

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

**SYMBOLS AND ABBREVIATIONS**

**Rule 6 and 6(A)**

**Rule 6**

The following letters placed before figures of a schedule indicate:

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

**Rule 6(A)**

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

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

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

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