

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



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

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

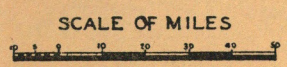
Mountain time Between Salt Lake City and McCammon  
 Pacific time Between Salt Lake City and Las Vegas

*Safety Is*  
*No Accident*

**FOR EMPLOYEES ONLY**

**SOUTH CENTRAL DISTRICT**

UTAH DIVISION  
 CORRECTED TO OCT. 1, 1952



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

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

H. S. JENSEN, Ass't Superintendent . . . Salt Lake City, Utah  
A. E. STRAND, Terminal Superintendent  
Salt Lake City, Utah  
G. H. BAKER, Trainmaster . . . . . Salt Lake City, Utah  
A. W. KIRKEBY, Trainmaster . . . . . Salt Lake City, Utah  
R. D. SMITH, Trainmaster . . . . . Milford, Utah  
K. P. VARLEY, Ass't Trainmaster . . . . . Milford, Utah  
A. R. NELSON, Master Mechanic . . . . . Pocatello, Idaho  
L. L. HOEFFEL, Master Mechanic . . . . . Los Angeles, Calif.  
M. DEVEREAUX, Terminal Road Foreman  
of Engines . . . . . Salt Lake City, Utah  
J. E. DRUMMOND, Road Foreman of Engines  
Salt Lake City, Utah  
K. S. RUSSEY, Road Foreman of Engines  
Salt Lake City, Utah  
J. J. SCHNACKENBERG, Road Foreman of Engines  
Milford, Utah  
R. M. BROWN, Division Engineer . . . Salt Lake City, Utah  
M. E. BYRNE, General Roadmaster . . Salt Lake City, Utah  
C. E. LUCAS, Safety Representative  
Salt Lake City, Utah

First, Second and Third Subdivisions and Branches

McCammon to Caliente

D. DURHAM, Chief Train Dispatcher  
Salt Lake City, Utah  
C. E. WEICHERS, Ass't Chief Train Dispatcher  
Salt Lake City, Utah  
G. B. CHASTAIN, Ass't Chief Train Dispatcher  
Salt Lake City, Utah  
W. R. DAVIS, Ass't Chief Train Dispatcher  
Salt Lake City, Utah  
R. D. BRINK, Ass't Chief Train Dispatcher  
Salt Lake City, Utah  
R. L. MAUGHAN, Ass't Chief Train Dispatcher  
Salt Lake City, Utah  
W. B. DUMAS, Ass't Chief Train Dispatcher  
Salt Lake City, Utah

Third Subdivision and Branches  
Caliente to Las Vegas

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

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

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

**MILEAGE**

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

**WESTWARD CONDENSED TIME-TABLE EASTWARD**

FIRST CLASS					Distance from Ogden	Time-Table No. 14 June 14, 1953			Mile Post	FIRST CLASS				
9 Passenger Daily	103 Streamliner Passenger Daily	1 Passenger Daily	5 Mail and Express Daily	37 Passenger Daily		STATIONS				10 Passenger	2 Passenger	104 Streamliner Passenger	38 Passenger	6 Mail and Express
9.05	6.25	5.10	7.45	7.00	0.0	MT	OGDEN	MT	0.0	A 6.05	A 7.10	A 9.35	A 6.25	A 8.05
10.00	7.10	6.05	A 8.40	8.00	36.3	MT	SALT LAKE CITY	MT	36.3	5.05	6.20	8.50	5.30	7.15
9.30	6.20	5.15		8.30		PT		PT	784.0	3.45	5.10	7.40	4.00	
11.39	8.14	7.31		11.20	154.4		LYNN DYL		665.9	1.20	2.45	5.46	1.10	
1.20	9.30	9.05		1.30	243.5		MILFORD		576.8	11.50	1.20	4.37	11.30	
2.05	9.57	9.40		2.15	278.9		LUND		541.4	11.05	12.30	4.00	10.40	
4.08	11.31	11.34		4.35	360.8		CALIENTE		459.5	9.15	10.37	2.24	8.30	
7.05	2.15	2.50		8.10	486.1		LAS VEGAS		334.2	6.30	7.55	11.55	5.30	
7.20	2.25	3.05		8.35						6.15	7.40	11.45	5.00	
10.45	5.10	6.20		12.40	657.1		YERMO		163.2	2.53	4.15	8.45	12.30	
11.08	5.28	6.45		1.10	670.5		BARSTOW		150.1	2.25	3.47	8.27	11.59	
1.15	7.25	8.50		3.35	751.3		SAN BERNARDINO		67.3	12.20	1.50	6.38	9.45	
1.25	7.33	9.00		3.45	754.8		COLTON		64.5	12.07	1.37	6.25	9.15	
1.40	7.45	9.15		4.05	761.8		RIVERSIDE		57.5	11.55	1.25	6.13	8.55	
2.03	8.03	9.38		4.45	781.5		ONTARIO		37.8	11.28	1.00	5.53	8.15	
2.14	8.11	9.47		5.05	787.3		POMONA		32.0	11.20	12.50	5.46	8.05	
2.50	8.40	10.25		6.00	813.6		EAST LOS ANGELES		5.7	10.50	12.20	5.20	7.25	
A 3.15	A 9.00	A 10.55		A 6.30	821.0		PT LOS ANGELES	PT	0.0	10.30	12.01	5.00	7.00	
							(821.0)			Daily	Daily	Daily	Daily	Daily
(19.10)	(15.35)	(18.45)	(0.55)	(24.30)	Thru Time					(18.35)	(18.09)	(15.35)	(22.25)	(0.50)
42.8	52.7	43.8	39.6	33.5	Average speed per hour					44.0	45.2	52.7	36.6	43.5

**WESTWARD CONDENSED TIME-TABLE EASTWARD**

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

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

WESTWARD

FIRST SUBDIVISION

SECOND CLASS

Car capacity of seatings, etc. See Rule 6(A) Page 21.					254	277	251	311
					Time Freight	Time Freight	Time Freight	Mixed
					Daily	Daily	Daily	Daily Except Sunday
P								
COPT WYZ					10.30PM	8.10PM	4.00AM	
PX					10.40	8.15	4.10	
IX								
PX								
WS 72 WPX					10.56	8.28	4.27	
CS 133 PX					11.04	8.35	4.35	
					11.08	8.38	4.40	
WS 56 ES 115 PX					11.18	8.46	4.50	
ES 41 PX					11.28	8.51	4.55	
P					11.36PM	9.01	5.04	
COPT WYZ					A 12.05AM	9.20 10.00	5.25 6.10	5.50AM
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	7.22 <sup>33</sup>	A 6.45AM
120 P						10.54	7.37	
122 P						11.01	7.45	
121 P						11.15 <sup>270</sup>	8.01	
WS 106 OCP ES 70 WYZ						11.40	8.35	
123 P						11.53PM	8.52	
P								
P								
121 P						12.05AM	9.05	
121 P						12.20	9.20	
PW								
121 P						12.30	9.31	
P								
121 PW						12.39	9.41	
121 PW						12.55	10.01	
P								
122 P						1.08	10.16	
ES 123 WS 125 IPWY						A 1.20AM	A 10.30AM	

Time-Table No. 14

June 14, 1953

STATIONS

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

Double Track

BLOCK SIGNALS

(147.5)

(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

	35	6	29	38	104	2	33	10	Distance from Salt Lake City
	Passenger	Mail and Express	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
	8.00PM	7.15PM	6.00PM	5.30PM	8.50AM	6.20AM	5.30AM	5.05AM	0.0
	8.10	7.25	6.10	5.40	8.58	6.30	5.40	5.15	2.6
	8.14	7.28	6.13	5.44	9.01	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	9.10	6.43	5.53	5.29	8.2
	8.28	7.40	6.25	5.58		6.45	5.55	5.32	15.0
	8.32	7.44	6.29	6.02		6.49	6.00	5.37	19.6
	8.36	7.47	6.32	6.06	9.19	6.52	6.04	5.41	21.8
	8.41	7.52	6.37	6.11	9.23	6.57	6.09	5.47	26.5
	8.55	A 8.05PM	6.50	A 6.25PM	A 9.35AM	A 7.10AM	6.20	A 6.05AM	30.2
	9.10		7.20				6.50		35.3
									36.3
									37.0
	9.20		7.28				6.57		37.9
	9.28		7.35				7.06 <sup>30</sup>		45.1
	9.34		7.40				7.12		50.3
	s 9.45		s 7.55 <sup>34</sup>				s 7.22 <sup>251</sup>		57.4
	9.56		8.07				7.32		66.7
	10.02		8.12				f 7.37		72.2
	10.12		8.22				7.47		80.9
	s 10.30 <sup>270</sup>		s 8.40				s 8.02		85.1
	10.44		8.52				8.12		93.2
	10.49		f 8.56				f 8.20		96.9
	10.51		8.58				8.22		98.7
	10.54		9.02				8.26		101.4
	f 11.04		9.11				f 8.35		107.3
	11.09		9.16				8.39		111.5
	11.13		9.19				8.42		114.6
	11.16		9.22				8.45		117.6
	11.21		9.26 <sup>270</sup>				8.50		121.0
	f 11.35		f 9.42				s 9.06		131.3
	11.42		9.49				9.13		136.3
	11.48PM		9.55				9.20		141.0
	A 12.10AM		Af 10.10PM				A s 9.35AM		147.5

(4.10) (0.50) (4.10) (0.55) (0.45) (0.50) (4.05) (1.00) ..... Thru Time  
35.4 43.5 35.4 39.6 48.4 43.5 36.1 36.3 ..... 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. 14  
June 14, 1953

STATIONS	Mile Post	FIRST CLASS							
		36 Passenger	37 Passenger	5 Mail and Express	30 Passenger	1 Passenger	103 Streamliner Passenger	34 Passenger	9 Passenger
DN-R SALT LAKE CITY YL SA	36.3	A 7.00AM	A 8.00AM	A 8.40AM	A 8.55AM	A 6.05PM	A 7.10PM	A 9.45PM	A 10.00PM
DN-R NORTH YARD YL C	38.7								
NORTH SALT LAKE	31.1	6.46	7.42	8.23	8.40	5.50	7.00	9.30	9.43
BAMBERGER R. R. CROSS.	31.0								
D WOODS CROSS WC	28.1	6.39	7.38	8.19	8.34	5.45	6.57	9.25	9.39
FARMINGTON	21.3	6.32	7.30	8.13	8.27	5.38		9.18	9.33
D KAYSVILLE K	16.7	6.26	7.25	8.09	8.21	5.34		9.13	9.29
D LAYTON NY	14.5	6.22	7.22	8.07	8.17	5.32	6.45	9.10	9.27
D CLEARFIELD CF	9.8	6.17	7.17	8.02	8.12	5.27		9.05	9.22
ROY	6.1	6.11	7.12	7.57	8.07	5.22	6.37	9.01	9.17
BRIDGE JCT. YL	1.0	6.05	7.05	7.50	8.00	5.15	6.30	8.55	9.10
DN-R OGDEN YL	0.0	6.00	7.00AM	7.45AM	7.55	5.10PM	6.25PM	8.50	9.05PM
D. & R. G. W. CROSSING YL	0.7								
S. P. JCT. YL	1.6	5.20			7.15			8.17	
HOT SPRINGS	8.8	5.11			7.06 <sup>33</sup>			8.09	
WILLARD	14.0	5.06			6.58 <sup>251</sup>			8.04	
DN BRIGHAM CITY YL BM	21.1	s 4.58			s 6.50			s 7.55 <sup>29</sup>	
D HONEYVILLE HX	30.4	4.44			6.36			7.36	
DEWEY	35.9	4.39			f 6.30			7.31	
WHEELON	44.6	4.30			6.19			7.21	
DN CACHE JCT. YL CJ	48.8	s 4.15			s 6.06			s 7.07	
TRENTON	56.9	3.58			5.52			6.50	
D CORNISH CG	60.6	3.54			s 5.47			s 6.44	
UTIDA	62.4	3.52			5.41			6.39	
D WESTON WI	65.1	3.49			5.38			6.36	
DN DAYTON CN	71.0	f 3.42			f 5.31			f 6.29	
CLIFTON	75.2	3.36			5.26			6.23	
COULAM	78.3	3.33			5.23			6.20	
OXFORD	81.3	3.30			5.20			6.17	
SWAN LAKE	84.7	3.26			5.16			6.13	
DN DOWNEY DO	95.0	f 3.16			f 5.05			s 6.02	
VIRGINIA	100.0	3.08			4.58			5.54	
D ARIMO A	104.7	3.03			4.53			5.49	
DN-R McCAMMON YL MC	111.2	s 2.55AM			s 4.45AM			s 5.40PM	
(147.5)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

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

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

FIRST SUBDIVISION

EASTWARD

Time-Table No. 14  
June 14, 1953

STATIONS	SECOND CLASS				Car capacity of stagers, etc. See Rule 9(a) Page 22.
	278 Stock Special	259 Time Freight	312 Mixed	270 Time Freight	
DN-R SALT LAKE CITY YL SA					P
DN-R NORTH YARD YL C	A 9.00PM	A 5.00PM		A 2.30AM	COPT WYZ
NORTH SALT LAKE	8.45	4.40		2.18	PX
BAMBERGER R. R. CROSS.					IX
D WOODS CROSS WC	8.39	4.34		2.13	PX
FARMINGTON	8.28	4.23		2.03	WS 72 WPX
D KAYSVILLE K	8.20	4.15		1.55	CS 133 PX
D LAYTON NY	8.15	4.10		1.50	WS 56 ES 115 PX
D CLEARFIELD CF	8.05	4.00		1.40	ES 41 PX
ROY	7.55	3.50		1.30	P
BRIDGE JCT. YL	7.40	3.35		1.15	COPT WYZ
DN-R OGDEN YL	7.30	3.30PM	A 3.00PM	1.00	
D. & R. G. W. CROSSING YL	6.30			12.30	
S. P. JCT. YL	6.10		2.45	12.25	122 P
HOT SPRINGS	5.56		f 2.28	12.10	120 P
WILLARD	5.47		f 2.17	12.03AM	120 P
DN BRIGHAM CITY YL BM	5.35		2.00PM	11.53PM	WS 114 ES 67 PWY
D HONEYVILLE HX	5.15			11.39	120 P
DEWEY	5.06			11.31	122 P
WHEELON	4.50			11.15 <sup>277</sup>	121 P
DN CACHE JCT. YL CJ	4.30			10.30 <sup>35</sup>	WS 106 OCP ES 67 WYZ
TRENTON	3.52			10.10	123 P
D CORNISH CG					P
UTIDA					P
D WESTON WI	3.38			9.59	121 P
DN DAYTON CN	3.28			9.50	121 P
CLIFTON					PW
COULAM	3.16			9.40	121 P
OXFORD					P
SWAN LAKE	3.06			9.26 <sup>29</sup>	121 PW
DN DOWNEY DO	2.50			9.09	121 PW
VIRGINIA					P
D ARIMO A	2.35			8.55	122 P
DN-R McCAMMON YL MC	2.20PM			8.40PM	ES 123 WS 125 IPWY
(147.5)	Daily	Daily	Daily Except Sunday	Daily	

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

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

**WESTWARD**

**SECOND SUBDIVISION**

Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS		FIRST CLASS					Distance from Salt Lake City
	259	299	309	9	103	1	37	
	Time Freight	Stock Special	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
COPT WYZ	8.00PM	12.30PM						0.0
I								0.7
								1.2
I								2.3
P								4.4
P			10.00PM	9.30PM	6.20PM	5.15PM	8.30AM	0.0
								1.3
I								1.5
IP								1.7
122 P							8.43	4.8
125 P							s 8.56	15.7
AI								16.8
122 P								19.6
122 PW							9.14	27.6
122 PY							s 9.28	35.8
131 PW							f 9.40	41.4
122 P							f 9.50	47.9
143 PW							f 10.03	60.7
122 P								66.8
137 PW							10.22	74.1
122 P								79.8
122 PWYZ							f 10.42	85.4
123 P								92.1
126 PW							10.57	98.7
139 P							11.08	109.0
118 OPTWY			f 12.30AM	11.39	8.14	7.31	s 11.20	118.1
122 P								125.8
124 PWY			s 12.50	s 11.58PM			s 11.46AM	134.6
122 P								144.1
122 P							12.07PM	153.0
123 P								158.1
122 P								166.5
124 P								174.4
123 PW							f 12.44	184.6
122 P								194.3
122 P			1.55	12.55AM	9.16	8.40	12.57	198.9
OPTWYZ	A 4.00AM	A 5.45PM	A 2.15AM	A 1.10AM	A 9.26PM	A 8.55PM	A 1.15PM	207.2

Time-Table No. 14

June 14, 1953

**STATIONS**

DN-R NORTH YARDYL 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		
<b>LAKE POINT</b>		
8.0		
ERDA		
8.2		
D WARNER DU		
5.6		
<b>STOCKTON</b>		
6.5		
D ST. JOHN SJ		
12.8		
<b>FAUST</b>		
6.1		
PEHRSON		
7.3		
LOFGREEN		
5.7		
BOULTER		
5.6		
D <b>TINTIC</b> U		
6.7		
McINTYRE		
6.6		
JERICHO		
10.3		
CHAMPLIN		
9.1		
DN <b>LYNNDYL</b> NY		
7.7		
STRONG		
8.8		
DN <b>DELTA</b> AK		
9.5		
VAN		
8.9		
<b>CLEAR LAKE</b>		
5.1		
NEELS		
8.4		
BLOOM		
7.9		
CRUZ		
10.2		
<b>BLACK ROCK</b>		
9.7		
READ		
4.6		
MURDOCK		
8.3		
DN-R <b>MILFORD YL</b> FD		

CENTRALIZED TRAFFIC CONTROL

Thru Time ..... Average speed per hour

(8.00) 25.9 (5.15) 39.4 (4.15) 48.7 (3.40) 56.5 (3.06) 66.8 (3.40) 56.5 (4.45) 43.6

For conditional stops to discharge or pick up revenue passengers.—See Page 14.  
 For stations not shown on schedule pages.—See Page 21.  
 For setout tracks.—See Page 22.  
 No. 37 will stop at Oasis daily except Sunday for mail.

**SECOND SUBDIVISION**

**EASTWARD**

Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 14	Mile Post	FIRST CLASS					SECOND CLASS					
			310	2	104	38	10	260	256				
			Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Time Freight	Time Freight				
COPT WYZ	June 14, 1953												
I		35.3											
		36.0											
I		36.5											
I		781.3											
P		779.2											
P		36.8	A 3.30AM	A 5.10AM	A 7.40AM	A 4.00PM	A 3.45AM						
		37.6											
I		37.8											
IP		38.0											
122 P		779.2	3.10	4.50	7.25	3.40	3.25						
125 P		768.3					f 3.28						
AI		767.1											
122 P		764.4											
122 PW		756.4					3.10						
122 PY		748.2					s 3.00						
131 PW		742.6					f 2.47						
122 P		736.1					f 2.38						
143 PW		723.3					2.24						
122 P		717.2											
137 PW		709.9					2.06						
122 P		704.2											
122 PWYZ		698.6					f 1.49						
123 P		691.9											
126 PW		685.3					1.31						
139 P		675.0					1.20						
118 OPTWY		665.9	f 12.30	2.45	5.46	s 1.10	1.20						
122 P		658.2											
124 PWY		649.4	s 12.10AM				s 12.48	s 1.01AM					
122 P		639.9											
122 P		631.0					12.24PM						
123 P		625.9											
122 P		617.5											
124 P		609.6											
123 PW		599.4					f 11.53AM						
122 P		589.7											
122 P		585.1											
OPTWYZ		576.8	10.50PM	1.20AM	4.37AM	11.30AM	11.50PM	1.50AM	4.30PM				

Thru Time ..... Average speed per hour

(4.40) 44.4 (3.50) 54.0 (3.08) 67.9 (4.30) 46.0 (3.55) 54.2 (8.40) 23.9 (9.00) 23.0

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

**WESTWARD**

**THIRD SUBDIVISION**

Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS		FIRST CLASS					Distance from Salt Lake City	Time-Table No. 14	
	299 Stock Special	259 Time Freight	103 Streamliner Passenger	1 Passenger	37 Passenger	309 Passenger	9 Passenger		June 14, 1953	
									STATIONS	
OPTWYZ	6.00PM	4.40AM	9.30PM	9.05PM	1.30PM	3.15AM	1.20AM	207.2	DN-R MILFORD YL FD	
123 P								212.3	5.1 UPTON	
122 P					1.48			222.4	10.1 THERMO	
122 P								229.2	6.8 NADA	
122 P								233.5	4.3 LATIMER	
122 PWY			9.57	9.40	s 2.15	A 4.00AM	s 2.05	242.6	9.1 DN LUND UN	
122 P					2.28			252.5	9.9 ZANE	
122 PW					f 2.34			257.3	4.8 BERYL	
122 P								268.2	10.9 HEIST	
122 PWY					f 2.55		s 2.35	274.2	6.0 D MODENA NA	
122 P					3.04			282.8	8.6 UVADA	
127 PY					3.19			290.3	7.5 CRESTLINE	
122 P								294.7	4.4 BROWN	
122 PW					3.37			299.4	4.7 ACOMA	
133 P					3.54			308.7	9.3 ISLEN	
44 P								311.7	3.0 LITTLE SPRINGS	
83 P								315.6	3.9 MINTO	
122 P					4.16			319.7	4.1 ECCLES	
ES 119 WS 113 OPWY			11.31PM	11.34PM	s 4.35		s 4.08	324.5	4.8 DN CALIENTE YL CS	
122 P					4.43			329.5	5.0 ETNA	
122 P								334.1	4.6 STINE	
122 P								339.1	5.0 BOYD	
122 PW					5.15			345.6	6.5 ELGIN	
145 P								349.5	3.9 KYLE	
122 P					5.33			354.9	5.4 LEITH	
102 77 PW					5.47			364.9	10.0 CARP	
122 P								370.5	5.6 VIGO	
69 P					6.08			375.5	5.0 GALT	
122 P					6.18			381.1	5.6 HOYA	
136 PW					6.27			386.1	5.0 ROX	
122 P								390.6	4.5 FARRIER	
122 PWY					s 6.50		5.58	400.9	10.3 D MOAPA MA	
122 P								410.5	9.6 UTE	
122 PW					7.17			421.0	10.5 DRY LAKE	
74 P					7.25			426.5	5.5 GARNET	
122 P								432.0	5.5 APEX	
122 P								437.0	5.0 DIKE	
122 P			2.07AM	2.32AM	8.01		6.50	445.3	8.3 WANN	
OPTWYZ	A 1.00AM	A 1.30PM	A 2.15AM	A 2.50AM	A 8.10PM		A 7.05AM	449.8	4.5 DN-RLAS VEGAS YL VG	

CENTRALIZED TRAFFIC CONTROL

(7.00) 34.6 (8.50) 28.4 (4.45) 51.0 (5.50) 41.5 (6.40) 36.4 (0.45) 47.2 (5.45) 42.2 Thru Time Average speed per hour

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

**THIRD SUBDIVISION**

**EASTWARD**

Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS		FIRST CLASS					Distance from Salt Lake City	Time-Table No. 14	
	256 Time Freight	260 Time Freight	38 Passenger	310 Passenger	10 Passenger	2 Passenger	104 Streamliner Passenger		June 14, 1953	
									STATIONS	
OPTWYZ	3.30PM	12.45AM	11.20AM	10.20PM	11.40PM	1.10AM	4.33AM	576.8	DN-R MILFORD YL FD	
123 P			11.10	10.05	11.30	12.55	4.24	571.7	5.1 UPTON	
122 P			11.01					561.6	10.1 THERMO	
122 P								554.8	6.8 NADA	
122 P								550.5	4.3 LATIMER	
122 PWY			s 10.40	9.25PM	s 11.05	12.30AM	4.00	541.4	9.1 DN LUND UN	
122 P			10.22					531.5	9.9 ZANE	
122 PW			f 10.16					526.7	4.8 BERYL	
122 P								515.8	10.9 HEIST	
122 PWY			f 10.00					509.8	6.0 D MODENA NA	
122 P			9.48					501.2	8.6 UVADA	
127 PY			9.36					493.7	7.5 CRESTLINE	
122 P								489.3	4.4 BROWN	
122 PW			9.20					484.6	4.7 ACOMA	
133 P			9.03					475.3	9.3 ISLEN	
44 P								472.3	3.0 LITTLE SPRINGS	
83 P								468.4	3.9 MINTO	
122 P			8.40					464.3	4.1 ECCLES	
ES 119 WS 113 OPWY			s 8.30		s 9.15	10.37PM	2.24AM	459.5	4.8 DN CALIENTE YL CS	
122 P			8.13					454.5	5.0 ETNA	
122 P								449.9	4.6 STINE	
122 P								444.9	5.0 BOYD	
122 PW			f 7.44					438.4	6.5 ELGIN	
145 P								434.5	3.9 KYLE	
122 P			7.27					429.1	5.4 LEITH	
102 77 PW			f 7.14					419.1	10.0 CARP	
122 P								413.5	5.6 VIGO	
69 P			6.55					408.5	5.0 GALT	
122 P			6.46					402.9	5.6 HOYA	
136 PW			f 6.40					397.9	5.0 ROX	
122 P								393.4	4.5 FARRIER	
122 PWY			s 6.24		7.17			383.1	10.3 D MOAPA MA	
122 P								373.5	9.6 UTE	
122 PW			f 6.01					363.0	10.5 DRY LAKE	
74 P			5.55					357.5	5.5 GARNET	
122 P								352.0	5.5 APEX	
122 P								347.0	5.0 DIKE	
122 P			5.36					338.7	8.3 WANN	
OPTWYZ			5.30AM		6.30PM	7.55PM	11.55PM	334.2	4.5 DN-RLAS VEGAS YL VG	

CENTRALIZED TRAFFIC CONTROL

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

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

**WESTWARD**

**PROVO SUBDIVISION**

**EASTWARD**

Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS		Distance from Salt Lake City	Time-Table No. 14 June 14, 1953		Mile Post	SECOND CLASS	
	307	305		306	308			
	Mixed	Mixed		Mixed	Mixed			
	Daily Except Sunday	Daily Except Sunday		STATIONS				
COPT WYZ		2.00AM	0.0	DN R	SALT LAKE CITY YL C	36.3	A 11.15PM	
		2.06	1.3		EIGHTH SOUTH ST. YL	37.6	11.05	
IP			2.1		D. & R. G. W. CROSSING YL	38.4		
			3.4		D. & R. G. W. CROSSING YL	39.7		
77 P		2.20	4.7		HUSLERS YL	41.0	10.50	
47 P	f	2.35	7.3	D	MURRAY YL FN	43.6	f 10.40	
60 PW		2.40	7.9		PALLAS YL	44.2	10.35	
AI			11.4		D. & R. G. W. GAUNTLET	47.7		
AI			12.3		D. & R. G. W. CROSSING	48.6		
102 P	f	2.50	12.6		SANDY	48.9	f 10.20	
48 PW	s	3.20	17.1	D	DRAPER A	782.9	s 10.10	
WS 73 ES 70 P	f	3.50	24.5		MOUNT	775.5	f 9.50	
73 PWY	f	4.20	29.0		CUTLER YL	771.0	f 9.30	
31 P	f	4.50	30.5	D	LEHI YL HI	769.5	f 9.20	
45 P	f	5.00	33.5	D	AMERICAN FORK AF	766.5	f 9.00	
73 P	f	5.20	36.5	D	PLEASANT GROVE GO	763.5	f 8.40	
100 P	f	5.30	42.0	D	GENEVA YL G	758.0	f 8.20	
AI			42.7	H	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	LYNDYL YL NY	665.9	1.30PM	
			(134.1)				Daily Except Saturday	Daily Except Sunday
	(5.00) 17.4	(4.00) 11.8	Thru Time			(3.15) 14.5	(3.00) 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. 14 June 14, 1953		Mile Post	SECOND CLASS	
	303	304						
	Mixed	Mixed						
	Daily Except Sunday	Daily Except Sunday		STATIONS				
OCPWYZ	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) 12.7		Thru Time			(4.00) 12.7		
			Average speed per hour					

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

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

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

For setout tracks.—See Page 22.

WESTWARD			MALAD BRANCH			EASTWARD							
Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS	Distance from Brigham City	Time-Table No. 14 June 14, 1953			Mile Post	SECOND CLASS	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 14 June 14, 1953			Mile Post	
	311 Mixed		STATIONS				312 Mixed		STATIONS				
WS 114 ES 67	Daily Except Sunday 7.30AM	0.0	DN-R	BRIGHAM CITY YL	BM	0.0	A	1.30PM			0.0		
51	f 7.45	5.6		CORINNE YL		5.6	f	12.55	11		5.2		
10	f 8.02	13.7		CROPLEY		13.7	f	12.35					
46	s 8.15	17.8	D	TREMONTON YL	MU	17.8	s	12.25					
19	wy s 8.30	19.8	D	GARLAND YL	AJ	19.8	s	12.15PM					
20	f 8.46	25.0		FIELDING		25.0	f	11.56AM					
14	f 9.25	36.7		PORTAGE		36.7	f	11.20					
12	f 9.50	44.5		CHERRY CREEK (Spur)		44.5	f	10.55					
30	wy A 10.15AM	51.5	D-R	MALAD YL	MV	51.5		10.30AM					
			(51.5)						(5.2)				
(2.45) 18.7			..... Thru Time .....			(3.00) 17.1			..... Average speed per hour .....				

Westward SYRACUSE BRANCH Eastward			Westward BEAR RIVER BRANCH Eastward			Westward THATCHER BRANCH Eastward								
Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 14 June 14, 1953		Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 14 June 14, 1953		Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 14 June 14, 1953		Mile Post			
	STATIONS				STATIONS				STATIONS					
WS 56 ES 115	D	CLEARFIELD YL	CF	0.0	19	wy D	GARLAND YL	AJ	0.0	46	D	TREMONTON YL	MU	0.0
	I	D. & R. G. W. CROSSING YL		0.3			GARLAND JCT. YL		1.1	22		SUNSET YL		5.1
45		BARNES YL (Spur)		2.1	9		HAWS YL		3.4			END OF TRACK YL		5.6
3		SYRACUSE YL		4.7	11		BUSH YL		7.5					
					22		BRADFORD YL		9.2					
							END OF TRACK YL		9.9					
(4.7)			(9.9)			(5.6)								

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

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

\* Will also stop for non-revenue passengers.

WESTWARD			CEDAR CITY BRANCH			EASTWARD			Westward IRON MOUNTAIN BRANCH Eastward							
Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS	Distance from Moapa	Time-Table No. 14 June 14, 1953			Mile Post	FIRST CLASS	SECOND CLASS	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 14 June 14, 1953			Mile Post			
	417 Local Freight		309 Passenger	STATIONS			310 Passenger	418 Local Freight		STATIONS						
122 188	PWY	0.0	DN-R	LUND YL	UN	0.0	A	9.10PM	A	12.50PM	120	wyz	DN-R	IRON SPRINGS YL	GS	0.0
120		9.4		AVON		9.4		8.50		12.25PM				DESERT MOUND		4.5
120	wyz	10.9	DN-R	IRON SPRINGS YL	GS	20.3		8.30		11.55AM		y	DN	IRON MOUNTAIN YL	MN	14.9
20		4.9		HALIVAH		25.2		8.20		11.20						
Loop 43	ow	7.3	DN-R	CEDAR CITY YL	CD	32.5		8.00PM		11.05AM						
			(32.5)						Daily			Daily Except Sunday			(14.9)	
(1.45) 18.2			(1.20) 24.3			..... Thru Time .....			(1.10) 27.8			(1.45) 18.2			..... Average speed per hour .....	

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

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

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

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

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

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

When a freight locomotive is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.  
 On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.

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

**GENERAL**

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

**FIRST SUBDIVISION  
Between Ogden and McCammon**

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

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

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

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

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

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

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

**THIRD SUBDIVISION**  
Between Las Vegas and Caliente

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

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

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

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

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

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

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

BRANCHES

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

All trains and engines must move prepared to stop at M.P. 18.5 if track is obstructed with drifting sand at that point.

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

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

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
30"	120.	52"	69.2	1'15"	48.
31"	116.1	53"	67.9	1'20"	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' 1"	60.	1'55"	31.3
39"	92.3	1' 2"	59.	2'	30.
40"	90.	1' 3"	58.	2'15"	26.6
41"	87.8	1' 4"	57.1	2'30"	24.
42"	85.7	1' 5"	56.2	2'45"	21.8
43"	83.7	1' 6"	55.3	3'	20.
44"	81.8	1' 7"	54.5	3'30"	17.1
45"	80.	1' 8"	53.7	4'	15.
46"	78.3	1' 9"	52.9	5'	12.
47"	76.6	1' 10"	52.1	6'	10.
48"	75.	1' 11"	51.4	7'	8.6
49"	73.5	1' 12"	50.7	8'	7.5
50"	72.		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	Sugar Factory Spur	21.7	1.0 Mile	East	Level
Beers	72.3	9		East	Mill Spur	44.4	15	West	East
Thorensen	68.5	21		West					
Anderson	63.7	15		Both	<b>Malad Branch</b>				
Morton	58.2	16		Both	Chase	3.9	28	West	East
Cottle	55.7	22		Both	Roche Beet Spur	5.6	3 Mi.	East	Level
Collinston (2)	40.1	32	P	Both	Roche	30.5	30	East	Level
Madsen	32.5	21		Both	Halbert	34.4	6	East	West
Bushnell	19.3	Spur 1.4 Mi.		East	Washakie	34.4	8	East	Level
Perry (1)	17.2	Old Siding 52 P		Both	Woodruff	40.5	8	East	West
		Team Track 25		Both					
Harrisville	4.7	32	P	Both	<b>Evona Branch</b>				
Browning	2.7	29		Both	Ogden	0.0	3.3 Mi.	OUR&D Yard	East
Sugar Factory Spur	13.8	50	X	East					
Pioneer	29.7	60		Both	<b>Eureka Branch</b>				
Becks	32.9	Old Siding 88 P		Both	Eureka	3.6	3.66 Mi.	East	East
		Advance Track 68		Both					
					<b>Silver City Branch</b>				
<b>Second Subdivision</b>					Silver City	2.4	1.94 Mi.	East	East
Small Arms Spur	779.9	64	P	West					
Bauer	744.8	33	P	Both	<b>Mammoth Branch</b>				
Clover	732.8	Govt. Yard	P	East	Mammoth Jct. to Mammoth Mine	1.6	3.66 Mi.	East	East
Oasis (3)	644.4	33	P	Both	Mammoth		10	Both	East
Borden	620.9	4	P	West					
Pumice	604.3	16	P	Both	<b>Cedar City Branch</b>				
					Kaiser	22.5	48	Both	East
					Stock Yards	29.9	Stock Track 28 P Stock Spur 0.5 Mi.	West	East
<b>Third Subdivision</b>									
Barclay	478.7	18	P	Both	<b>Pioche Branch</b>				
Hoya Pit	401.5	70	P	Both	Peck	6.0	2	West	East
Arrolime	353.8	31	P	Both					
Valley	342.4	Old Siding 38 P		Both	<b>Prince Branch</b>				
		Industry 14		Both	Atlanta	2.6	13	Both	East
		Nellis Air Base		Both	Mendha	4.2	3	East	East
		Spur 2.7 Mi.		West	Caselton	6.5	Yard	East	West
					Prince	8.6	4	Both	West
<b>Provo Subdivision</b>									
Officer	38.9	83	P	Both	<b>Mead Lake Branch</b>				
Burton	39.5	21		Both	Standard Oil Co.	3.1	6	East	East
Walton	41.1	16		West	Arrowhead	3.3	20	West	East
Bentz	42.2	9		West	Seven Arrow	9.3	7	East	West
Atwood	45.9	Team Track 17 P		West	Gypsum	9.5	5	East	West
		Spur 11		West	Amber	12.8	6	Both	West
Cushing	47.5	27		Both	Virgin	13.7	20	West	West
Mellen Sand Spur	781.3	10		East	Glassand			West	West
Rideout	778.0	7	P	East					
Lehi Sugar Spur	769.1	98		East					
Hardy Beet Spur	761.8	27		West					
Bunker Spur	759.9	12		East					
Ironton	754.1	108		East					
Benjamin	741.6	28		Both					
Santaquin	730.7	8		West					
Nephi Plaster Spur	710.8	2.1 Mi.		Both					
Sharp	703.6	13		East					
Mills	689.3	18	PW	East					
Soma	679.0	14	P	Both					
Uisco	676.3	12	P	East					
Leamington	671.3	5	P	East					

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

SET OUT TRACKS

Location	Mile Post	Car Capacity Etc. See Rule 6-A Page 22	Switch Connections	Grade Descending	Location	Mile Post	Car Capacity Etc. See Rule 6-A Page 22	Switch Connections	Grade Descending
<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
		Track Team 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	Stine	449.4	22	Both	West
Dewey	35.9	34	Both	East	Boyd	444.9	12	Both	West
Honeyville	30.4	32	Both	East	Elgin	438.4	22	Both	West
Willard	14.0	7	Both	West	Kyle	434.1	21	Both	West
Hot Springs	8.8	17	Both	West	Leith	429.1	17	Both	West
Roy	6.1	East spur 8	East	West	Carp	419.1	9	Both	West
		West spur 8	East	West	Vigo	413.5	21	Both	West
Clearfield	9.8	House 15	West	East	Hoya	402.9	7	East	West
Layton	14.5	Stock 48	Both	East	Rox	397.9	18	West	West
Kaysville	16.7	Stock 13	West	East	Ute	373.5	9	West	East
Farmington	21.3	13	Both	Level	Dry Lake	363.0	21	Both	East
Woods Cross	28.1	Old Siding 49	Both	West	Garnet	357.5	6	West	East
		Team Track 5	West	West	Apex	352.0	22	Both	East
		Storage 43	West	West	Dike	347.0	8	East	West
					Wann	338.7	16	Both	West
<b>Second Subdivision</b>					<b>Provo Subdivision</b>				
Buena Vista	779.2	22	Both	Level	Sandy	48.9	16	Both	East
Erda	756.4	22	Both	East	Draper	782.9	48	Both	East
St. John	736.1	43	Both	Level	Mount	775.5	41	Both	West
Faust	723.3	35	Both	East	Geneva	758.0	73	Both	West
Pehrson	717.2	15	Both	East	Springville	748.0	25	Both	East
Lofgreen	709.9	22	Both	East	Spanish Fork	744.4	16	Both	East
Boulter	704.2	22	Both	East	Starr	722.0	14	West	West
McIntyre	691.9	22	Both	West	Juab	696.3	34	Both	West
Jericho	685.3	30	Both	West	<b>Cache Valley Branch</b>				
Champlin	675.0	22	Both	West	Hyrum	17.6	House 22	Both	East
Strong	658.2	22	Both	West	Richmond	37.4	House 18	Both	West
Van	639.9	22	Both	West	Lewiston	41.5	Sugar Spur 1.46 Mi.	West	East
Clear Lake	631.0	22	Both	East	<b>Malad Branch</b>				
Neels	625.9	22	Both	East	Corinne	5.6	Stock 22	Both	Level
Bloom	617.5	22	Both	Level	Portage	36.7	House 36	Both	Level
Cruz	609.6	23	Both	Level			16	East	Level
Black Rock	599.4	22	Both	East	<b>Cedar City Branch</b>				
Read	589.7	22	Both	East	Avon	9.4	2	West	East
Murdock	585.1	22	Both	East					

**SYMBOLS AND ABBREVIATIONS**

**Rule 6 and 6(A)**

**Rule 6**

The following letters placed before figures of a schedule indicate:

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

**Rule 6(A)**

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

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

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

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