



UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



UTAH DIVISION
TIME-TABLE
No. 16

Effective Sunday,
September 27, 1953
at 12:01 A.M. MOUNTAIN TIME

Safety Is
No Accident

FOR EMPLOYEES ONLY

A. D. HANSON
General Manager

H. E. SHUMWAY
General Superintendent Transportation

D. F. WENGERT
General Superintendent

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

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

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

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

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

R. D. SMITH, Trainmaster Milford, Utah

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

A. R. NELSON, Master Mechanic Pocatello, Idaho

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

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. Taufer	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.
V. R. Kelly	Surgeon	Kaysville.
J. B. Demman	Surgeon	Las Vegas.
J. J. Hamill	Surgeon	Las Vegas.
G. J. Madsen	Oculist	Las Vegas.
C. G. Scruggs	Surgeon	Las Vegas.
N. Z. Tanner	Surgeon	Layton.
Robt. Skabelund	Surgeon	Lewiston.
S. M. Budge	Surgeon	Logan.
O. W. Budge	Surgeon	Logan.
J. Claire Hayward	Surgeon	Logan.
W. H. Hayward	Surgeon	Logan.
R. O. Porter	Oculist-Aurist	Logan.
O. H. Mabey	Surgeon	Malad.
J. S. Alley	Surgeon	Midvale.
E. N. Davie	Surgeon	Milford.
John M. Ball	Surgeon	Murray.
F. H. Beckstead	Surgeon	Nephi.
J. G. Steele	Surgeon	Nephi.
W. P. Daines	Physician	Ogden.
Harold V. DeMars	Oculist & Aurist	Ogden.
John Dixon	Surgeon	Ogden.
R. F. Howe	Surgeon	Ogden.
G. H. Keyes	Surgeon	Ogden.
I. B. McQuarrie	Surgeon	Ogden.
R. W. Pugmire	Oculist	Ogden.
M. P. Southwick	Surgeon	Ogden.
K. A. Stratford	Surgeon	Ogden.
L. S. Sycamore	Surgeon	Ogden.
F. W. Seager	Surgeon	Ogden.
Max Stewart	Surgeon	Payson.
B. C. Linebaugh	Surgeon	Pleasant Grove.
R. R. Merrell	District Surgeon	Pocatello.
R. G. Crandall	Surgeon	Pocatello.
H. Dean Hartvigsen	Surgeon	Pocatello.
F. H. Howard	Surgeon	Pocatello.
H. H. Hughart	Surgeon	Pocatello.
Orville E. Merrell, Jr.	Surgeon	Pocatello.
David C. Miller	Physician	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. Taufer	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.
B. J. Fairbanks	Oculist & Aurist	Salt Lake City.
Sharp Sanders	Surgeon	Salt Lake City.
S. C. Sharp	Surgeon	Salt Lake City.
Rulon E. Smith	Surgeon	Salt Lake City.
F. J. Winget	Surgeon	Salt Lake City.
W. W. Lowe	Surgeon	Salt Lake City.
E. C. Budge	Surgeon	Salt Lake City.
Robert S. Budge	Surgeon	Smithfield.
G. B. Orton	Surgeon	Smithfield.
T. M. Aldous	Surgeon	Springville.
G. C. Ficklin	Surgeon	Tremonton.

MILEAGE

Main Line	734.6
Branches	282.5
Grand Total	1017.1

WESTWARD					CONDENSED TIME-TABLE					EASTWARD				
FIRST CLASS					Distance from Ogden	Time-Table No. 16 September 27, 1953	Mile Post	FIRST CLASS						
9 Passenger	103 Streamliner Passenger	1 Passenger	5 Mail and Express	37 Passenger				10 Passenger	2 Passenger	104 Streamliner Passenger	38 Passenger	6 Mail and Express		
Daily	Daily	Daily	Daily	Daily	0.0	MT	OGDEN	MT	0.0	A 6.05	A 7.10	A 9.35	A 6.25	A 8.05
9.05	6.25	5.10	7.35	7.00	36.3		SALT LAKE CITY		36.3	5.05	6.20	8.50	5.30	7.15
10.30	7.20	6.15	A 8.30	8.00	784.0				784.0	4.45	6.10	8.40	5.00	
12.39	9.14	8.31		12.20	665.9		LYNNDYL		665.9	2.20	3.45	6.46	2.10	
2.20	10.30	10.05		2.30	576.8		MILFORD		576.8	12.50	2.20	5.37	12.30	
3.05	10.57	10.40		3.15	541.4		LUND		541.4	12.05	1.30	5.00	11.40	
5.08	12.31	12.34		5.35	459.5		CALIENTE		459.5	10.15	11.37	3.24	9.30	
8.05	3.15	3.50		9.15	384.2	MT	LAS VEGAS	MT	384.2	7.30	8.55	12.55	6.30	
7.20	2.25	3.05		8.45	163.2	PT		PT	163.2	6.15	7.40	11.45	5.00	
10.45	5.10	6.20		1.00	657.1		YERMO		657.1	2.53	4.15	8.45	12.30	
11.08	5.28	6.45		1.30	670.5		BARSTOW		670.5	2.25	3.47	8.27	11.59	
1.15	7.25	8.50		3.55	67.3		SAN BERNARDINO		67.3	12.20	1.50	6.38	9.45	
1.25	7.33	9.00		4.05	64.5		COLTON		64.5	12.07	1.37	6.25	9.15	
1.40	7.45	9.15		4.25	57.5		RIVERSIDE		57.5	11.55	1.25	6.13	8.55	
2.03	8.03	9.38		5.05	37.8		ONTARIO		37.8	11.28	1.00	5.53	8.15	
2.14	8.11	9.47		5.25	32.0		POMONA		32.0	11.20	12.50	5.46	8.05	
2.50	8.40	10.25		6.25	5.7		EAST LOS ANGELES		5.7	10.50	12.20	5.20	7.25	
A 3.15	A 9.00	A 10.55		A 7.00	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)	(25.00)			Thru Time		(18.35)	(18.09)	(15.35)	(22.25)	(0.50)	
42.8	52.7	43.8	39.6	32.8			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. 16 September 27, 1953	Mile Post	FIRST CLASS		
29 Passenger	33 Passenger	30 Passenger				34 Passenger		
Daily	Daily	Daily	0.0					
6.00	5.30	A 8.55	36.3			A 9.45		
6.50	6.20	7.55	0.0			8.50		
7.20	6.50	7.30	36.3			8.30		
7.55	7.22	6.50	57.4			7.55		
8.40	8.02	6.06	85.1			7.07		
10.10	9.35	4.45	147.5			5.40		
A 10.45	A 10.10	4.05	170.2			5.10		
		Daily				Daily		
(4.45)	(4.40)	(4.50)				(4.35)		
35.8	36.0	35.2				37.1		

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

WESTWARD		FIRST SUBDIVISION				SECOND CLASS				Time-Table No. 16	
										September 27, 1953	
Car capacity of sidings, etc. See Rule 6(A) Page 22.	P					254	277	251	311		
						Time Freight	Time Freight	Time Freight	Mixed		
						Daily	Daily	Daily	Daily Except Sunday		
	COPT WYZ					10.30PM	8.10PM	4.00AM			
	PX					10.40	8.15	4.10			
	IK										
	PX										
	WS 72 WPX					10.56	8.28	4.27			
	CS 133 PX					11.04	8.35	4.35			
						11.08	8.38	4.40			
	WS 56 ES 115 PX					11.18	8.46	4.50			
	ES 41 PX					11.28	8.51	4.55			
	P					11.36PM	9.01	5.04			
	COPT WYZ					A 12.05AM	9.20	5.25	5.50AM		
	122 P						10.15	6.30	6.04		
	120 P						10.26	6.41	f 6.20		
	120 P						10.33	6.58 ³⁰	f 6.30		
	WS 114 ES 67 PWY						10.42	7.22 ³³	A 6.45AM		
	120 P						10.54	7.37			
	122 P						11.01	7.45			
	121 P						11.15 ²⁷⁰	8.01			
	WS 106 ES 70 OCP WYZ						11.40	8.35			
	123 P						11.53PM	8.52			
	P										
	P										
	121 P						12.05AM	9.05			
	121 P						12.20	9.20			
	PW										
	121 P						12.30	9.31			
	P										
	121 PW						12.39	9.41			
	121 PW						12.55	10.01			
	P										
	122 P						1.08	10.16			
	ES 123 WS 126 IPWY						A 1.20AM	A 10.30AM			

Time-Table No. 16
September 27, 1953

STATIONS

DN-R SALT LAKE CITY YL SA	DS
DN-R NORTH YARD YL C	C
NORTH SALT LAKE	
BAMBERGER R. R. CROSS.	
D WOODS CROSS WC	WC
FARMINGTON	
D KAYSVILLE K	K
D LAYTON NY	NY
D CLEARFIELD CF	CF
ROY	
BRIDGE JCT YL	YL
OGDEN YL	OG
D. & R. G. W. CROSSING YL	YL
S. P. JCT. YL	
HOT SPRINGS	
WILLARD	
DN BRIGHAM CITY YL BM	BM
D HONEYVILLE HX	HX
DEWEY	
WHEELON	
DN CACHE JCT. YL CJ	CJ
D TRENTON ON	ON
D CORNISH CG	CG
UTIDA	
D WESTON WI	WI
DN DAYTON CN	CN
CLIFTON	
COULAM	
OXFORD	
SWAN LAKE	
DN DOWNEY DO	DO
VIRGINIA	
D ARIMO A	A
DN-R McCAMMON YL MC	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				Time-Table No. 16			
										September 27, 1953			
Car capacity of sidings, etc. See Rule 6(A) Page 22.	P					6	29	38	104	2	33	10	Distance from Salt Lake City
						Mail and Express	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Passenger	
						Daily	Daily	Daily	Daily	Daily	Daily	Daily	
						7.15PM	6.00PM	5.30PM	8.50AM	6.20AM	5.30AM	5.05AM	0.0
													2.6
						7.25	6.10	5.40	8.58	6.30	5.40	5.15	5.2
													5.3
						7.28	6.13	5.44	9.01	6.33	5.43	5.18	8.2
						7.34	6.19	5.50		6.39	5.49	5.24	15.0
						7.38	6.23	5.55	9.10	6.43	5.53	5.29	19.6
						7.40	6.25	5.58		6.45	5.55	5.32	21.8
						7.44	6.29	6.02		6.49	6.00	5.37	26.5
						7.47	6.32	6.06	9.19	6.52	6.04	5.41	30.2
						7.52	6.37	6.11	9.23	6.57	6.09	5.47	35.3
						A 8.05PM	6.50	A 6.25PM	A 9.35AM	A 7.10AM	6.20	A 6.05AM	36.8
							7.20			6.50			37.0
							7.28			6.57			37.9
							7.35			7.06 ³⁰			45.1
							7.40			7.12			50.3
							s 7.55 ³⁴			s 7.22 ²⁵¹			57.4
							8.07			7.32			66.7
							8.12			s 7.37			72.2
							8.22			7.47			80.9
							s 8.40			s 8.02			85.1
							8.52			s 8.12			93.2
							f 8.56			f 8.20			96.9
							8.58			8.22			98.7
							9.02			s 8.26			101.4
							9.11			s 8.35			107.3
							9.16			8.39			111.5
							9.19			s 8.42			114.6
							9.22			8.45			117.6
							f 9.26 ²⁷⁰			s 8.50			121.0
							9.42			s 9.06			131.3
							9.49			s 9.13			136.3
							9.55			s 9.20			141.0
							Af 10.10PM			A s 9.35AM			147.5

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

Double Track

BLOCK SIGNALS

(0.50) (4.10) (0.55) (0.45) (0.50) (4.05) (1.00) Thru Time
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. No. 33 will not stop at Dayton or Dewey on Sundays, or at Coulam and Virginia on Sundays and holidays, for mail and express.

FIRST SUBDIVISION EASTWARD

Time-Table No. 16
September 27, 1953

Mile Post

FIRST CLASS

37 Passenger	5 Mail and Express	30 Passenger	1 Passenger	103 Streamliner Passenger	34 Passenger	9 Passenger
A 8.00AM	A 8.30AM	A 8.55AM	A 6.05PM	A 7.10PM	A 9.45PM	A 10.00PM
7.42	8.13	8.40	5.50	7.00	9.30	9.43
7.38	8.09	8.34	5.45	6.57	9.25	9.39
7.30	8.03	8.27	5.38		9.18	9.33
7.25	7.59	8.21	5.34		9.13	9.29
7.22	7.57	8.17	5.32	6.45	9.10	9.27
7.17	7.52	8.12	5.27		9.05	9.22
7.12	7.47	8.07	5.22	6.37	9.01	9.17
7.05	7.40	8.00	5.15	6.30	8.55	9.10
7.00AM	7.35AM	7.55 7.30	5.10PM	6.25PM	8.50 8.30	9.05PM
		7.15			8.17	
		7.06 ³³			8.09	
		6.58 ²⁵¹			8.04	
		s 6.50			s 7.55 ²⁹	
		s 6.36			7.36	
		s 6.30			7.31	
		s 6.19			7.21	
		s 6.06			s 7.07	
		s 5.52			s 6.50	
		s 5.47			s 6.44	
		s 5.41			6.39	
		s 5.38			s 6.36	
		f 5.31			s 6.29	
		s 5.26			6.23	
		s 5.23			6.20	
		s 5.20			6.17	
		s 5.16			6.13	
		f 5.05			s 6.02	
		s 4.58			5.54	
		s 4.53			s 5.49	
		s 4.45AM			s 5.40PM	

DOUBLE TRACK

BLOCK SIGNALS

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

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. Rules 251 to 254 inclusive apply between Ogden and Salt Lake City. Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden. For conditional stops to discharge or pick up revenue passengers.—See Page 14. For stations not shown on schedule pages.—See Page 21. For setout tracks.—See Page 22. No. 34 will not stop at Dayton on Sundays, or at Arimo, Weston and Trenton on Sundays and holidays, for mail and express. No. 30 will not stop at Dewey on Sundays for mail and express.

FIRST SUBDIVISION EASTWARD

Time-Table No. 16
September 27, 1953

SECOND CLASS

312 Mixed	278 Stock Special	259 Time Freight	270 Time Freight
A 9.00PM	A 5.00PM	A 2.30AM	
8.45	4.40	2.18	
8.39	4.34	2.13	
8.28	4.23	2.03	
8.20	4.15	1.55	
8.15	4.10	1.50	
8.05	4.00	1.40	
7.55	3.50	1.30	
7.40	3.35	1.15	
A 3.00PM	7.30 6.30	3.30PM	1.00 12.30
2.45	6.10		12.25
f 2.28	5.56		12.10
f 2.17	5.47		12.03AM
2.00PM	5.35		11.53PM
	5.15		11.39
	5.06		11.31
	4.50		11.15 ²⁷⁷
	4.30		10.30
	3.52		10.10
	3.38		9.59
	3.28		9.50
	3.16		9.40
	3.06		9.26 ²⁹
	2.50		9.09
	2.35		8.55
	2.20PM		8.40PM

DOUBLE TRACK

BLOCK SIGNALS

(147.5)	Daily Except Sunday	Daily	Daily	Daily
Thru Time	(1.00)	(6.40)	(1.30)	(5.50)
Average speed per hour	21.1	22.1	22.4	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 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.

Car capacity of sidings, etc. See Rule 6(A) Page 22.

P
COPT
WYZ
PX
IX
PX
WS 72 WPX
CS 133 PX
WS 56 PX
ES 115 PX
ES 41 PX
P
COPT
WYZ
122 P
120 P
120 P
WS 114 PWY
ES 67 PWY
120 P
122 P
121 P
WS 106 OCP
ES 67 WYZ
123 P
P
P
121 P
121 P
PW
121 P
P
121 PW
121 PW
P
122 P
ES 123 PWY
WS 125 PWY

WESTWARD

SECOND SUBDIVISION

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

Time-Table No. 16
September 27, 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						
BUENA VISTA							
DN-R SALT LAKE CITY YL	1.3						
EIGHTH SO. ST. YL	0.2						
D. & R. G. W. CROSSING YL	0.2						
D. & R. G. W. CROSSING YL	3.1						
BUENA VISTA							
D GARFIELD GF	10.9						
D. & R. G. W. CROSSING	1.2						
LAKE POINT	2.7						
ERDA	8.0						
D WARNER DU	8.2						
STOCKTON	5.6						
D ST. JOHN SJ	6.5						
FAUST	12.8						
PEHRSON	6.1						
LOFGREEN	7.3						
BOULTER	5.7						
D TINTIC U	5.6						
McINTYRE	6.7						
JERICHO	6.6						
CHAMPLIN	10.3						
DN LYNDYL NY	9.1						
STRONG	7.7						
DN DELTA AK	8.8						
VAN	9.5						
CLEAR LAKE	8.9						
NEELS	5.1						
BLOOM	8.4						
CRUZ	7.9						
BLACK ROCK	10.2						
READ	9.7						
MURDOCK	4.6						
DN-R MILFORD YL FD	8.3						

CENTRALIZED TRAFFIC CONTROL

(8.00) (5.15) (3.40) (3.06) (3.40) (4.45) Thru Time
25.9 39.4 56.5 66.8 56.5 43.6 Average speed per hour

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

SECOND SUBDIVISION

EASTWARD

Car capacity of sidings, etc. See Rule 6(A) Page 22.	FIRST CLASS				SECOND CLASS		Mile Post
	10 Passenger	2 Passenger	104 Streamliner Passenger	38 Passenger	260 Time Freight	256 Time Freight	
	Daily	Daily	Daily	Daily	Daily	Daily	
COPT WYZ					A 11.30AM	A 2.30AM	35.3
I							36.0
							36.5
I							781.3
P							779.2
P	A 4.45AM	A 6.10AM	A 8.40AM	A 5.00PM			36.3
							37.6
I							37.8
IP							38.0
122 P							779.2
125 P							768.3
AI							767.1
122 P							764.4
122 PW							756.4
122 PY							748.2
131 PW							742.6
122 P							736.1
143 PW							723.3
122 P							717.2
137 PW							709.9
122 P							704.2
122 PWYZ							698.6
123 P							691.9
126 PW							685.3
139 P							675.0
118 OPTWY	f 2.20	3.45	6.46	s 2.10			665.9
122 P							658.2
124 PWY	s 2.01			s 1.48			649.4
122 P							639.9
122 P							631.0
123 P							625.9
122 P							617.5
124 P							609.6
123 PW							599.4
122 P							589.7
122 P							585.1
OPTWYZ	12.50AM	2.20AM	5.37AM	12.30PM	2.50AM	5.30PM	576.8

Time-Table No. 16
September 27, 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						
BUENA VISTA							
DN-R SALT LAKE CITY YL	1.3						
EIGHTH SO. ST. YL	0.2						
D. & R. G. W. CROSSING YL	0.2						
D. & R. G. W. CROSSING YL	3.1						
BUENA VISTA							
D GARFIELD GF	10.9						
D. & R. G. W. CROSSING	1.2						
LAKE POINT	2.7						
ERDA	8.0						
D WARNER DU	8.2						
STOCKTON	5.6						
D ST. JOHN SJ	6.5						
FAUST	12.8						
PEHRSON	6.1						
LOFGREEN	7.3						
BOULTER	5.7						
D TINTIC U	5.6						
McINTYRE	6.7						
JERICHO	6.6						
CHAMPLIN	10.3						
DN LYNDYL NY	9.1						
STRONG	7.7						
DN DELTA AK	8.8						
VAN	9.5						
CLEAR LAKE	8.9						
NEELS	5.1						
BLOOM	8.4						
CRUZ	7.9						
BLACK ROCK	10.2						
READ	9.7						
MURDOCK	4.6						
DN-R MILFORD YL FD	8.3						

CENTRALIZED TRAFFIC CONTROL

(3.55) (3.50) (3.08) (4.30) (8.40) (9.00)
54.2 54.0 67.9 46.0 28.9 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
	299 Stock Special	259 Time Freight	103 Streamliner Passenger	1 Passenger	37 Passenger	9 Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	
OPTWYZ	7.00PM	5.40AM	10.30PM	10.05PM	2.30PM	2.20AM	207.2
123 P							212.3
122 P					2.48		222.4
122 P							229.2
122 P							233.5
122 188 PWY			10.57PM	10.40PM	s 3.15	s 3.05	242.6
122 P					3.28		252.5
122 PW					f 3.34		257.3
122 P							268.2
122 122 PWY					f 3.55	s 3.35	274.2
122 P					4.04		282.8
127 PY					4.19		290.3
122 P							294.7
122 PW					4.37		299.4
133 P					4.54		308.7
44 P							311.7
83 P							315.6
122 P					5.16		319.7
ES 119 WS 113 OPWY			12.31AM	12.34AM	s 5.35	s 5.08	324.5
122 P					5.43		329.5
122 P							334.1
122 P							339.1
122 PW					6.15		345.6
145 P							349.5
122 P					6.33		354.9
102 77 PW					6.47		364.9
122 P							370.5
69 P					7.08		375.5
122 P					7.18		381.1
136 PW					7.27		386.1
122 P							390.6
122 PWY					s 7.50	6.58	400.9
122 P							410.5
122 PW					8.17		421.0
74 P					8.25		426.5
122 P							432.0
122 P							437.0
122 P					9.01	7.50	445.8
OPTWYZ	A 2.00AM	A 2.30PM	A 3.15AM	A 3.50AM	A 9.15PM	A 8.05AM	449.8

Time-Table No. 16

September 27, 1953

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
3.0
LITTLE SPRINGS
3.9
MINTO
4.1
ECCLES
4.8
DN CALIENTE YL CS
5.0
ETNA
4.6
STINE
5.0
BOYD
6.5
ELGIN
3.9
KYLE
5.4
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

CENTRALIZED TRAFFIC CONTROL

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. 16 September 27, 1953	Mile Post	FIRST CLASS				SECOND CLASS	
			104 Streamliner Passenger	38 Passenger	10 Passenger	2 Passenger	256 Time Freight	260 Time Freight
			Daily	Daily	Daily	Daily	Daily	Daily
OPTWYZ	D-NR MILFORD YL FD	576.8	A 5.33AM	A 12.20PM	A 12.40AM	A 2.10AM	A 4.30PM	A 1.45AM
123 P	5.1 UPTON	571.7	5.24	12.10	12.30	1.55		
122 P	10.1 THERMO	561.6		12.01PM				
122 P	6.8 NADA	554.8						
122 P	4.3 LATIMER	550.5						
122 188 PWY	DN LUND UN	541.4	5.00	s 11.40AM	s 12.05AM	1.30AM		
122 P	9.9 ZANE	531.5		11.22				
122 PW	4.8 BERYL	526.7		f 11.16				
122 P	10.9 HEIST	515.8						
122 122 PWY	D MODENA NA	509.8		f 11.00				
122 P	8.6 UVADA	501.2		10.48				
127 PY	7.5 CRESTLINE	493.7		10.36				
122 P	4.4 BROWN	489.3						
122 PW	4.7 ACOMA	484.6		10.20				
133 P	9.3 ISLEN	475.3		10.03				
44 P	3.0 LITTLE SPRINGS	472.3						
83 P	3.9 MINTO	468.4						
122 P	4.1 ECCLES	464.3		9.40				
ES 119 WS 113 OPWY	DN CALIENTE YL CS	459.5	3.24	s 9.30	s 10.15PM	11.37PM		
122 P	5.0 ETNA	454.5		9.13				
122 P	4.6 STINE	449.9						
122 P	5.0 BOYD	444.9						
122 PW	6.5 ELGIN	438.4		f 8.44				
145 P	3.9 KYLE	434.5						
122 P	5.4 LEITH	429.1		8.27				
102 77 PW	10.0 CARP	419.1		f 8.14				
122 P	5.6 VIGO	413.5						
69 P	5.0 GALT	408.5		7.55				
122 P	5.6 HOYA	402.9		7.46				
136 PW	5.0 ROX	397.9		f 7.40				
122 P	4.5 FARRIER	393.4						
122 PWY	D MOAPA MA	388.1		s 7.24	8.17			
122 P	9.6 UTE	373.5						
122 PW	10.5 DRY LAKE	363.0		f 7.01				
74 P	5.5 GARNET	357.5		6.55				
122 P	5.5 APEX	352.0						
122 P	5.0 DIKE	347.0						
122 P	8.3 WANN	338.7		6.36				
OPTWYZ	D-NRLAS VEGAS YL VG	334.2	12.55AM	6.30AM	7.30PM	8.55PM	6.35AM	3.45PM

Thru Time (4.38) (5.50) (5.10) (5.15) (9.55) (10.00)
 Average speed per hour 52.3 41.5 46.9 46.2 24.4 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. 16 September 27, 1953	Mile Post	SECOND CLASS			Daily Except Saturday	Daily Except Sunday
	307 Mixed		305 Mixed				306 Mixed	308 Mixed			
	Daily Except Sunday	Daily Except Sunday									
COPT WYZ			3.00AM	0.0	DN R	SALT LAKE CITY YL SA C	36.3	A 12.15AM			
			3.06	1.3		EIGHTH SOUTH ST. YL	37.6	12.05AM			
IP				2.1		D. & R. G. W. CROSSING YL	38.4				
				3.4		D. & R. G. W. CROSSING YL	39.7				
77 P			3.20	4.7		HUSLERS YL	41.0	11.50PM			
47 P		f	3.35	7.3	D	MURRAY YL FN	43.6	f 11.40			
60 PW			3.40	7.9		PALLAS YL	44.2	11.35			
AI				11.4		D. & R. G. W. GAUNTLET	47.7				
AI				12.3		D. & R. G. W. CROSSING	48.6				
102 P		f	3.50	12.6		SANDY	48.9	f 11.20			
48 PW		s	4.20	17.1	D	DRAPER A	782.9	s 11.10			
WS 73 ES 70 P		f	4.50	24.5		MOUNT	775.5	f 10.50			
73 PWY		f	5.20	29.0		CUTLER YL	771.0	f 10.30			
31 P		f	5.50	30.5	D	LEHI YL HI	769.5	f 10.20			
45 P		f	6.00	33.5	D	AMERICAN FORK AF	766.5	f 10.00			
73 P		f	6.20	36.5	D	PLEASANT GROVE GO	763.5	f 9.40			
100 P		f	6.30	42.0		GENEVA YL G	758.0	f 9.20			
AI				42.7		D. & R. G. W. CROSSING	757.3				
COPT WYZ		9.00AM	A 7.00AM	47.3		DN-R PROVO YL VO	752.7	9.00PM	A 5.30PM		
		f	9.10	52.0		SPRINGVILLE	748.0	f 5.15			
29 P		s	9.30	55.6	D	SPANISH FORK SF	744.4	f 5.05			
116 PW		s	10.00	63.2	D	PAYSON CN	736.8	f 4.50			
125 PW		f	10.50	78.0		STARR	722.0	f 4.25			
132 PY		s	11.40AM	89.2	DN	NEPHI NI	710.8	s 4.05			
75 P		f	12.20PM	103.7		JUAB	696.3	f 3.40			
125 P		f	1.05	118.9		PARLEY	681.1	f 3.05			
60 P		f	1.40	130.1		MACK	669.9	f 2.36			
OPTWY		A	2.00PM	134.1	DN-R	LYNDYL YL NY	665.9		2.30PM		
				(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. 16 September 27, 1953	Mile Post	SECOND CLASS		Daily Except Saturday	Daily Except Sunday
	303 Mixed					304 Mixed			
	Daily Except Sunday	Daily Except Sunday							
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		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 Saturday	
	(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 opposition 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. 16 September 27, 1953			Mile Post	SECOND CLASS	Mile Post		
	311 Mixed		STATIONS				312 Mixed			
WS 114 ES 67	PWY	7.30AM	0.0	DN-R	BRIGHAM CITY YL	BM	0.0	A	1.30PM	
51	f	7.45	5.6		CORINNE YL		5.6	f	12.55	
10	f	8.02	13.7		CROPLEY		13.7	f	12.35	
46	s	8.15	17.8	D	TREMONTON YL	MU	17.8	s	12.25	
19	wy	s	19.8	D	GARLAND YL	AJ	19.8	s	12.15PM	
20	f	8.46	25.0		FIELDING		25.0	f	11.56AM	
14	f	9.25	36.7		PORTAGE		36.7	f	11.20	
12	f	9.50	44.5		CHERRY CREEK (Spur)		44.5	f	10.55	
30	wy	A	51.5	D-R	MALAD YL	MV	51.5		10.30AM	
			(2.45)	Thru Time			(3.00)			
			18.7	Average speed per hour			17.1			

Westward SYRACUSE BRANCH Eastward			Westward BEAR RIVER BRANCH Eastward			Westward THATCHER BRANCH Eastward					
Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 16 September 27, 1953		Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 16 September 27, 1953		Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 16 September 27, 1953		Mile Post
	STATIONS	STATIONS			STATIONS	STATIONS					
WS 56 ES 115	PX	D	0.0	19	wy	D	0.0	46	D	0.0	
	I		0.3				1.1			5.1	
45			2.1	9			3.4			5.6	
3			2.4	11			7.5				
				22			9.2				
							9.9				
			(4.7)				(9.9)				(5.6)

Westward trains are superior to trains of the same class in the opposition 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.
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				
Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS	Mile Post	Time-Table No. 16 September 27, 1953			Mile Post	SECOND CLASS	Mile Post		
	417 Local Freight		STATIONS				418 Local Freight			
122 188	PWY	7.30AM	0.0	DN-R	LUND YL	UN	0.0	A	1.50PM	
120		7.50	9.4		AVON		9.4		1.25	
120	wyz	8.30	20.3	DN-R	IRON SPRINGS YL	GS	20.3		12.55	
20		8.45	25.2		HALIVAH		25.2		12.20	
Loop 43	ow	A	32.5	DN-R	CEDAR CITY YL	CD	32.5		12.05PM	
			(1.45)	Thru Time			(1.45)			
			18.2	Average speed per hour			18.2			

WESTWARD			MEAD LAKE BRANCH			EASTWARD		
Car capacity of sidings, etc. See Rule 6(A) Page 22.	Distance from Moapa	Time-Table No. 16 September 27, 1953			Mile Post			
		STATIONS	STATIONS	STATIONS				
122	PWY	0.0	D	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				
Car capacity of sidings, etc. See Rule 6(A) Page 22.	CLASS SECOND	Mile Post	Time-Table No. 16 September 27, 1953			Mile Post	CLASS SECOND	Mile Post		
	403 Local Freight		STATIONS				404 Local Freight			
ES 123 WS 116 OPWY		7.30AM	0.0	DN-R	CALIENTE YL	CS	0.0	A	2.45PM	
26	s	8.20	14.5		PANACA		14.5	s	1.30	
	y	A	32.7	D	PIOCHE YL	RM	32.7		12.01PM	
			(2.15)	Thru Time			(2.44)			
			14.0	Average speed per hour			11.9			

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

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

Designation "Str."—Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.
Designation "Psgr."—Train with steam locomotive and all passenger train equipment; train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.
Designation "Frt."—Train with freight cars; train with caboose only; locomotive without cars.
 When a Diesel-electric passenger locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified for "Psgr." trains will govern.
 When a freight locomotive is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.
 On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.
 Where rules, special rules or bulletin require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

GENERAL

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

**FIRST SUBDIVISION
Between Ogden and McCammon**

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

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

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Trains consisting of 50% or more ore.			30	Between M.P. 26.6 and 26.8.	70	60	50
Roy				Woods Cross			
Between M.P. 8.7 and 9.1.	79	70	50	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. 34.5 and Fifth North Street.	25	25	15
Farmington				Between Fifth North Street and passenger station.	12	12	12
Between M.P. 22.3 and 22.5.	70	60	50	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

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

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

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

**THIRD SUBDIVISION
Between Las Vegas and Caliente**

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

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

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

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

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

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

*NOTE: Reduce speed sign governing this location is on fireman's side of track.
**NOTE: Resume speed sign governing this location 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	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
Lynnndyl	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'	60.	1'55"	31.3
39"	92.3	1' 1"	59.	2'	30.
40"	90.	1' 2"	58.	2'15"	26.6
41"	87.8	1' 3"	57.1	2'30"	24.
42"	85.7	1' 4"	56.2	2'45"	21.8
43"	83.7	1' 5"	55.3	3'	20.
44"	81.8	1' 6"	54.5	3'30"	17.1
45"	80.	1' 7"	53.7	4'	15.
46"	78.3	1' 8"	52.9	5'	12.
47"	76.6	1' 9"	52.1	6'	10.
48"	75.	1'10"	51.4	7'	8.6
49"	73.5	1'11"	50.7	8'	7.5
50"	72.	1'12"	50.	10'	6.
51"	70.6				

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity Etc. See Rule 6-A Page 22	Switch Connections	Grade Descending	Location	Mile Post	Car Capacity Etc. See Rule 6-A Page 22	Switch Connections	Grade Descending
First Subdivision					Cache Valley Branch				
Marsh Valley	103.0	2 Mi. P	West	West	Sugar Factory	21.7	1.0 Mile	East	Level
Beers	72.3	9	East	East	Spur			West	Level
Thorensen	68.5	21	West	East	Mill Spur	44.4	15	West	East
Anderson	63.7	15	Both	East					
Morton	58.2	16	Both	Level					
Cottle	55.7	22	Both	East					
Collinston (2)	40.1	32 P	Both	East					
Madsen	32.5	21	Both	East					
Bushnell	19.3	Spur 1.4 Mi.	East	East					
Perry (1)	17.2	Old Siding 52 P	Both	Level					
		Team Track 25	Both	Level					
Harrisville	4.7	32 P	Both	Level					
Browning	2.7	29	Both	West					
Sugar Factory									
Spur	13.8	50 X	East	East					
Pioneer	29.7	60	Both	East					
Becks	32.9	Old Siding 88 P	Both	East					
		Advance Track 68	Both	East					
Second Subdivision					Eureka Branch				
Small Arms Spur	779.9	64 P	West	East	Eureka	3.6	3.66 Mi.	East	East
Bauer	744.8	33 P	Both	East					
Clover	732.8	Govt. Yard P	East	East					
Oasis (3)	644.4	33 P	Both	West					
Borden	620.9	4 P	West	East					
Pumice	604.3	16 P	Both	East					
Third Subdivision					Silver City Branch				
Barclay	478.7	18 P	Both	West	Silver City	2.4	1.94 Mi.	East	East
Hoya Pit	401.5	70 P	Both	West					
Arrolime	353.8	31 P	Both	East					
Valley	342.4	Old Siding 38 P	Both	West					
		Industry 14	Both	West					
		Nellis Air Base							
		Spur 2.7 Mi.	West	West					
Provo Subdivision					Mammoth Branch				
Officer	38.9	83 P	Both	East	Mammoth Jct. to Mammoth Mine	1.6	3.66 Mi.	East	East
Burton	39.5	21	Both	East	Mammoth		10	Both	East
Walton	41.1	16	West	East					
Bentz	42.2	9	West	West					
Atwood	45.9	Team Track 17 P	Both	West					
		Spur 11	West	West					
Cushing	47.5	27	Both	East					
Mellen Sand Spur	781.3	10	East	East					
Rideout	778.0	7 P	East	East					
Lehi Sugar Spur	769.1	98	East	West					
Hardy Beet Spur	761.8	27	West	East					
Bunker Spur	759.9	12	East	East					
Ironton	754.1	108	East	West					
Benjamin	741.6	28	Both	West					
Santaquin	730.7	8	West	East					
Sharp	703.6	13	East	East					
Mills	689.3	18 PW	East	West					
Soma	679.0	14 P	Both	East					
Uisco	676.3	12 P	East	West					
Leamington	671.3	5 P	East	West					
					Cedar City Branch				
					Kaiser	22.5	48	Both	East
					Stock Yards	29.9	Stock Track 28 P Stock Spur 0.5 Mi.	West	East
					Pioche Branch				
					Peck	6.0	2	West	East
					Prince Branch				
					Atlanta	2.6	13	Both	East
					Mendha	4.2	3	East	East
					Caselton	6.5	Yard	East	West
					Prince	8.6	4	Both	West
					Mead Lake Branch				
					Standard Oil Co.	3.1	6	East	East
					Arrowhead	3.3	20	West	East
					Seven Arrow				
					Gypsum	9.3	7	East	West
					Amber	9.5	5	East	West
					Virgin	12.8	6	Both	West
					Glassand	13.7	20	West	West

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

STATIONS NOT DULLE PAGES SET OUT TRACKS

Location	Mile Post	Car Capacity Etc. See Rule 6-A Page 22	Switch Connections	Grade Descending	Location	Mile Post	Car Capacity Etc. See Rule 6-A Page 22	Switch Connections	Grade Descending
First Subdivision					Third Subdivision				
Arimo	104.7	36	Both	West	Upton	571.7	14	Both	East
Virginia	100.0	Old Siding 54	Both	West	Thermo	561.6	14	Both	West
		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	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
Sure Seal	29.3	11	East	East	Lovell	344.6	11	West	West
					Wann	338.7	16	Both	West
Second Subdivision					Provo Subdivision				
Buena Vista	779.2	22	Both	Level	Sandy	48.9	16	Both	East
Erda	756.4	22	Both	East	Draper	782.9	48	Both	East
St. John	736.1	43	Both	Level	Mount	775.5	41	Both	West
Faust	723.3	35	Both	East	Geneva	758.0	73	Both	West
Pehrson	717.2	15	Both	East	Springville	748.0	25	Both	East
Lofgreen	709.9	22	Both	East	Spanish Fork	744.4	16	Both	East
Boulter	704.2	22	Both	East	Starr	722.0	14	West	West
McIntyre	691.9	22	Both	West	Juab	696.3	34	Both	West
Jericho	685.3	30	Both	West	Cache Valley Branch				
Champlin	675.0	22	Both	West	Hyrum	17.6	House 22	Both	East
Strong	658.2	22	Both	West	Richmond	37.4	House 18	Both	West
Van	639.9	22	Both	West	Lewiston	41.5	Sugar Spur 1.46 Mi.	West	East
Clear Lake	631.0	22	Both	East	Malad Branch				
Neels	625.9	22	Both	East	Corinne	5.6	Stock 22	Both	Level
Bloom	617.5	22	Both	Level	Portage	36.7	House 36	Both	Level
Cruz	609.6	23	Both	Level			16	East	Level
Black Rock	599.4	22	Both	East	Cedar City Branch				
Read	589.7	22	Both	East	Avon	9.4	2	West	East
Murdock	585.1	22	Both	East					

SYMBOLS AND ABBREVIATIONS

Rule 6 and 6(A)

Rule 6

The following letters placed before figures of a schedule indicate:

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

Rule 6(A)

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

- D —day operator;
- 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.