



UNION PACIFIC RAILROAD COMPANY

South-Central District



UTAH DIVISION

**TIME-TABLE
No. 42**

**Effective Sunday
September 24, 1967
at 12:01 A. M. MOUNTAIN TIME**

Safety Gains

Where Courtesy Reigns

FOR EMPLOYEES ONLY

G. A. CUNNINGHAM **J. BOWEN**
General Manager General Superintendent Transportation

C. C. LARKIN, Superintendent,
Salt Lake City, Utah

R. E. IRION, Ass't Superintendent...Salt Lake City, Utah

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

D. F. McCRAW, Ass't Terminal Supt.
Salt Lake City, Utah

N. D. NELSON, Trainmaster...Salt Lake City, Utah

J. B. ROBERTS, Trainmaster...Salt Lake City, Utah

T. E. ACKLIN, Trainmaster...Milford, Utah

R. V. WADE, Ass't Trainmaster...Ogden, Utah

J. A. SCHELLHORN, Master Mechanic
Salt Lake City, Utah

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

H. A. WILLIAMS, Road Foreman of Engines
Salt Lake City, Utah

H. A. CASSELL, Road Foreman of Engines
Salt Lake City, Utah

W. M. BATES, Road Foreman of Engines
Salt Lake City, Utah

M. D. FICKEL, Road Foreman of Engines
Las Vegas, Nevada

M. W. GUSTIN, Division Engineer...Salt Lake City, Utah

E. D. BYRNE, General Roadmaster...Salt Lake City, Utah

W. F. GRIFFIN, Superintendent of Safety and
Courtesy ...Los Angeles, California

L. A. KIRKEBY, Ass't Superintendent of Safety
and Courtesy ...Salt Lake City, Utah

First and Second Subdivisions and Branches
McCammion to Milford

R. D. BRINK, Chief Train Dispatcher
Salt Lake City, Utah

Third Subdivision and Branches
Milford to Las Vegas

R. A. FORBES, Chief Train Dispatcher
Salt Lake City, Utah

Assistant Chief Dispatchers

- R. L. Gundy
- C. E. Weichers
- G. J. Wilde
- K. G. Jones
- J. T. Holyoak
- R. L. Maughan
- B. F. Hyde

UNION PACIFIC RAILROAD EMPLOYEES HOSPITAL ASSOCIATION

PHYSICIANS AND SURGEONS ARE LOCATED AS SHOWN BELOW:

NAME	TITLE	PLACE
L. J. Taufer	District Surgeon	Salt Lake City.
R. R. Merrell	District Surgeon	Pocatello.
J. M. Farris	District Surgeon	Los Angeles.
K. E. Noyes	Surgeon	American Fork.
J. E. Trowbridge	Surgeon	Bountiful.
Jas. H. Clarke	Physician	Bountiful.
G. C. Dilla	Surgeon	Caliente.
L. V. Broadbent	Surgeon	Cedar City.
R. W. Farnsworth	Surgeon	Cedar City.
D. W. Brown	Surgeon	Cedar City.
M. E. Bird	Surgeon	Delta.
M. A. Lyman	Surgeon	Delta.
L. G. Burkett	Surgeon	Downey.
H. S. Jenson	Surgeon	Farmington.
V. R. Kelly	Surgeon	Kaysville.
J. B. Demman	Surgeon	Las Vegas.
J. J. Hamill	Surgeon	Las Vegas.
D. J. Romo	Surgeon	Las Vegas.
O. S. Budge	Surgeon	Logan.
John C. Worley	Surgeon	Logan.
O. W. Budge	Surgeon	Logan.
J. Clare Hayward	Surgeon	Logan.
O. H. Mabey	Surgeon	Malad.
E. N. Davis	Surgeon	Milford.
D. A. Symond	Surgeon	Milford.
John M. Ball	Surgeon	Murray.
J. G. Steele	Surgeon	Neph.
K. A. Stratford	Division Surgeon	Ogden.
Harold V. DeMars	Ear, Nose & Throat	Ogden.
F. W. Seager	Surgeon	Ogden.
I. H. Moncrief	Surgeon	Ogden.
G. F. Kearns	Surgeon	Ogden.
C. S. Egan	Physician	Ogden.
R. W. Pugmire	Oculist	Ogden.
G. H. Lowe	Physician	Ogden.
R. R. Merrell	District Surgeon	Pocatello.
R. K. Gorton	Asst. to District Surgeon	Pocatello.
R. G. Crandall	Physician	Pocatello.
Clark T. Parker	Surgeon	Pocatello.
H. K. Stahell	Surgeon	Pocatello.
J. W. Wurstar	Surgeon	Pocatello.
J. E. Comstock	Physician	Pocatello.
R. D. Benedict	Surgeon	Pocatello.
R. E. Oatler	Surgeon	Pocatello.
E. V. Simlson	Oculist & Aurist	Pocatello.
L. N. Diana	Eye Specialist	Pocatello.
Harry D. McGee	Ear, Nose & Throat	Pocatello.
Calvin Buhler	Surgeon	Pocatello.
L. R. Hawkes	Surgeon	Preston.
S. N. Clark	Oculist & Aurist	Provo.
J. B. Westwood	Surgeon	Provo.
H. D. Rees	District Surgeon	Provo.
R. B. Hammond	Oculist & Aurist	Provo.
L. J. Taufer	Oculist & Aurist	Salt Lake City.
Harry Berman	Surgeon	Salt Lake City.
B. J. Fairbanks	Surgeon	Salt Lake City.
H. L. Pearse	Surgeon	Salt Lake City.
R. H. Anderson	Surgeon	Salt Lake City.
Rulon E. Smith	Surgeon	Salt Lake City.
F. J. Winget	Surgeon	Salt Lake City.
W. J. Michelsen	Surgeon	Salt Lake City.
T. D. Harris	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	762.6
Branches	258.4
Grand Total	1021.0

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS		Distance from Ogden	Time-Table No. 42 September 24, 1967		Mile Post	FIRST CLASS	
103 Passenger Daily	5 Passenger Daily		STATIONS	104 Passenger		6 Passenger	
8.15	8.30	0.0	MT OGDEN MT	0.0	8.50	7.20	
9.05 9.30	9.20 10.00	36.3	SALT LAKE CITY	36.3 784.0	8.00 7.35	6.30 6.00	
11.20	12.15	154.4	LYNN DYL	665.9	5.00	3.13	
12.45	2.00	243.5	MILFORD	576.8	3.50	1.45	
	2.45	278.9	LUND	541.4		1.00	
3.05	4.50	360.8	CALIENTE	459.5	1.30	11.10	
5.40 4.55	8.00 7.25	486.1	MT LAS VEGAS MT PT	334.2	11.05 9.50	8.30 7.10	
7.55	11.25	657.1	YERMO	163.2	6.50	3.55	
8.20	11.55	670.5	BARSTOW	150.1	6.30	3.25	
10.30	2.10	751.3	SAN BERNARDINO	67.3	4.25	1.20	
11.00	2.40	761.8	RIVERSIDE	57.5	3.57	12.45	
11.35	3.30	787.3	POMONA	32.0	3.22	12.05	
12.10	4.00	813.6	EAST LOS ANGELES	5.7	2.50	11.35	
12.30	5.00	821.0	PT LOS ANGELES PT	0.0	2.30	11.15	
			(821.0)		Daily	Daily	
(17.15)	(21.30)		Thru Time		(17.20)	(19.05)	
47.6	38.2		Average speed per hour		47.4	43.0	

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS		Distance from Salt Lake City	Time-Table No. 42 September 24, 1967		Mile Post	FIRST CLASS	
35 Passenger Daily	36 Passenger		STATIONS	36 Passenger			
7.30		0.0	SALT LAKE CITY	36.3	7.00		
8.20 8.55		36.3	OGDEN	0.0	5.50 5.35		
9.25		57.4	BRIGHAM CITY	21.1	5.05		
10.10		85.1	CACHE JCT.	48.8	4.25		
11.25		147.5	MCCAMMON	111.2	3.15		
11.55		170.2	POCATELLO	213.9	2.45		
			(170.2)		Daily		
(4.25)			Thru Time		(4.15)		
38.5			Average speed per hour		40.0		

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

WESTWARD

FIRST SUBDIVISION

Car Capacity of sidings, etc. See Rule 6(A) Page 18	SECOND CLASS			FIRST CLASS			Distance from Salt Lake City	Time-Table No. 42 September 24, 1967
	311			35	6	104		
	Mixed			Passenger	Passenger	Passenger		
	Daily Except Sunday			Daily	Daily	Daily		
P				7.30 ^{PM}	6.30 ^{PM}	8.00 ^{AM}	0.0	
DFPT YZ							1.0	
PX				7.38	6.38	8.08	5.2	
PX				7.41	6.41	8.11	8.2	
WS 61 PX				7.47	6.47		15.0	
CS 113 P				7.51	6.51	8.21	19.6	
				7.53	6.53		21.8	
PX				7.57	6.57	8.27	26.5	
ES 36 PX				8.01	7.01	8.31	30.2	
P				8.06	7.06	8.36	35.3	
DFPT YZ				8.20	7.20 ^{PM}	8.50 ^{AM}	36.3	
				8.55				
AI							37.0	
107 P		5.45		9.04			37.9	
105 P		f 5.55		9.11			45.1	
106 P		f 6.13		9.16			50.3	
WS 100 PY		A 6.25 ^{AM}		9.25			57.4	
ES 56								
106 P				9.36			66.7	
107 P				9.41			72.2	
106 P				9.51			80.9	
WS 93 DP				10.10			85.1	
ES 57 YZ								
108 P				10.20			93.2	
				10.23			96.9	
106 P				10.28			101.4	
106 P				f 10.37			107.3	
				10.41			111.5	
109 P				10.44			114.6	
106 P				10.50			121.0	
106 P				c 11.04			131.3	
				11.11			136.3	
107 P				11.16			141.0	
109 PY				A 11.25 ^{PM}			147.5	
106								

Time-Table No. 42
September 24, 1967

STATIONS

DN-R SALT LAKE CITY YL

DN-R NORTH YARD YL

NORTH SALT LAKE

D WOODS CROSS

FARMINGTON

KAYSVILLE

D LAYTON

DN CLEARFIELD YL

ROY

BRIDGE JCT. YL

DN-R OGDEN YL

D. & R. G. W. CROSSING YL

S. P. JCT. YL

HOT SPRINGS

WILLARD

DN BRIGHAM CITY YL

HONEYVILLE

DEWEY

WHEELON

DN CACHE JCT. YL

TRENTON

CORNISH

WESTON

DAYTON

CLIFTON

COULAM

SWAN LAKE

D DOWNEY

VIRGINIA

D ARIMO

DN-R McCAMMON YL

Double Track

Block Signals

(0.50) 25.3 (3.55) 37.7 (0.50) 43.6 (0.50) 48.6 Thru Time Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 Rules 251 to 254 inclusive apply between Ogden and Salt Lake City.
 At Ogden, trains and engines are governed by Operating Rules and special instructions of Ogden Union Railway and Depot Co. while using their tracks.
 For conditional stops to discharge or pick up revenue passengers.—See Page 11.
 For stations not shown on schedule pages.—See Page 17.
 For setout tracks.—See Page 18.

FIRST SUBDIVISION

EASTWARD

Car Capacity of sidings, etc. See Rule 6(A) Page 18	FIRST CLASS			SECOND CLASS			Distance from Salt Lake City	Time-Table No. 42 September 24, 1967
	36	5	103			312		
	Passenger	Passenger	Passenger			Mixed		
DN-R								
SALT LAKE CITY YL	36.3	A 7.00 ^{AM}	A 9.20 ^{AM}	A 9.05 ^{PM}			0.0	P
DN-R NORTH YARD YL	35.3						1.0	DFPT YZ
NORTH SALT LAKE	31.1	6.27	9.07	8.49			5.2	PX
D WOODS CROSS	28.1	6.24	9.04	8.46			8.2	PX
FARMINGTON	21.3	6.17	8.58				15.0	WS 61 PX
KAYSVILLE	16.7	6.12	8.54				19.6	CS 113 P
D LAYTON	14.5	6.10	8.52	8.34			21.8	
DN CLEARFIELD YL	9.8	6.06	8.47	8.30			26.5	PX
ROY	6.1	6.02	8.42	8.27			30.2	ES 36 PX
BRIDGE JCT. YL	1.0	5.57	8.37	8.22			35.3	P
DN-R OGDEN YL	0.0	5.50	8.30 ^{AM}	8.15 ^{PM}			36.3	DFPT YZ
		5.35 ³¹¹						A 2.15 ^{PM}
D. & R. G. W. CROSSING YL	0.7						37.0	AI
S. P. JCT. YL	1.6	5.25					37.9	107 P
HOT SPRINGS	8.8	5.18					45.1	f 1.50 105 P
WILLARD	14.0	5.13					50.3	f 1.42 106 P
DN BRIGHAM CITY YL	21.1	s 5.05					57.4	1.30 ^{PM} WS 100 PY ES 56
HONEYVILLE	30.4	4.52					66.7	106 P
DEWEY	35.9	4.47					72.2	107 P
WHEELON	44.6	4.38					80.9	106 P
DN CACHE JCT. YL	48.8	f 4.25					85.1	WS 93 DP ES 57 YZ
TRENTON	56.9	4.12					93.2	108 P
CORNISH	60.6	4.09					96.9	
WESTON	65.1	4.05					101.4	106 P
DAYTON	71.0	c 3.59					107.3	106 P
CLIFTON	75.2	3.54					111.5	
COULAM	78.3	3.51					114.6	109 P
SWAN LAKE	84.7	3.45					121.0	106 P
D DOWNEY	95.0	f 3.34					131.3	106 P
VIRGINIA	100.0	3.27					136.3	
D ARIMO	104.7	3.22					141.0	107 P
DN-R McCAMMON YL	111.2	f 3.15 ^{AM}					147.5	109 PY

Block Signals

Double Track

(147.5) (3.45) 39.3 (0.50) 43.6 (0.50) 48.6 (0.45) 28.1 Thru Time Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 Rules 251 to 254 inclusive apply between Ogden and Salt Lake City.
 At Ogden, trains and engines are governed by Operating Rules and special instructions of Ogden Union Railway and Depot Co. while using their tracks.
 For conditional stops to discharge or pick up revenue passengers.—See Page 11.
 For stations not shown on schedule pages.—See Page 17.
 For setout tracks.—See Page 18.

WESTWARD

SECOND SUBDIVISION

EASTWARD

FIRST CLASS

Time-Table No. 42

September 24, 1967

FIRST CLASS

Car Capacity of sidings, etc. See Rule 6(A) Page 18

103 Passenger Daily
5 Passenger Daily

104 Passenger
6 Passenger

Distance From Salt Lake City	STATIONS	Mile Post	FIRST CLASS		Car Capacity of sidings, etc. See Rule 6(A) Page 18
			104 Passenger	6 Passenger	
0.0	DN-R NORTH YARD YL	35.3			DPPI YZ
0.7	GRANT TOWER YL	36.0			PI
1.9	W.P.-U.P. JUNCTION YL	781.7			PX
4.4	BUENA VISTA	779.2			102 P
9.30PM 10.00AM	DN-R SALT LAKE CITY YL	36.3	A 7.35AM	A 6.00PM	P
1.3	EIGHTH SO. ST. YL	37.6			P
1.5	D. & R. G. W. CROSSING YL	37.8			AIP
1.7	D. & R. G. W. CROSSING YL	38.0			AIP
4.8	BUENA VISTA	779.2	6.55	5.20	102 P
15.7	D GARFIELD	768.3			109 P
16.9	K.C.C. CROSSING	767.1			AIP
17.6	SMELTER	766.4			PX
19.6	LAKE POINT	764.4			106 P
27.6	ERDA	756.4			106 P
35.8	D WARNER	748.2		s 4.45	106 PY
41.4	STOCKTON	742.6			113 P
47.9	D ST. JOHN	736.1			106 P
60.7	FAUST	723.3			123 P
66.8	PEHRSON	717.2			106 P
74.1	LOFGREEN	709.9			119 P
79.8	BOULTER	704.2			106 P
85.4	D TINTIC	698.6			106 PYZ
92.1	McINTYRE	691.9			107 P
98.7	JERICO	685.3			109 P
109.0	CHAMPLIN	675.0			119 P
11.20PM 12.15PM	LYNNDYL	665.9	5.00	r 3.13	101 PY
125.8	STRONG	658.2			106 P
134.6	D DELTA	649.4		s 2.55	107 PY
144.1	VAN	639.9			106 P
153.0	CLEAR LAKE	631.0			106 P
158.1	NEELS	625.9			106 P
166.5	BLOOM	617.5			106 P
174.4	CRUZ	609.6			107 P
184.6	BLACK ROCK	599.4			106 P
194.3	READ	589.7			106 P
198.9	MURDOCK	585.1			106 P
12.35AM 1.50PM	DN-R MILFORD YL	576.8	3.50AM	1.45PM	DPTYZ
	(207.2)		Daily	Daily	

(3.05) 67.2 (3.50) 54.0

..... Thru Time (3.45) (4.16)
..... Average speed per hour 55.3 48.8

For conditional stops to discharge or pick up revenue passengers.—See Page 11.

For stations not shown on schedule pages.—See Page 17.

For setout tracks.—See Page 18.

WESTWARD

THIRD SUBDIVISION

EASTWARD

FIRST CLASS

Time-Table No. 42

September 24, 1967

FIRST CLASS

Car Capacity of sidings, etc. See Rule 6(A) Page 18

103 Passenger Daily
5 Passenger Daily

6 Passenger
104 Passenger

Distance From Salt Lake City	STATIONS	Mile Post	FIRST CLASS		Car Capacity of sidings, etc. See Rule 6(A) Page 18
			103 Passenger Daily	5 Passenger Daily	
207.2	DN-R MILFORD YL	576.8	A 1.35PM	A 3.40AM	
212.3	UPTON	571.7			
222.4	THERMO	561.6			
229.2	NADA	554.8			
233.5	LATIMER	550.5			
242.6	D LUND	541.4	s 1.00PM		
252.5	ZANE	531.5			
257.3	BERYL	526.7			
268.2	HEIST	515.8			
274.2	MODENA	509.8			
282.8	UVADA	501.2			
290.3	CRESTLINE	493.7			
294.7	BROWN	489.3			
299.4	ACOMA	484.6			
308.7	ISLEN	475.3			
311.7	LITTLE SPRINGS	472.3			
315.6	MINTO	468.4			
319.7	ECCLES	464.3			
324.5	D CALIENTE YL	459.5	s 11.10AM	s 1.30AM	
329.5	EPNA	454.5			
334.1	STINE	449.9			
339.1	BOYD	444.9			
345.6	ELGIN	438.4			
349.5	KYLE	434.5			
354.9	LEITH	429.1			
364.9	CARP	419.1			
370.5	VIGO	413.5			
375.5	GALT	408.5			
381.1	HOYA	402.9			
386.1	ROX	397.9			
390.6	FARRIER	393.4			
400.9	D MOAPA	383.1			
410.5	UTE	373.5			
421.0	DRY LAKE	363.0			
426.5	GARNET	357.5			
432.0	APEX	352.0			
437.0	DIKE	347.0			
443.3	WANN	338.7			
449.8	DN-R LAS VEGAS YL	334.2	8.30AM	11.05PM	
	(242.6)		Daily	Daily	

(4.55) 49.3 (6.00) 40.4

..... Thru Time (5.05) (4.35)
..... Average speed per hour 47.7 52.9

For conditional stops to discharge or pick up revenue passengers.—See Page 11.

For stations not shown on schedule pages.—See Page 17.

For setout tracks.—See Page 18.

WESTWARD			PROVO SUBDIVISION			EASTWARD		
Car Capacity of sidings, etc. See Rule 6(A) Page 18	SECOND CLASS		Distance from North Yard	Time-Table No. 42 September 24, 1967	Mile Post	SECOND CLASS		
		305 Mixed Daily Except Sunday				306 Mixed		
DFPT YZ		2.00AM	0.0	DN-R NORTH YARD YL 0.7	35.3	A	12.15AM	
PI			0.7	GRANT TOWER YL 2.4	36.0			
AI			3.1	D. & R. G. W. CROSSING YL 1.3	38.4			
			4.4	D. & R. G. W. CROSSING YL 1.3	39.7			
69 P		2.20	5.7	HUSKERS YL 2.6	41.0		11.50PM	
41 P		f 2.30	8.3	MURRAY YL 0.6	43.6	f	11.40	
34 P		2.35	8.9	PALLAS YL 4.7	44.2		11.35	
89 P		f 2.50	13.6	SANDY 4.5	48.9	f	11.20	
45 P		f 3.05	18.1	DRAPER 7.4	782.9	f	11.10	
66 P		f 3.25	25.5	MOUNT 4.5	775.5	f	10.50	
63 PY		f 3.45	30.0	CUTLER 1.5	771.0	f	10.30	
P		f 4.05	31.5	LEHI 3.0	769.5	f	10.20	
39 P		f 4.15	34.5	D AMERICAN FORK 3.0	766.5	f	10.00	
68 P		f 4.35	37.5	PLEASANT GROVE 2.2	763.5	f	9.40	
P			39.7	PIPEMILL YL 3.3	761.3			
P		f 4.45	43.0	GENEVA YL 0.7	758.0	f	9.20	
AI			43.7	D. & R. G. W. CROSSING 4.6	757.3			
DPT Z		A 5.15AM	48.3	DN-R PROVO YL 4.7	752.7		9.00PM	
P			53.0	SPRINGVILLE 3.6	748.0			
25 P			56.6	D SPANISH FORK 7.6	744.4			
95 P			64.2	PAYSON 14.8	736.8			
108 P			79.0	STARR 11.2	722.0			
108 PY			90.2	D NEPHI 14.5	710.8			
108 P			104.7	JUAB 16.2	696.3			
108 P			119.9	PARLEY 15.2	681.1			
PY			135.1	LYNN DYL YL	665.9			
				(185.1)			Daily Except Saturday	
		(8.15) 14.9		Thru Time	(3.15) 14.9		Average speed per hour	

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

For stations not shown on schedule pages.—See Page 17.

For setout tracks.—See Page 18.

WESTWARD			CEDAR CITY BRANCH			EASTWARD			Westward Iron Mountain Branch Eastward		
Car Capacity of sidings, etc. See Rule 6(A) Page 18	SECOND CLASS		Mile Post	Time-Table No. 42 September 24, 1967	Mile Post	SECOND CLASS		Car Capacity of sidings, etc. See Rule 6(A) Page 18	Time-Table No. 42 September 24, 1967	Mile Post	
		417 Local Freight Daily Except Sunday				418 Local Freight					
106 162 PY		10.00AM	D-R	LUND YL 9.4	0.0	A	1.45PM	PYZ	D-R	IRON SPRINGS YL 4.5	0.0
112		10.20		AVON 10.9	9.4		1.27	P		DESERT MOUND 6.4	4.5
PYZ		10.45	D-R	IRON SPRINGS YL 12.2	20.3	s	1.05	Y		COMSTOCK 4.0	10.9
Loop 37 P		A 11.20AM	D-R	CEDAR CITY YL	32.5		12.30PM	PY	D	IRON MOUNTAIN YL	14.9
				(32.5)			Daily Except Sunday			(14.9)	
		(1.20) 24.4		Thru Time	(1.15) 26.0		Average speed per hour				

Westward MEAD LAKE BRANCH Eastward			
Car Capacity of sidings, etc. See Rule 6(A) Page 18	Time-Table No. 42 September 24, 1967		Mile Post
		STATIONS	
105 PY	D	MOAPA 6.1	0.0
9		NARROWS 5.1	5.1
7		LOGANDALE 4.6	10.2
8		OVERTON 1.9	14.8
Y		MEAD LAKE (Spur)	16.7
		(16.7)	

WESTWARD			PIOCHE-PRINCE BRANCHES			EASTWARD			Westward FILLMORE BRANCH Eastward		
Car Capacity of sidings, etc. See Rule 6(A) Page 18	Time-Table No. 42 September 24, 1967		Mile Post	Time-Table No. 42 September 24, 1967	Mile Post	Time-Table No. 42 September 24, 1967		Mile Post			
		STATIONS					STATIONS				
ES 99 WS 97 E. Drill DPY		D-R	CALIENTE YL 14.5	0.0	107 PY 161	D	DELTA YL 21.7	0.0			
23			PANACA YL 18.2	14.5	8		GREENWOOD (Spur) 10.5	21.7			
Y		D	PIOCHE YL 6.5	32.7	23 Y D		FILLMORE YL	32.2			
			CASELTON YL 2.1	6.5							
			PRINCE YL	8.6							
			(41.3)				(32.2)				

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 417 is superior to No. 418.—See Rule 72.

For stations not shown on schedule pages.—See Page 17.

For setout tracks.—See Page 18.

Westward		CACHE VALLEY BRANCH		Eastward	
Car Capacity of sidings, etc. See Rule 6(A) Page 18	SECOND CLASS	Time-Table No. 42		Mile Post	SECOND CLASS
	303 Mixed	September 24, 1967			304 Mixed
	Daily Except Sunday	STATIONS			
DPYZ	5.30AM	DN-R	CACHE JCT. YL	0.0	A 3.00PM
	f 5.55		8.6 MENDON	8.6	f 2.15
12 P	f 6.15		5.2 WELLSVILLE	13.8	f 1.55
19			0.7 HILLS	14.5	
19	f 6.30		3.1 HYRUM	17.6	f 1.30
8			2.6 HOLT	20.2	
40 PYZ	s 6.55	D	3.9 LOGAN	24.1	s 1.10
14			2.3 GREENVILLE	26.4	
13 P	f 7.22	D	5.1 SMITHFIELD	31.5	f 12.30
31 P	f 7.45	D	5.9 RICHMOND	37.4	f 12.01PM
			4.1 LEWISTON (Spur)	41.5	
27	f 8.25		2.3 FRANKLIN	43.8	f 11.20AM
21	f 8.35		4.2 WHITNEY	48.0	f 11.08
21 PY	A 9.30AM	D-R	2.8 PRESTON YL	50.8	11.00AM
			(50.8)		Daily Except Sunday
	(4.00) Thru Time			(4.00)	
	12.7 Average speed per hour			12.7	

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 For stations not shown on schedule pages.—See Page 17.
 For setout tracks.—See Page 18.

WESTWARD		MALAD BRANCH		EASTWARD	
Car Capacity of sidings, etc. See Rule 6(A) Page 18	SECOND CLASS	Time-Table No. 42		Mile Post	SECOND CLASS
	311 Mixed	September 24, 1967			312 Mixed
	Daily Except Sunday	STATIONS			
WS 100 PY	6.30AM	DN-R	BRIGHAM CITY YL	0.0	A 1.15PM
ES 56	f 6.45		5.6 CORINNE	5.6	f 12.57
45	f 6.57		5.9 FORD	11.5	f 12.45
25	f 7.02		2.2 CROPLEY	13.7	f 12.40
40 P	s 7.15	D	4.1 TREMONTON YL	17.8	s 12.30
17 Y	s 7.30		2.0 GARLAND YL	19.8	s 12.20
19	f 7.46		5.2 FIELDING	25.0	f 12.05PM
26 PY	A 9.15AM	D-R	26.5 MALAD YL	51.5	11.01AM
			(51.5)		Daily Except Sunday
	(2.45) Thru Time			(2.14)	
	18.7 Average speed per hour			20.1	

One Yard Limit between M.P. 16.89 east of Tremontion and M.P. 20.79 west of Garland.

Westward SYRACUSE BRANCH Eastward		Westward THATCHER BRANCH Eastward	
Car Capacity of sidings, etc. See Rule 6(A) Page 18	Time-Table No. 42		Mile Post
	September 24, 1967		
	STATIONS		
PX DN	CLEARFIELD YL	0.0	
I	0.3 D. & R. G. W. CROSSING YL	0.3	
PYZ	0.1 FREEPORT CENTER YL	0.4	
13	1.7 BARNES YL (Spur)	2.1	
	(2.1)		

Car Capacity of sidings, etc. See Rule 6(A) Page 18	Time-Table No. 42		Mile Post
	September 24, 1967		
	STATIONS		
40 P D	TREMONTON YL	0.0	
17	5.1 SUNSET YL	5.1	
	(5.1)		

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 For stations not shown on schedule pages.—See Page 17.
 For setout tracks.—See Page 18.

Conditional Stops to Discharge or Pick Up Revenue Passengers			
Train	At	Discharge passengers from	Pick up passengers destined to
35	Any Station.	Any Station.	Any Station.
36	Any Station.	Any Station.	Any Station.
103	Delta.	Ogden-East.	Los Angeles
104	Delta.	Los Angeles	Ogden-East
* 5	Any Station.	Any Station.	Any Station.
* 6	Any Station.	Any Station.	Any Station.

*Will stop for non-revenue passengers, except does not apply to train 6 between Uvada and Salt Lake City.

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

Designation "Psgr."—Train with Diesel locomotive and all passenger train equipment.
Designation "Frt."—Train with freight cars; train with caboose only; locomotive without cars; locomotive with cars, other than train movement.
Referring to Rule 10(J): Where two or three speeds are shown on "Reduce Speed" signs, higher speed applies to passenger trains as defined above, lower speed applies to freight trains. Where only one speed is shown, it applies to all trains.

GENERAL

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
All work trains.		50	Diesel locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent.		35
All regularly assigned locals.		50			
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	Trains handling ore from Cedar City Branch: Between Lund and Lynndyl. Between Lynndyl and Salt Lake via Tintic. Between Lund and Las Vegas.	40 40 40	
When caboose is handled in train consisting of passenger train equipment, except No. 35 and No. 36.	60		Trains handling MCPX 23000 series or MONX 23000 series tank cars loaded with phosphorus.		50
When using No. 20 turnouts at Smelter.	35	35			
When using No. 14 turnouts.	25	20	Trains handling UP ore cars 26000 to 26499, and 27000 to 27299, under load or empty, unless otherwise restricted.		50
When using other crossovers or turnouts.	15	15			
Facing point movement over spring switches, except at S. P. Jct.	20	20	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)	40 35	
Within yard limits— Protected by continuous block signal system where not otherwise restricted. Not protected by continuous block signal system. On branch lines, except Pioche Branch. (For Pioche Branch see page 16.)	60 50 30	35 25 15	Trains handling scale test cars, wedge plows or company roadway machines on own wheels (except wrecking derricks): On main lines. On branch lines.	30 20	
Diesel road freight or road switch locomotives.	65				
Gas turbine locomotives.	65		Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)	25	
Diesel yard switch locomotives in road service: 1000-1100 class. 1800 class.	35 50	35 50			
1870 class Road Switch Locomotives: On First, Second and Third Subdivisions. On Provo Subdivision. On Branch Lines.	50	50 25 20	Jordan spreaders and other machines of spreader type, when in operation. Trains handling diesel units dead in train: Yard-switch units of any type. Foreign line, government, export or commercial units other than yard-switch type. Union Pacific road-switch units of Alco or Baldwin type.	15 35 45 45	
When leading unit at front of train is gas turbine or car body type unit backing up.	30	30			
Multiple unit engine when controlled from other than leading unit.	30	30	Wye tracks except those portions used as main track or siding.	6	6

**FIRST SUBDIVISION
Between Ogden and McCammon**

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Maximum speed.	79	50	Cornish Between M.P. 64.1 and 64.5.	60	50
No. 35 and No. 36 with freight train equipment.	65		Weston Between M.P. 66.1 and 67.1. Between M.P. 68.6 and 68.8.	45 75	35 50
Hot Springs Between M.P. 10.3 and 10.6. Between M.P. 12.3 and 12.7. Between M.P. 13.7 and 14.0* (See Note).	60 60 60	50 50 50	Coulam Between M.P. 82.7 and 83.0.	45	35
Willard Between M.P. 19.2 and 19.4. Between M.P. 20.9 and 21.1.	60 35	50 25	Swan Lake Between M.P. 85.6 and 85.8. Between M.P. 86.5 and 87.5. Between M.P. 90.2 and 90.4. Between M.P. 92.3 and 93.9* (See Note).	60 60 50 60	50 50 40 50
Brigham City Between M.P. 23.1 and 23.4.	60	50	Downey Between M.P. 99.4 and 99.6.	50	40
Dewey Between M.P. 37.8 and 38.0. Between M.P. 41.0 and 41.4. Between M.P. 42.0 and 42.2. Between M.P. 43.5 and 44.6.	45 60 45 40	35 50 35 30	Virginia Between M.P. 102.4 and 102.6.	60	50
Wheelon Between M.P. 44.6* and 46.4 (See Note). Between M.P. 46.4 and 47.2.	12 30	12 30	Arimo Between M.P. 107.4 and 107.7. Between M.P. 110.8 and 111.2.	60 40	50 25
Cache Junction Between M.P. 49.0 and 49.3. Between M.P. 51.1 and 51.4. Between M.P. 53.5 and 53.9.	25 45 60	25 35 50	McCammon		

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

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Maximum speed.	79	60	Farmington Between M.P. 22.3 and 22.5. Between M.P. 26.6 and 26.8.	70 70	55 55
No. 35 and No. 36 with freight train equipment.	65		North Yard Between M.P. 34.8 and 34.9. Between M.P. 34.9 and passenger station.	40 25	25 25
Trains consisting of 50% or more ore.		30	Salt Lake City When using turnouts between passenger station and Second North.	10	10
Clearfield Between M.P. 9.0 and 10.0.	30	30			
Kaysville Between M.P. 20.9 and 21.2.	70	55			

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

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Maximum speed. (Except freight trains main line between 12th St. and Wall Avenue.)	30	15 30	Switches, Cecil Junction.	Westward Psgr. 15	Eastward Psgr. 10
When using crossovers or turnouts.	15	15	U.P. and S.P. Roundhouses & shop limits.	8	8
Over railroad crossings.	10	10	Over switches at 23rd and 26th Streets and in Union Station Passenger Yard.	8	8
			Wye and Balloon Track, Patterson Avenue.	10	10

NOTE: Referring to Rule 10(J) * Reduce Speed Signs have been placed on Left side of track at following points:
 Westward M.P. 44.6
 Eastward M.P. 14.0 M.P. 93.9

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

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
Maximum speed.	79	60	Erda Between M.P. 757.1* and 758.9 (See Note).	55	40
All freight trains operated to or from Provo Subdivision between Lynndyl and Milford.		50	Between M.P. 760.9 and 761.9.	70	55
Milford Between M.P. 576.5* and 577.2 (See Note).	20	20	Between M.P. 762.8 and 763.3.	65	50
Between M.P. 577.5 and 579.1.	70	50	Lake Point Kennecott Copper Co. Highline Trackage.		15
Delta Between M.P. 651.4 and 651.6.	70	55	Smelter When using crossover at M.P. 766.4.	35	35
Between M.P. 655.8 and 656.4.	70	55	Between M.P. 767.2 and 767.5.	70	55
Lynndyl Between M.P. 665.7* and 665.9* (See Note).	70	55	Garfield Between M.P. 770.1 and 770.5.	70	55
Champlin Between M.P. 678.9 and 679.2.	65	50	Buena Vista Between MP 779.2** and 779.6 (See Note).	70	55
Between M.P. 680.5 and 681.0.	60	45	Freight Line Between Buena Vista and Redwood Road.	30	30
Between M.P. 682.5 and 684.5.	60	45	Salt Lake City Freight Line Between Redwood Road and Grant Tower.	20	20
Jericho Between M.P. 685.6 and 689.0.	60	45	Within Grant Tower Interlocking limits except South leg of Wye.	15	15
Tintic Between M.P. 699.6 and 699.9.	70	55	Grant Tower — South leg of wye.	10	10
Between M.P. 702.1 and 703.8.	70	55	When pushing cars between Fifth North and Twenty-First South Streets.		5
Boulter Between M.P. 705.8 and 715.9.	55	40	Passenger Line — Between Redwood Road and D&RGW railroad crossing.	25	25
Pehrson Between M.P. 719.6 and 721.0.	60	45	Passenger Line — D&RGW railroad crossing on Ninth South Street.	20	20
St. John Between M.P. 742.1 and 744.1.	55	40	Between Passenger Station and Ninth South Streets; and Between Third West and Fourth West Streets.	12	12
Warner Between M.P. 754.2 and 755.6.	60	45	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.		

**THIRD SUBDIVISION
Between Las Vegas and Milford**

Maximum Speed	79	60	Dry Lake Between M.P. 363.9 and 364.3.	70	55
Between Las Vegas and Farrier.	70	50	Between M.P. 369.1 and 369.4.	70	55
Between Farrier and M.P. 500.0 near Uvada.	79	60	Ute Between M.P. 379.2 and 379.6.	60	45
Between M.P. 500.0, near Uvada, and Milford.		45	Between M.P. 380.4 and 380.9.	65	50
Between Moapa and Las Vegas, trains handling traffic from Mead Lake Branch, Arrolime or Apex.		50	Farrier Between M.P. 394.0 and 394.2.	60	45
All freight trains operated to or from Cedar City Branch between Milford and Lund.		20	Between M.P. 394.6 and 395.9.	35	30
Las Vegas Between M.P. 333.2 and 335.2.	20	20	Between M.P. 397.5 and 398.6.	40	30
Dike Between M.P. 348.4 and 351.1.	40	30	Hoya Between M.P. 403.7 and 419.7.	35	30
Fibreboard Spur.	20	20	Carp Between M.P. 425.4 and 426.2.	55	40
Apex Between M.P. 356.1 and 356.8.	45	30	Between M.P. 427.9 and 428.2* (See Note).	55	40
Garnet Between M.P. 357.3 and 357.8* (See Note).	70	55	Leith Between M.P. 430.0 and 455.2.	35	30
Between M.P. 358.2* and 358.5 (See Note).	45	30	Etna Between M.P. 458.4 and 458.8.	45	30
Between M.P. 358.8 and 359.4.	60	45	Caliente Between Signal 4592 and Switch to Oil Spur at M.P. 460.0.	20	20
Between M.P. 362.2 and 362.5* (See Note).	60	45			

NOTE: Referring to Rule 10(J) * Reduce Speed Signs or ** Resume Speed Signs have been placed on Left side of track at following points:

Westward	Eastward
M.P. 665.9 M.P. 779.2 M.P. 428.2 M.P. 357.8 M.P. 362.5	M.P. 576.5 M.P. 665.7 M.P. 757.1 M.P. 358.2

**THIRD SUBDIVISION (Continued)
Between Las Vegas and Milford**

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
Caliente Between M.P. 460.0 and 460.3* (See Note).	40	30	Brown Between M.P. 489.1 and 492.1.	50	35
Between M.P. 461.2 and 461.7.	30	20	Crestline Between M.P. 494.1** and 494.4 (See Note).	40	30
Between M.P. 461.7 and 463.9.	40	30	Between M.P. 495.0 and 497.3.	30	20
Eccles Between M.P. 466.0 and 466.9.	40	30	Between M.P. 497.6 and 497.9.	60	45
Between M.P. 467.2 and 469.0* (See Note).	55	40	Maximum Speed at any point between M.P. 500.0, near Uvada, and Farrier.	70	50
Minto Between M.P. 469.1 and 477.3.	30	20	Uvada Between M.P. 502.0* and 502.5 (See Note).	70	55
Islen Between M.P. 479.1 and 479.5.	40	30	Maximum Speed All freight trains operated to or from Cedar City Branch between Milford and Lund.		50
Between M.P. 479.8 and 480.0.	50	35	Milford Between M.P. 576.5* and 577.2 (See Note).	20	20
Between M.P. 480.4 and 481.6.	30	20			
Acoma Between M.P. 484.4* and 486.6 (See Note).	60	45			
Between M.P. 486.8 and 488.7.	30	25			

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

Maximum speed.	50	40	Lehi City Limits, between M.P. 768.7 and 771.1.	30	30
Between Geneva and Sandy.		30	Sugar Factory Trackage west of stockyards.		5
Lynndyl Between M.P. 665.7 and 666.0.	15	15	Cutler Between M.P. 773.4 and 778.1.	35	25
Between M.P. 666.0 and 667.3.	40	20	Draper Between M.P. 780.8 and 782.7.	40	25
Between M.P. 674.8 and 676.4.	40	40	Sandy Between M.P. 49.0* and 46.2 (See Note).	40	30
Between M.P. 676.4 and 677.7.	20	20	Atwood Midvale Smelter Trackage.		12
Between M.P. 677.7 and 686.2.	30	25	Between M.P. 46.2 and 40.3.	30	20
Mills Between M.P. 691.8 and 694.4.	40	25	Huslers (See Note). Between M.P. 40.3* and Salt Lake City.	15	15
Nephi (See Note) City Limits, between M.P. 710.0 and 711.8**.	20	20	Salt Lake City When pushing cars between Fifth North and Twenty-First South Streets.		5
Santaquin Between M.P. 732.6 and 733.5.	40	25	Between Second South and Ninth South Streets.	12	12
Provo Between M.P. 751.8 and 758.5.	20	20	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			
Pleasant Grove City Limits, between M.P. 762.9 and 764.0.	20	20			
American Fork City Limits, between M.P. 765.6 and 767.5.	20	20			

NOTE: Referring to Rule 10(J) * Reduce Speed Signs or ** Resume Speed Signs have been placed on Left side of track at following points:

Westward	Eastward
M.P. 460.3 M.P. 469.0 M.P. 494.1	M.P. 484.4 M.P. 502.0 M.P. 576.5 M.P. 711.8 M.P. 49.0 M.P. 40.3

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.
Bushnell Hospital spur.	10	10	Cedar City Branch		
Malad Branch.		30	Between Lund and Iron Springs.	45	35
Syracuse Branch.		15	Between Iron Springs and Cedar City.	30	30
Clearfield			Cedar City Loop Track.	10	10
Freeport Center Area.		12	Cedar City, oil track No. 12, Commissary spur and freight house lead.	5	5
Freeport Center Wye.		8	Iron Mountain Branch		
Thatcher Branch.		10	Between Iron Springs and M.P. 5.50.		20
Cache Valley Branch			Between M.P. 5.50 and Iron Mountain.		15
Maximum Speed.		35	Pioche Branch		
Between M.P. 13.6 and 13.9.		15	Between M.P. 0.0 and 17.0.		25
Between M.P. 17.7 and 18.0.		15	Between M.P. 17.0 and 22.5.		10
Logan			Between M.P. 22.5 and 32.7.		20
Anderson Coach Spur.		4	Prince Branch.		
Between M.P. 42.9 and 44.0.		25	Between M.P. 0.0 and 7.5.		15
Eureka and Silver City Branches.		12	Between M.P. 7.5 and 8.7.		5
Eureka, within city limits.		6	Caselton Spur.		10
Fillmore Branch.			Mead Lake Branch		
Maximum Speed.		30	Maximum Speed.		25
(All trains and engines must move prepared to stop at M.P. 18.5 if track is obstructed with drifting sand at that point).			Between M.P. 1.6 and 2.3.		20
			Between M.P. 5.0 and 6.7.		10
			Between M.P. 7.0 and 9.0.		20

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

Salt Lake City.....	Yardmaster's Office, 13th North
Salt Lake City.....	Switchmen's Register & Locker Room, 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, North Yard
Salt Lake City.....	Switchmen's Register Room, North Yard
Ogden.....	Telegraph Office, Union Depot
Ogden.....	Engine Crew Dispatcher's Office, Roundhouse
Ogden.....	Riverdale Telegraph Office
Cache Jct.....	Telegraph Office
Pocatello.....	Switchmen's Locker Room, Hump
Pocatello.....	Train Dispatcher's Office
Pocatello.....	Passenger Conductor's Register Room, Passenger Station
Pocatello.....	Yard Telegraph Office
Pocatello.....	Switchmen's Locker Room, New Yard
Pocatello.....	Engine Crew Dispatcher's Office
Pocatello.....	Switchmen's Locker Room, Sherman St.
Provo.....	Joint Yard Telegraph Office
Provo.....	Yard Office
Milford.....	Telegraph Office
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

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity Etc. See Rule 6(A) Page 18	Switch Connections	Grade Descending	Location	Mile Post	Car Capacity Etc. See Rule 6(A) Page 18	Switch Connections	Grade Descending
First Subdivision					Cache Valley Branch				
Anderson	63.7	10	Both	East	Branch				
Cottle	55.7	20	Both	East	Logan Sugar				
Collinston	40.1	6	West	East	Factory Spur	21.7	1.0 Mile	East	Level
Bushnell	19.3	Spur 1.4 Mi.	East	East	Mill Spur	44.4	10	West	East
Perry (1)	17.2	Old Siding 45	Both	Level					
		Team Track 20	Both	Level					
Randall	6.3	16	Both	West					
Harrisville	4.7	22	Both	Level					
Browning	2.7	20	Both	West					
Lodjic	2.3	Spur 0.5 Mi. X	East	West					
Layton Sugar									
Factory Spur	13.8	31 X	East	East					
Centerville	25.8	11	West	Level	Malad Branch				
Fry Roofing	28.8	12	Both	East	Chase	3.9	21	West	Level
Sure Seal	29.2	9	Both	East	Woodruff	40.5	5	East	West
Pioneer	29.7	85 X	Both	East					
Becks	32.9	Old Siding 69 X	Both	East					
		Advance Track 57	Both	East					
Second Subdivision					Eureka Branch				
Industrial Center					Eureka	3.5	Yard	Both	East
Spur	779.9	37 P	West	East					
Bauer	744.8	26 P	Both	East					
Clover	732.8	Govt. Yard PY	East	East					
Oasis (2)	644.4	25 P	Both	West					
Borden	620.9	3 P	West	East					
Third Subdivision					Silver City Branch				
Barclay (2)	478.7	14 P	East	West	Silver City	2.4	7	Both	East
Arrolime	353.8	26 P	Both	East					
Fibreboard Spur ..	351.7	11.5 Mi. P	West	West					
Lovell	344.6	11 P	West	West					
Valley	342.4	Gov't Ordnance							
		Spur 4.0 Mi.							
		Old Siding 31 P	Both	West					
		Industry 8	Both	West					
		Nellis Air Base							
		Spur 2.7 Mi.	West	East					
Nellis Industrial					Cedar City Branch				
Park Spur	340.0	41 P	West	East	Kaiser	22.5	72	Both	East
Las Vegas Industrial					Stock Yards	29.9	Stock Track 23	West	East
Spur	337.9	28 P	West	East			Stock Spur 0.5 Mi.	West	East
Provo Subdivision									
Officer	38.9	67	Both	East	Mead Lake Branch				
Burton	39.5	16	Both	East	Standard Oil Co....	3.1	2	East	East
Walton	41.1	11	West	East	Arrowhead	3.3	16	West	East
Gibbons & Reed					Seven Arrow				
Concrete Spur ..	42.5	13	East	East	Gypsum	9.3	4	East	West
Fire Clay Spur	42.9	41	West	East	Amber	9.5	4	East	West
Atwood	45.9	Team Track 14 P	Both	West	Virgin	12.8	5	Both	West
		Spur 10	West	West	Glassand	13.7	19	West	West
Cushing	47.5	17	Both	East					
Rideout	778.0	3 P	East	East					
Lehi Sugar Spur....	769.1	82	East	West					
Hardy Beet Spur..	761.8	29	West	East					
Western Ware-									
house Spur	761.5	28	West	West					
Bunker Spur	759.9	12	East	East					
Clyde	759.4	10	West	West					
Gatex	756.1	Industrial Spur	Both	West					
Ironton Spur	751.1	1.2 Mi.	East	West					
Benjamin	741.6	20	Both	West					
Santaquin	730.7	4	West	East					
Mills	689.3	13 P	East	West					
Soma	679.0	9	Both	East					
Uisco	676.3	7 P	East	West					
Leamington	671.3	2	East	West					
Mack	669.6	3	West	West					

(1) Flag stop for Nos. 311-312.

(2) Flag stop for Nos. 5-6.

SET OUT TRACKS

Location	Mile Post	Car Capacity Etc. See Rule 6(A) Page 18	Switch Connections	Grade Descending	Location	Mile Post	Car Capacity Etc. See Rule 6(A) Page 18	Switch Connections	Grade Descending
First Subdivision					Third Subdivision				
Arimo	104.7	31	Both	West	Upton	571.7	11	Both	East
Virginia	100.0	Old Siding 47	Both	West	Thermo	561.6	11	Both	West
		Team Track 10	Both	West	Nada	554.8	11	Both	East
Downey	95.0	Stock 12	Both	Level	Latimer	550.7	12	Both	East
		House 49	Both	Level	Zane	531.5	11	Both	West
Swan Lake	84.7	18	Both	Level	Beryl	526.7	31	Both	Level
Coulam	78.3	25	Both	East	Heist	515.8	18	Both	East
Clifton	75.2	21	Both	Level	Uvada	501.2	18	Both	East
Dayton	71.0	Stock 30	Both	East	Crestline	493.7	18	Both	West
Weston	65.1	17	Both	East	Brown	489.3	11	Both	West
Cornish	60.6	29	Both	Level	Acoma	484.6	19	Both	West
Trenton	56.9	20	Both	East	Islen	475.3	13	Both	West
Wheelon	44.6	15	Both	West	Minto	468.4	11	Both	West
Dewey	35.9	28	Both	East	Eccles	464.3	11	Both	West
Honeyville	30.4	10	Both	East	Etna	454.5	10	East	West
Hot Springs	8.8	14	Both	West	Stine	449.4	18	Both	West
Roy	6.1	East Spur 7	East	West	Boyd	444.9	9	Both	West
		West Spur 11	East	West	Elgin	438.4	18	Both	West
Clearfield	9.8	House 14	West	East	Kyle	434.1	18	Both	West
		No. 1 36	Both	East	Leith	429.1	14	Both	West
		No. 2 30	Both	East	Carp	419.1	7	Both	West
		No. 3 22	Both	East			Short Siding 65	Both	West
		No. 4 22	Both	East	Vigo	413.5	17	Both	West
		ES 107	Both	East	Galt	408.5	17	Both	West
		WS 48	Both	East	Hoya	402.9	17	Both	West
Layton	14.5	Stock 41	Both	East	Rox	397.9	17	West	West
Kaysville	16.7	Stock 10	West	East	Farrier	393.4	14	East	West
Farmington	21.3	10	Both	Level	Ute	373.5	28	Both	Level
Woods Cross	28.1	Old Siding 41	Both	West	Dry Lake	363.0	17	Both	East
		Team Track 3	Both	West	Garnet	357.5	5	West	East
		New Team Track 6	East	East	Apex	352.0	19	Both	East
		Storage 38	West	West			35	Both	East
North Salt Lake	31.1	72	Both	East	Dike	347.0	8	East	West
					Wann	338.7	13	Both	West
Second Subdivision					Provo Subdivision				
Buena Vista	779.2	18	Both	Level	Sandy	48.9	12	Both	East
Erda	756.4	18	Both	East	Draper	782.9	41	Both	East
Stockton	743.0	31	Both	West	Mount	775.5	42	Both	West
St. John	736.1	36	Both	Level			Old Eastward Siding 60	Both	West
Faust	723.3	29	Both	East	Lehi	769.5	12	Both	West
Pehrson	717.2	12	Both	East	Springville	748.0	25	Both	East
Lofgreen	709.9	18	Both	East	Spanish Fork	744.4	28	East	East
Boulter	704.2	18	Both	East	Starr	722.0	9	West	West
McIntyre	691.9	18	Both	West	Juab	696.3	28	Both	West
Jericho	685.3	25	Both	West	Cache Valley Branch				
Champlin	675.0	18	Both	West	Hyrum	17.6	House 18	Both	East
Strong	658.2	18	Both	West	Richmond	37.4	House 31	Both	West
Van	639.9	18	Both	West	Lewiston	41.5	Sugar Spur 1.46 Mi.	West	East
Clear Lake	631.0	18	Both	East	Malad Branch				
Neels	625.9	19	Both	East	Corinne	5.6	Beet Track 59	East	Level
Bloom	617.5	18	Both	Level			Stock 17	Both	Level
Cruz	609.6	19	Both	Level			House 12	West	Level
Black Rock	599.4	18	Both	East	Rule 6(A)				
Read	589.7	18	Both	East	The following letters placed in column with station name in time-table indicate:				
Murdock	585.1	18	Both	East	D—day operator; R—train register;				
					N—night operator; YL—yard limits.				
					DN—day and night operator;				
					The following letters placed in columns provided in time-table indicate:				
					D—diesel oil station; X—crossover;				
					F—turbine fuel station; Y—wye;				
					I—interlocking; Z—track scales;				
					O—fuel oil station; AI—automatic interlocking;				
					P—telephone; CS—center siding;				
					T—turntable; ES—eastward siding;				
					W—water station; WS—westward siding.				

SYMBOLS AND ABBREVIATIONS

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.

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				