



UNION PACIFIC RAILROAD COMPANY

South-Central District



UTAH DIVISION

TIME-TABLE
No. 43

Effective Sunday
October 27, 1968
at 12:01 A. M. MOUNTAIN TIME

Safety Gains
Where Courtesy Reigns

FOR EMPLOYEES ONLY

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

R. W. HOLLAND
 General Superintendent

R. L. RICHMOND, Superintendent,
 Salt Lake City, Utah

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

N. D. NELSON, Ass't Supt.....Salt Lake City, Utah

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

D. F. McCRAW, Ass't Terminal Supt.
 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

W. C. LOTHROP, Ass't Trainmaster.....Provo, Utah

M. G. MARLER, 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

G. P. BURNS, Division Engineer.....Salt Lake City, Utah

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

W. F. GRIFFIN, Superintendent of Safety and
 CourtesyLos Angeles, California

D. R. ROMER, Ass't Superintendent of Safety
 and CourtesySalt Lake City, Utah

First and Second Subdivisions and Branches

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

Third Subdivision and Branches

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

Assistant Chief Dispatchers

- R. L. Gundy
- R. K. Groussman
- G. J. Wilde
- W. A. McCall
- J. T. Holyoak
- R. L. Maughan
- G. E. Leary
- S. E. Exster

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

NAME	TITLE	PLACE
L. J. Tanfer.....	District Surgeon.....	Salt Lake City.
R. R. Merrell.....	District Surgeon.....	Pocatello.
J. M. Farris.....	District Surgeon.....	Los Angeles.
J. E. Trowbridge.....	Surgeon.....	Bountiful.
Jas. H. Clarke.....	Physician.....	Bountiful.
G. C. Dils.....	Surgeon.....	Callente.
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. Jensen.....	Surgeon.....	Farmington.
V. R. Kelly.....	Surgeon.....	Kaysville.
J. B. Demman.....	Surgeon.....	Las Vegas.
J. J. Hamill.....	Surgeon.....	Las Vegas.
D. J. Romeo.....	Surgeon.....	Las Vegas.
R. F. Miller.....	Surgeon.....	Las Vegas.
O. S. Budge.....	Surgeon.....	Logan.
John C. Worley.....	Surgeon.....	Logan.
W. Budke.....	Surgeon.....	Logan.
J. Clare Hayward.....	Surgeon.....	Logan.
O. H. Mabey, Jr.....	Surgeon.....	Malad.
E. N. Davie.....	Surgeon.....	Milford.
D. A. Symond.....	Surgeon.....	Milford.
John M. Ball.....	Surgeon.....	Murray.
J. G. Steele.....	Surgeon.....	Nephi.
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. Feeny.....	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.
R. D. Benedict.....	Surgeon.....	Pocatello.
R. E. Ostler.....	Surgeon.....	Pocatello.
H. R. Gilcrest.....	Oculist & Aurlst.....	Pocatello.
L. N. Diana.....	Eye Speciallst.....	Pocatello.
Harry D. McGee.....	Ear, Nose & Throat.....	Pocatello.
Calvin Buhler.....	Surgeon.....	Pocatello.
L. R. Hawkes.....	Surgeon.....	Preston.
S. N. Clark.....	Oculist & Aurlst.....	Provo.
J. B. Westwood.....	Surgeon.....	Provo.
H. D. Rees.....	Surgeon.....	Provo.
R. B. Hammond.....	Surgeon.....	Provo.
L. J. Tauffer.....	District Surgeon.....	Salt Lake City.
Harry Berman.....	Oculist & Aurlst.....	Salt Lake City.
B. J. Fairbanks.....	Oculist & Aurlst.....	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.
G. C. Fleklin.....	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. 43 October 27, 1968		Mile Post	FIRST CLASS	
	103 Passenger Daily	5 Passenger Daily			104 Passenger	6 Passenger			
	8.15	7.05	0.0	MT	OGDEN	MT	0.0	8.50	5.30
	9.05 9.30	7.55 8.00	36.3		SALT LAKE CITY		36.3 784.0	8.00 7.35	4.40 4.30
	11.20	10.15	154.4		LYNNDYL		665.9	5.00	1.40
	12.45	11.40 12.01	243.5		MILFORD		576.8	3.50	12.20 12.01
		12.30	278.9		LUND		541.4		11.15
	3.05	2.25	360.8		CALIENTE		459.5	1.30	9.30
	5.40 4.55	5.00 4.30	486.1	MT PT	LAS VEGAS	MT PT	334.2	11.05 9.50	6.45 5.00
	7.55	7.30	657.1		YERMO		163.2	6.50	12.50
	8.20	7.50	670.5		BARSTOW		150.1	6.30	12.30
	10.30	9.40	751.3		SAN BERNARDINO		67.3	4.25	10.40
	11.00	10.05	761.8		RIVERSIDE		57.5	3.57	10.20
	11.35	10.35	787.3		POMONA		32.0	3.22	9.50
	12.10	11.05	813.6		EAST LOS ANGELES		5.7	2.50	9.20
	12.30	11.45	821.0	PT	LOS ANGELES	PT	0.0	2.30	9.00
					(821.0)			Daily	Daily
	(17.15)	(17.40)			Thru Time		(17.20)	(19.30)	
	47.6	46.5			Average speed per hour		47.4	42.1	

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS				Distance from Salt Lake City	Time-Table No. 43 October 27, 1968		Mile Post	FIRST CLASS	
	35 Passenger Monday Thursday Saturday				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)			Saturday Wednesday Monday	
	(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. 43 October 27, 1968
	311			35	6	104		
	Daily Except Sunday			Passenger Monday Thursday Saturday	Passenger Daily	Passenger Daily		
P				7.30 ^{PM}	4.40 ^{PM}	8.00 ^{AM}	0.0	
DFPT YZ							1.0	
PX				7.38	4.48	8.08	5.2	
PX				7.41	4.51	8.11	8.2	
WS 61 PX				7.47	4.57		15.0	
CS 113 P	}			7.51	5.01	8.21	19.6	
				7.53	5.03		21.8	
PX				7.57	5.07	8.27	26.5	
ES 35 PX				8.01	5.11	8.31	30.2	
P				8.06	5.16	8.36	35.3	
DFPT YZ				8.20 ³⁶	5.30 ^{PM}	8.50 ^{AM}	36.3	
AI							37.0	
116 P		5.45		9.04			37.9	
105 P		5.55		9.11			45.1	
105 P		6.13		9.16			50.3	
WS 116 ⁶ PY ES 58 ⁸ PY		A 6.25 ^{AM}		f 9.25			57.4	
106 P				9.36			66.7	
107 P				9.41			72.2	
106 P				9.51			80.9	
WS 93 DP ES 57 YZ				s 10.10			85.1	
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	
106 P				10.44			114.6	
106 P				10.50			121.0	
106 P				f 11.04			131.3	
				11.11			136.3	
107 P				11.16			141.0	
109 ⁹ PY 106 PY				Af 11.25 ^{PM}			147.5	

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
ARIMO
DN-R McCAMMON YL

BLOCK SIGNALS

DOUBLE TRACK

(0.50) 25.3 (3.55) 37.7 (0.50) 43.6 (0.50) 43.6 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

Time-Table No. 43 October 27, 1968	Mile Post	FIRST CLASS			SECOND CLASS		Car Capacity of sidings, etc. See Rule 6(A) Page 18
		36	5	103		312	
		Passenger	Passenger	Passenger			
DN-R SALT LAKE CITY YL	36.3	A 7.00 ^{AM}	A 7.55 ^{AM}	A 9.05 ^{PM}			P
DN-R NORTH YARD YL	35.3						DFPT YZ
NORTH SALT LAKE	31.1	6.27	7.42	8.49			PX
D WOODS CROSS	28.1	6.24	7.39	8.46			PX
FARMINGTON	21.3	6.17	7.33				WS 61 PX
KAYSVILLE	16.7	6.12	7.29				CS 113 P
D LAYTON	14.5	6.10	7.27	8.34			
DN CLEARFIELD YL	9.8	6.06	7.22	8.30			PX
ROY	6.1	6.02	7.17	8.27			ES 35 PX
BRIDGE JCT. YL	1.0	5.57	7.12	8.22			P
DN-R OGDEN YL	0.0	5.50 ³¹¹	7.05 ^{AM}	8.15 ^{PM}			DFPT YZ
D. & R. G. W. CROSSING YL	0.7						AI
S. P. JCT. YL	1.6	5.25				2.01	116 P
HOT SPRINGS	8.8	5.18				1.50	105 P
WILLARD	14.0	5.13				1.42	105 P
DN BRIGHAM CITY YL	21.1	s 5.05				1.30 ^{PM}	WS 116 ⁶ PY ES 58 ⁸ PY
HONEYVILLE	30.4	4.52					106 P
DEWEY	35.9	4.47					107 P
WHEELON	44.6	4.38					106 P
DN CACHE JCT. YL	48.8	f 4.25					WS 93 DP ES 57 YZ
TRENTON	56.9	4.12					108 P
CORNISH	60.6	4.09					
WESTON	65.1	4.05					106 P
DAYTON	71.0	f 3.59					106 P
CLIFTON	75.2	3.54					
COULAM	78.3	3.51					106
SWAN LAKE	84.7	3.45					106 P
D DOWNEY	95.0	f 3.34					106 P
VIRGINIA	100.0	3.27					
D ARIMO	104.7	3.22					107 P
DN-R McCAMMON YL	111.2	f 3.15 ^{AM}					109 PY 106 PY

BLOCK SIGNALS

DOUBLE TRACK

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

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 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		Distance From Salt Lake City	Time-Table No. 43 October 27, 1968	Mile Post	FIRST CLASS		Car Capacity of sidings, etc. See Rule 6(A) Page 18
103 Passenger Daily	5 Passenger Daily				104 Passenger	6 Passenger	
		0.0	STATIONS				
		0.7	DN-R NORTH YARD YL	35.3			DPTZ
		1.9	GRANT TOWER YL	36.0			PI
		4.4	W.P.-U.P. JUNCTION YL	781.7			PX
			BUENA VISTA	779.2			106 P
9.30PM	8.00AM	0.0	DN-R SALT LAKE CITY YL	36.3	A 7.35AM	A 4.30PM	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	3.40	106 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
	f 8.50	35.8	D WARNER	748.2		f 3.12	106 PY
		41.4	STOCKTON	742.6			113 P
		47.9	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	JERICHO	685.3			109 P
		109.0	CHAMPLIN	675.0			120 P
11.20PM	f 10.15	118.1	LYNNDYL	665.9	5.00	f 1.40	101 PY
		125.8	STRONG	658.2			106 P
	s 10.35	134.6	D DELTA	649.4		s 1.25	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
A 12.35AM	A 11.40AM	207.2	DN-R MILFORD YL	578.8	3.50AM	12.20PM	DPTZ
			(207.2)		Daily	Daily	

(3.05) (3.40) Thru Time (3.45) (4.10)
 67.2 56.5 Average speed per hour 55.3 49.7

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		Distance From Salt Lake City	Time-Table No. 43 October 27, 1968	Mile Post	FIRST CLASS	
103 Passenger Daily	5 Passenger Daily				6 Passenger	104 Passenger
		207.2	STATIONS			
DPTYZ	12.45AM	12.01PM	DN-R MILFORD YL	576.8	A 12.01PM	A 3.40AM
106 P			UPTON	571.7		
106 P			THERMO	561.6		
106 P			NADA	554.8		
106 P			LATIMER	550.5		
106 PY		f 12.30	D LUND	541.4	f 11.15AM	
106 P			ZANE	531.5		
106 P			BERYL	526.7		
106 P			HEIST	515.8		
106 PY			MODENA	509.8		
106 P			UVADA	501.2		
110 P			CRESTLINE	493.7		
106 P			BROWN	489.3		
107 P			ACOMA	484.6		
115 P			ISLEN	475.3		
42 P			LITTLE SPRINGS	472.3		
75 P			MINTO	468.4		
106 P			ECCLES	464.3		
ES 103 P WS 104 Y E. Drill 97	s 3.05	s 2.25	D CALIENTE YL	459.5	s 9.30	s 1.30AM
107 P			ETNA	454.5		
105 P			STINE	449.9		
106 P			BOYD	444.9		
111 P			ELGIN	438.4		
127 P			KYLE	434.5		
105 P			LEITH	429.1		
91 P			CARP	419.1		
107 P			VIGO	413.5		
60 P			GALT	408.5		
105 P			HOYA	402.9		
118 P			ROX	397.9		
107 P			FARRIER	393.4		
107 PY			D MOAPA	383.1		
108 P			UTE	373.5		
108 P			DRY LAKE	363.0		
70 P			GARNET	357.5		
107 P			APEX	352.0		
108 P			DIKE	347.0		
108 P			WANN	338.7		
DPYZ	A 5.40AM	A 5.00PM	DN-R LAS VEGAS YL	334.2	6.45AM	11.05PM
			(242.6)		Daily	Daily

(4.55) (4.59) Thru Time (5.16) (4.35)
 49.3 48.7 Average speed per hour 46.1 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. 43 October 27, 1968	Mile Post	SECOND CLASS	
		305				306	
		Daily Except Sunday		STATIONS			
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		
57 P		2.20	5.7	HUSLERS YL 2.6	41.0	11.50PM	
40 P		2.30	8.3	MURRAY YL 0.6	43.6	11.40	
31 P		2.35	8.9	PALLAS YL 4.7	44.2	11.35	
89 P		2.50	13.6	SANDY 4.5	48.9	11.20	
40 P		3.05	18.1	DRAPER 7.4	782.9	11.10	
63 P		3.25	25.5	MOUNT 4.5	775.5	10.50	
63 PY		3.45	30.0	CUTLER 1.5	771.0	10.30	
P		4.05	31.5	LEHI 3.0	769.5	10.20	
40 P		4.15	34.5	D AMERICAN FORK 3.0	766.5	10.00	
P		4.35	37.5	PLEASANT GROVE 2.2	763.5	9.40	
P			39.7	PIPEMILL YL 3.3	761.3		
P		4.45	43.0	D GENEVA YL 0.7	758.0	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 15.2	696.3		
108 P			119.9	PARLEY 15.2	681.1		
PY			135.1	LYNNDYL YL	665.9		
				(135.1)		Daily Except Saturday	
	(3.15)	Thru Time		(3.15)			
	14.9	Average speed per hour		14.9			

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		Time-Table No. 43 October 27, 1968	Mile Post	SECOND CLASS	
		417			418	
		Daily Except Sat. & Sun.		STATIONS		
106 PY		10.00AM	D-R	LUND YL 9.4	0.0	A 1.45PM
115		10.20		AVON 10.9	9.4	1.27
PYZ		S 10.45	D-R	IRON SPRINGS YL 12.2	20.3	S 1.05
Loop 40 P		A 11.20AM	D-R	CEDAR CITY YL 32.5	32.5	12.30PM
				(32.5)		Daily Except Sat. & Sun.
	(1.20)	Thru Time		(1.15)		
	24.4	Average speed per hour		26.0		

Westward MEAD LAKE BRANCH Eastward

Car Capacity of sidings, etc. See Rule 6(A) Page 18	Time-Table No. 43 October 27, 1968		Mile Post
		STATIONS	
107 PY	D	MOAPA 5.1	0.0
11		NARROWS 5.1	5.1
		LOGANDALE 4.6	10.2
10		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. 43 October 27, 1968		Mile Post	Time-Table No. 43 October 27, 1968	
		STATIONS			
ES 103 WS 104 E. Drill 97 PY	D-R	CALIENTE YL 14.5	0.0	107 PY	D DELTA YL 0.0
26		PANACA YL 18.2	14.5	9	GREENWOOD (Spur) 21.7
Y		PIOCHE YL 6.5	32.7	26 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. 43			Mile Post	SECOND CLASS
	303	October 27, 1968				304
	Daily Except Sunday	STATIONS				
DPYZ	5.30 ^{AM}	DN-R	CACHE JCT. YL	0.0	A	3.00 ^{PM}
			8.6 MENDON	8.6		2.15
34	5.55		5.2			
18	P 6.15		WELLSVILLE	13.8		1.55
			0.7			
23			HILLS	14.5		
			3.1			
22	6.30		HYRUM	17.6		1.30
			2.6			
12			HOLT	20.2		
			3.9			
42	PYZ 6.55	D	LOGAN	24.1		1.10
			2.3			
17			GREENVILLE	26.4		
			5.1			
16	P 7.22	D	SMITHFIELD	31.5		12.30
			5.9			
30	P 7.45	D	RICHMOND	37.4		12.01 ^{PM}
			4.1			
			LEWISTON (Spur)	41.5		
			2.3			
30	8.25		FRANKLIN	43.8		11.20 ^{AM}
			4.2			
23	8.35		WHITNEY	48.0		11.08
			2.8			
23	FY A 9.30 ^{AM}	D-R	PRESTON YL	50.8		11.00 ^{AM}
			(60.8)			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. 43			Mile Post	SECOND CLASS
	311	October 27, 1968				312
	Daily Except Sunday	STATIONS				
WS 115 PY	6.30 ^{AM}	DN-R	BRIGHAM CITY YL	0.0	A	1.15 ^{PM}
			5.6			
48	6.45		CORINNE	5.6		12.57
			5.9			
26	6.57		FORD	11.5		12.45
			2.2			
26	7.02		CROPLEY	13.7		12.40
			4.1			
43	P 7.15	D	TREMONTON YL	17.8		12.30
			2.0			
20	Y 7.30		GARLAND YL	19.8		12.20
			5.2			
19	7.46		FIELDING	25.0		12.05 ^{PM}
			26.5			
28	PY A 9.15 ^{AM}	D-R	MALAD YL	51.5		11.01 ^{AM}
			(51.5)			Daily Except Sunday
	(2.45)		Thru Time	(2.14)		
	18.7		Average speed per hour	23.1		

One Yard Limit between M.P. 16.89 east of Tremonton 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. 43			Mile Post	Time-Table No. 43			Mile Post	
	October 27, 1968				October 27, 1968				
	STATIONS				STATIONS				
PX DN	CLEARFIELD YL	0.0		43	P D	TREMONTON YL	0.0		
	0.3					5.1			
I	D. & R. G. W. CROSSING YL	0.3		18		SUNSET YL	5.1		
	0.1								
PYZ	FREEPORT CENTER YL	0.4							
	1.7								
16	BARNES YL (Spur)	2.1							
	(2.1)					(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.
Passenger trains with 6 cars or less.	70		Diesel locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent.		35
All work trains.		50			
All regularly assigned locals.		50	Trains handling ore from Cedar City Branch: Between Lund and Lynndyl. Between Lynndyl and Salt Lake via Tintic. Between Lund and Las Vegas.		40
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30			40
When caboose is handled in train consisting of passenger train equipment, except No. 35 and No. 36.	60				40
When using No. 20 turnouts at Smelter.	35	35	Trains handling MCPX 23000 series or MONX 23000 series tank cars loaded with phosphorus.		50
When using No. 14 turnouts.	25	20	Trains handling UTLX 80500 to 80999 Jumbo Tank Cars under load or empty.		50
When using other crossovers or turnouts.	15	15	Trains handling UP ore cars 26000 to 26499, and 27000 to 27299, under load or empty, unless otherwise restricted.		50
Facing point movement over spring switches, except at S. P. Jct.	20	20			
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	35	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
	50	25			35
	30	15			20
Diesel road freight or road switch locomotives.	65		Trains handling scale test cars, wedge plows or company roadway machines on own wheels (except wrecking derricks): On main lines. On branch lines.		30
Gas turbine locomotives.	65				20
Diesel yard switch locomotives in road service: 1000-1100 class. 1800 class.	35	35	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		25
	50	50			
1870 class Road Switch Locomotives: On First, Second and Third Subdivisions. On Provo Subdivision. On Branch Lines.	50	50	Jordan spreaders and other machines of spreader type, when in operation.		15
		25	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.		35
		20			45
When leading unit at front of train is gas turbine or car body type unit backing up.	30	30	Union Pacific road-switch units of Alco or Baldwin type.		45
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
Hot Springs Between M.P. 10.3 and 10.6.	60	50	Weston Between M.P. 66.1 and 67.1.	45	35
Between M.P. 12.3 and 12.7.	60	50	Between M.P. 68.6 and 68.8.	75	50
Between M.P. 13.7 and 14.0* (See Note).	60	50	Coulam Between M.P. 82.7 and 83.0.	45	35
Willard Between M.P. 19.2 and 19.4.	60	50	Swan Lake Between M.P. 85.6 and 85.8.	60	50
Between M.P. 20.9 and 21.1.	35	25	Between M.P. 86.5 and 87.5.	60	50
Brigham City Between M.P. 23.1 and 23.4.	60	50	Between M.P. 90.2 and 90.4.	50	40
Dewey Between M.P. 37.8 and 38.0.	45	35	Between M.P. 92.3 and 93.9* (See Note).	60	50
Between M.P. 41.0 and 41.4.	60	50	Downey Between M.P. 99.4 and 99.6.	50	40
Between M.P. 42.0 and 42.2.	45	35	Virginia Between M.P. 102.4 and 102.6.	60	50
Between M.P. 43.5 and 44.6.	40	30	Arimo Between M.P. 107.4 and 107.7.	60	50
Wheelon Between M.P. 44.6* and 46.4 (See Note).	12	12	Between M.P. 110.8 and 111.2.	40	25
Between M.P. 46.4 and 47.2.	30	30	McCammon		
Cache Junction Between M.P. 49.0 and 49.3.	25	25			
Between M.P. 51.1 and 51.4.	45	35			
Between M.P. 53.5 and 53.9.	60	50			

FIRST SUBDIVISION
Between Ogden and Salt Lake City

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Maximum speed.	79	60	Farmington Between M.P. 22.3 and 22.5.	70	55
Trains consisting of 50% or more ore.		30	Between M.P. 26.6 and 26.8.	70	55
Clearfield Between M.P. 9.0 and 10.0.	30	30	North Yard Between M.P. 34.8 and 34.9.	40	25
Kaysville Between M.P. 20.9 and 21.2.	70	55	Between M.P. 34.9 and passenger station.	25	25
			Salt Lake City When using turnouts between passenger station and Second North.	10	10

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

THIRD SUBDIVISION
Between Las Vegas and Milford

Maximum Speed			Dry Lake		
Between Las Vegas and Farrier.	79	60	Between M.P. 363.9 and 364.3.	70	55
Between Farrier and M.P. 500.0 near Uvada.	70	50	Between M.P. 369.1 and 369.4.	70	55
Between M.P. 500.0, near Uvada, and Milford.	79	60	Ute		
Between Moapa and Las Vegas, trains handling traffic from Mead Lake Branch, Arrolme or Apex.		45	Between M.P. 379.2 and 379.6.	60	45
All freight trains operated to or from Cedar City Branch between Milford and Lund.		50	Between M.P. 380.4 and 380.9.	65	50
Las Vegas			Farrier		
Between M.P. 333.2 and 335.2.	20	20	Between M.P. 394.0 and 394.2.	60	45
Dike			Between M.P. 394.6 and 395.9.	35	30
Between M.P. 348.4 and 351.1.	40	30	Between M.P. 397.5 and 398.6.	40	30
Fibreboard Spur.	20	20	Hoya		
Apex			Between M.P. 403.7 and 419.7.	35	30
Between M.P. 356.1 and 356.8.	45	30	Carp		
Garnet			Between M.P. 425.4 and 426.2.	55	40
Between M.P. 357.3 and 357.8* (See Note).	70	55	Between M.P. 427.9 and 428.2* (See Note).	55	40
Between M.P. 358.2* and 358.5 (See Note).	45	30	Leith		
Between M.P. 358.8 and 359.4.	60	45	Between M.P. 430.0 and 455.2.	35	30
Between M.P. 362.2 and 362.5* (See Note).	60	45	Etna		
			Between M.P. 458.4 and 458.8.	45	30
			Caliente		
			Between Signal 4592 and Switch to Oil Spur at M.P. 460.0.	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. 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			Brown		
Between M.P. 460.0 and 460.3* (See Note).	40	30	Between M.P. 489.1 and 492.1.	50	35
Between M.P. 461.2 and 461.7.	30	20	Crestline		
Between M.P. 461.7 and 463.9.	40	30	Between M.P. 494.1** and 494.4 (See Note).	40	30
Eccles			Between M.P. 495.0 and 497.3.	30	20
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			Uvada		
Between M.P. 469.1 and 477.3.	30	20	Between M.P. 502.0* and 502.5 (See Note).	70	55
Islen			Maximum Speed All freight trains operated to or from Cedar City Branch between Milford and Lund.		50
Between M.P. 479.1 and 479.5.	40	30	Milford		
Between M.P. 479.8 and 480.0.	50	35	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		
Between Geneva and Sandy.		30	City Limits, between M.P. 768.7 and 771.1.	30	30
Lynndyl			Sugar Factory Trackage west of stockyards.		5
Between M.P. 665.7 and 666.0.	15	15	Cutler		
Between M.P. 666.0 and 667.3.	40	20	Between M.P. 773.4 and 778.1.	35	25
Between M.P. 674.8 and 676.4.	40	40	Draper		
Between M.P. 676.4 and 677.7.	20	20	Between M.P. 780.8 and 782.7.	40	25
Between M.P. 677.7 and 686.2.	30	25	Sandy		
Mills			Between M.P. 49.0* and 46.2 (See Note).	40	30
Between M.P. 691.8 and 694.4.	40	25	Atwood		
Nephi (See Note)			Midvale Smelter Trackage.		12
City Limits, between M.P. 710.0 and 711.8**.	20	20	Between M.P. 46.2 and 40.3.	30	20
Santaquin			Huslers (See Note).		
Between M.P. 732.6 and 733.5.	40	25	Between M.P. 40.3* and Salt Lake City.	15	15
Provo			Salt Lake City		
Between M.P. 751.8 and 758.5.	20	20	When pushing cars between Fifth North and Twenty-First South Streets.		5
Geneva			Between Second South and Ninth South Streets.	12	12
Over Road Crossings in Steel Plant.		15	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.		
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	Casleton 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
Ogden.....	Conductor's Register Room, 28th St.
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	13	Both	East	Cache Valley Branch				
Cottle	55.7	22	Both	East	Logan Sugar Factory Spur	21.7	1.0 Mile	East	Level
Collinston	40.1	9	West	East	Mill Spur	44.4	12	West	East
Bushnell	19.3	Spur 1.4 Mi.	East	East					
Perry	17.2	Old Siding 46	Both	Level					
		Team Track 20	Both	Level					
Randall	6.3	19	Both	West					
Harrisville	4.7	25	Both	Level					
Browning	2.7	23	Both	West					
Lodjic	2.3	Spur 0.5 Mi. X	East	West					
Layton Sugar Factory Spur	13.8	27 X	East	East					
Centerville	25.8	13 X	West	Level	Malad Branch				
Fry Roofing	28.8	14	Both	East	Chase	3.9	24	West	Level
Sure Seal	29.2	9	West	East	Woodruff	40.5	7	East	West
Pioneer	29.7	78 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	24 P	Both	East					
Clover	732.8	Govt. Yard PY	East	East					
Cline	661.2	8	East	West					
Oasis	644.4	25 P	Both	West					
Borden	620.9	3 P	West	East					
Third Subdivision					Silver City Branch				
Barclay	478.7	16 P	East	West	Silver City	2.4	8	Both	East
Arrolime	353.8	28 P	Both	East					
Fibreboard Spur ..	351.7	11.5 Mi. P	West	West					
Lovell	344.6	10 P	West	West					
Valley	342.4	Gov't Ordnance Spur 4.0 Mi. P	Both	West					
		Old Siding 31 P	Both	West					
		Industry 11	West	East					
		Nellis Air Base Spur 2.7 Mi.	West	East					
Nellis Industrial Park Spur	340.0	41 P	West	East					
Las Vegas Industrial Spur	337.9	30 P	West	East	Cedar City Branch				
					Kaiser	22.5	73	Both	East
Provo Subdivision					Stock Yards	29.9	Stock Track 23	West	East
Officer	38.9	67	Both	East			Stock Spur 0.5 Mi.	West	East
Bnrton	39.5	15	Both	East					
Walton	41.1	13	West	East					
Gibbons & Reed Concrete Spur ..	42.5	15	East	East					
Fire Clay Spur	42.7	9	East	East					
Atwood	45.9	Team Track 13 P	Both	West					
		Spur 10	West	West					
Cushing	47.5	18	Both	East					
Rideout	778.0	5 P	East	East					
Lehi Sugar Spur....	769.1	85	East	West	Mead Lake Branch				
Hardy Beet Spur..	761.8	25	West	East	Standard Oil Co....	3.1	5	East	East
Western Warehouse Spur	761.5	28	West	West	Arrowhead	3.3	17	West	East
Bunker Spur	759.9	14	East	East	Seven Arrow Gypsum	9.3	6	East	West
Clyde	759.4	12	West	West	Amber	9.5	4	East	West
Gatex	756.1	Industrial Spur	Both	West	Virgin	12.8	5	Both	West
Ironton Spur	751.1	1.2 Mi.	East	West	Glassand	13.7	21	West	West
Benjamin	741.6	20	Both	West					
Santaquin	730.7	6	West	East					
Mills	689.3	15 P	East	West					
Soma	679.0	11	Both	East					
Uisco	676.3	9 P	East	West					
Learnington	671.3	3	East	West					
Mack	669.6	5	West	West					

(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	34	Both	West	Upton	571.7	11	Both	East
Virginia	100.0	Old Siding 47	Both	West	Thermo	561.6	12	Both	West
		Team Track 10	Both	West	Nada	554.8	12	Both	East
Downey	95.0	Stock 12	Both	Level	Latimer	550.7	11	Both	East
		House 47	Both	Level	Zane	531.5	11	Both	West
Swan Lake	84.7	17	Both	Level	Beryl	526.7	32	Both	Level
Coulam	78.3	25	Both	East	Heist	515.8	18	Both	East
Clifton	75.2	22	Both	Level	Uvada	501.2	18	Both	East
Dayton	71.0	Stock 30	Both	East	Crestline	493.7	18	Both	West
Weston	65.1	16	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	18	Both	West
Wheelon	44.6	14	Both	West	Minto	468.4	11	Both	West
Dewey	35.9	28	Both	East	Eccles	464.3	12	Both	West
Honeyville	30.4	27	Both	East	Etna	454.5	10	East	West
Hot Springs	8.8	13	Both	West	Stine	449.4	17	Both	West
Roy	6.1	East Spur 7	East	West	Boyd	444.9	10	Both	West
		West Spur 10	East	West	Elgin	438.4	18	Both	West
Clearfield	9.8	House 13	West	East	Kyle	434.1	17	Both	West
		No. 1 35	Both	East	Leith	429.1	14	Both	West
		No. 2 31	Both	East	Carp	419.1	7	Both	West
		No. 3 27	Both	East				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 40	Both	East	Rox	397.9	16	West	West
Kaysville	16.7	Stock 10	West	East	Farrier	393.4	13	East	West
Farmington	21.3	11	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 4	Both	West	Garnet	357.5	5	West	East
		New Team Track 5	East	East	Apex	352.0	19	Both	East
		Storage 37	West	West			35	Both	East
North Salt Lake	31.1	71	Both	East	Dike	347.0	7	East	West
					Wann	338.7	13	Both	West
Second Subdivision					Provo Subdivision				
Buena Vista	779.2	19	Both	Level	Sandy	48.9	14	Both	East
Erda	756.4	18	Both	East	Draper	782.9	39	Both	East
Stockton	743.0	31	Both	West	Mount	775.5	55	Both	West
St. John	736.1	36	Both	Level				Both	West
Faust	723.3	26	Both	East	Lehi	769.5	13	Both	West
Pehrson	717.2	12	Both	East	Pleasant Grove ...	763.5	13	Both	West
Lofgreen	709.9	18	Both	East	Springville	748.0	25	Both	East
Boulter	704.2	18	Both	East	Spanish Fork	744.4	14	East	East
McIntyre	691.9	18	Both	West	Starr	722.0	13	West	West
Jericho	685.3	25	Both	West	Juab	696.3	28	Both	West
Champlin	675.0	19	Both	West					
Strong	658.2	19	Both	West	Cache Valley Branch				
Van	639.9	19	Both	West	Hyrum	17.6	House 18	Both	East
Clear Lake	631.0	19	Both	East	Richmond	37.4	House 30	Both	West
Neels	625.9	18	Both	East	Lewiston	41.5	Sugar Spur 1.46 Mi.	West	East
Bloom	617.5	19	Both	Level					
Cruz	609.6	19	Both	Level	Malad Branch				
Black Rock	599.4	19	Both	East	Corinne	5.6	Beet Track 57	East	Level
Read	589.7	19	Both	East			Stock 18	Both	Level
Murdock	585.1	19	Both	East			House 12	West	Level

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.

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:

- D—diesel oil station;
- F—turbine fuel station;
- I—interlocking;
- O—fuel oil station;
- P—telephone;
- T—turntable;
- W—water station;
- X—crossover;
- Y—wye;
- Z—track scales;
- AI—automatic interlocking;
- CS—center siding;
- ES—eastward siding;
- WS—westward siding.

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				