



UNION PACIFIC RAILROAD COMPANY

South-Central District



UTAH DIVISION

TIME-TABLE
No. 46

Effective Sunday

April 26, 1970

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

H. H. BRANDT, Superintendent,
 Salt Lake City, Utah

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

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

....., Terminal Superintendent
 Salt Lake City, Utah

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

L. A. LEAKE, Term. Trainmaster. Salt Lake City, Utah

J. R. DAVIS, 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

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

L. F. LOVE, Road Foreman of Engines. Milford, Utah

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

D. J. GALE, General Roadmaster. Salt Lake City, Utah

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

H. G. HAGGLUND, Ass't Superintendent of Safety
 and Courtesy Salt 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
- G. J. Wilde
- W. A. McCall
- J. T. Holyoak
- R. L. Maughan
- L. Hanson
- B. F. Hyde

UNION PACIFIC RAILROAD EMPLOYEES HOSPITAL ASSOCIATION

PHYSICIANS AND SURGEONS ARE LOCATED AS SHOWN BELOW:

NAME	TITLE	PLACE
L. J. Tauber.....	District Surgeon.....	Salt Lake City.
R. R. Morrell.....	District Surgeon.....	Pocatello.
J. M. Farris.....	District Surgeon.....	Los Angeles.
Jas. H. Clarke.....	Physician.....	Bountiful.
J. E. Trowbridge.....	Surgeon.....	Bountiful.
G. C. Dils.....	Surgeon.....	Caliente.
L. V. Broadbent.....	Surgeon.....	Cedar City.
R. W. Farnsworth.....	Surgeon.....	Cedar City.
M. A. Lynn.....	Surgeon.....	Delta.
L. G. Burkett.....	Surgeon.....	Downey.
J. B. Demman.....	Surgeon.....	Las Vegas.
N. A. Lorusso.....	Surgeon.....	Las Vegas.
R. F. Miller.....	Surgeon.....	Las Vegas.
D. J. Romeo.....	Surgeon.....	Las Vegas.
O. S. Budge.....	Surgeon.....	Logan.
O. W. Budge.....	Surgeon.....	Logan.
J. W. Carlisle.....	Surgeon.....	Logan.
J. Clare Hayward.....	Surgeon.....	Logan.
R. D. Hlavaty.....	Surgeon.....	Logan.
L. C. Larsen.....	Urologist.....	Logan.
J. P. Neeley.....	Surgeon.....	Logan.
L. S. Parkinson.....	Surgeon.....	Logan.
J. L. Sorenson.....	Surgeon.....	Logan.
P. R. Stowell.....	Surgeon.....	Logan.
J. C. Worley.....	Surgeon.....	Logan.
J. A. Jones.....	Surgeon.....	Malad.
M. N. Davis.....	Surgeon.....	Milford.
D. A. Symond.....	Surgeon.....	Milford.
John M. Ball.....	Surgeon.....	Murray.
J. G. Steele.....	Surgeon.....	Nephi.
Harold V. DeMars.....	Ear, Nose & Throat.....	Ogden.
K. F. Farr.....	Consulting Surgeon.....	Ogden.
C. S. Feeny.....	Physician.....	Ogden.
R. B. Foley.....	Surgeon.....	Ogden.
G. F. Kearns.....	Surgeon.....	Ogden.
G. H. Lowe.....	Physician.....	Ogden.
R. W. Pugmire.....	Oculist.....	Ogden.
F. W. Seager.....	Surgeon.....	Ogden.
K. A. Stratford.....	Division Surgeon.....	Ogden.
C. V. Zabriskie.....	Urologist.....	Ogden.
R. D. Benedict.....	Surgeon.....	Ogden.
Calvin Buhler.....	Surgeon.....	Pocatello.
R. G. Crandall.....	Physician.....	Pocatello.
L. N. Diaoa.....	Eye Specialist.....	Pocatello.
H. R. Gilcrest.....	Oculist & Aurist.....	Pocatello.
R. K. Gorton.....	Asst. to Dist. Surgeon.....	Pocatello.
Harry D. McGee.....	Ear, Nose & Throat.....	Pocatello.
R. E. Ostler.....	Surgeon.....	Pocatello.
Clark T. Parker.....	Surgeon.....	Pocatello.
H. K. Staheli.....	Surgeon.....	Pocatello.
L. R. Hawkes.....	Surgeon.....	Preston.
S. N. Clark.....	Oculist & Aurist.....	Provo.
R. B. Hammond.....	Surgeon.....	Provo.
H. D. Ites.....	Surgeon.....	Provo.
J. B. Westwood.....	Surgeon.....	Provo.
R. H. Anderson.....	Surgeon.....	Salt Lake City.
Harry Berman.....	Oculist & Aurist.....	Salt Lake City.
B. J. Fairbanks.....	Oculist & Aurist.....	Salt Lake City.
T. D. Harris.....	Surgeon.....	Salt Lake City.
J. M. Jensen.....	Surgeon.....	Salt Lake City.
A. W. Middleton.....	Cons. Urologist.....	Salt Lake City.
R. C. Middleton.....	Cons. Urologist.....	Salt Lake City.
R. P. Middleton.....	Cons. Urologist.....	Salt Lake City.
H. L. Pearce.....	Surgeon.....	Salt Lake City.
Rulon E. Smith.....	Surgeon.....	Salt Lake City.
F. J. Winget.....	Surgeon.....	Salt Lake City.
E. C. Budge.....	Surgeon.....	Smithfield.
Robert S. Budge.....	Surgeon.....	Smithfield.
G. B. Oytton.....	Surgeon.....	Springville.
G. C. Micklin.....	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. 46 April 26, 1970			Mile Post	FIRST CLASS		
		103 Passenger Daily		STATIONS				104 Passenger		
		9.15	0.0	MT	OGDEN	MT	0.0	A 6.55		
		10.05 10.30	36.3		SALT LAKE CITY		36.3 784.0	5.55 5.30		
		1.45 1.50	243.5		MILFORD		576.8	2.05 2.00		
		4.00	360.8		CALIENTE		459.5	11.45		
		6.35 5.50	486.1	MT PT	LAS VEGAS	MT PT	334.2	9.15 8.00		
		9.05	657.1		YERMO		163.2	4.40		
		9.25	670.5		BARSTOW		150.1	4.20		
		11.35	751.3		SAN BERNARDINO		67.3	2.15		
		12.01	761.8		RIVERSIDE		57.5	1.47		
		12.35	787.3		POMONA		32.0	1.12		
		1.10	813.6		EAST LOS ANGELES		5.7	12.40		
		A 1.30	821.0	PT	LOS ANGELES	PT	0.0	12.20		
								(821.0)		
								Daily		

(17.15) Thru Time (17.35)
 47.6 Average speed per hour 46.7

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS			Distance from Salt Lake City	Time-Table No. 46 April 26, 1970			Mile Post	FIRST CLASS		
		35 Passenger Monday Thursday Saturday		STATIONS				36 Passenger		
		7.30	0.0		SALT LAKE CITY		36.3	A 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		
		A 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	STATIONS
	311		35	104		
	Daily Except Sunday		Passenger	Passenger		
			Monday Thursday Saturday	Daily		Time-Table No. 46 April 26, 1970
P			7.30PM	5.55AM	0.0	DN-R SALT LAKE CITY YL
DFPT YZ					1.0	DN-R NORTH YARD YL
PX			7.38	6.03	5.2	NORTH SALT LAKE
PX			7.41	6.06	8.2	D WOODS CROSS
WS 61 PX			7.47		15.0	FARMINGTON
CS 113 P	}		7.51	6.16	19.6	KAYSVILLE
			7.53		21.8	D LAYTON
PXY			7.57	6.22	26.5	DN CLEARFIELD YL
ES 35 PX			8.01	6.26	30.2	ROY
P			8.06	6.30	35.3	BRIDGE JCT. YL
DFPT YZ		36 5.35AM	8.20	6.55AM	36.3	DN-R OGDEN YL
AI					37.0	D. & R. G. W. CROSSING YL
116 P	5.45		9.04		37.9	S. P. JCT. YL
105 P	5.55		9.11		45.1	HOT SPRINGS
105 P	6.13		9.16		50.3	WILLARD
WS 116 PY ES 58	A 6.25AM		9.25		57.4	D BRIGHAM CITY YL
106 P			9.36		66.7	HONEYVILLE
107 P			9.41		72.2	DEWEY
106 P			9.51		80.9	WHEELON
WS 93 DP ES 57 YZ			10.10		85.1	DN CACHE JCT. YL
108 P			10.20		93.2	TRENTON
			10.23		96.9	CORNISH
106 P			10.28		101.4	WESTON
106 P			10.37		107.3	DAYTON
			10.41		111.5	CLIFTON
106 P			10.44		114.6	COULAM
106 P			10.50		121.0	SWAN LAKE
106 P			11.04		131.3	D DOWNEY
			11.11		136.3	VIRGINIA
107 P			11.16		141.0	ARIMO
109 PY 106			11.25PM		147.5	DN-R McCAMMON YL

(147.5)
Thru Time
Average speed per hour 37.7 36.3

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. 46 April 26, 1970	Mile Post	FIRST CLASS		SECOND CLASS		Car Capacity of sidings, etc. See Rule 6(A) Page 18
		36	103		312	
		Passenger	Passenger			
						Time-Table No. 46 April 26, 1970
DN-R						STATIONS
	36.3	A 7.00AM	A 10.05PM			DN-R SALT LAKE CITY YL
	35.3					DN-R NORTH YARD YL
	31.1	6.27	9.49			NORTH SALT LAKE
D	28.1	6.24	9.46			D WOODS CROSS
	21.3	6.17				FARMINGTON
	16.7	6.12				KAYSVILLE
D	14.5	6.10	9.34			D LAYTON
DN	9.8	6.06	9.30			DN CLEARFIELD YL
	6.1	6.02	9.27			ROY
	1.0	5.57	9.22			BRIDGE JCT. YL
DN-R	0.0	5.50	9.15PM			DN-R OGDEN YL
	0.7	5.35 ³¹¹				D. & R. G. W. CROSSING YL
	1.6	5.25				S. P. JCT. YL
	8.8	5.18				HOT SPRINGS
	14.0	5.13				WILLARD
D	21.1	5.05				D BRIGHAM CITY YL
	30.4	4.52				HONEYVILLE
	35.9	4.47				DEWEY
	44.6	4.38				WHEELON
DN	48.8	4.25				DN CACHE JCT. YL
	56.9	4.12				TRENTON
	60.6	4.09				CORNISH
	65.1	4.05				WESTON
	71.0	3.59				DAYTON
	75.2	3.54				CLIFTON
	78.3	3.51				COULAM
	84.7	3.45				SWAN LAKE
D	95.0	3.34				D DOWNEY
	100.0	3.27				VIRGINIA
	104.7	3.22				ARIMO
DN-R	111.2	3.15AM				DN-R McCAMMON YL

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

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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. 46 April 26, 1970	Mile Post	FIRST CLASS				Car Capacity of sidings, etc. See Rule 6(A) Page 18
103 Passenger Daily							104 Passenger				
STATIONS											
				0.0	DN-R NORTH YARD YL	35.3					DPPT 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					106 P
		10.30 ^{PM}		0.0	DN-R SALT LAKE CITY YL	36.3	A 5.30 ^{AM}				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	5.00				106 P
				15.7	D GARFIELD	768.3					109 P
				16.9	K.C.C. CROSSING	767.1					AIP
				17.6	SMELTHER	766.4					PX
				19.6	LAKE POINT	764.4					106 P
				27.6	ERDA	756.4					106 P
				35.8	D WARNER	748.2					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
				118.1	LYNDYL	665.9					101 PY
				125.8	STRONG	658.2					106 P
		12.35 ^{AM}		134.6	D DELTA	649.4	f 3.05				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 1.45 ^{AM}		207.2	DN-R MILFORD	576.8	2.05 ^{AM}				PYZ
					(207.2)		Daily				

(3.15) Thru Time (3.25)
63.8 Average speed per hour 60.6

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

For setout tracks.—See Page 18.

WESTWARD

THIRD SUBDIVISION

EASTWARD

Car Capacity of sidings, etc. See Rule 6(A) Page 18	SECOND CLASS		FIRST CLASS		Distance From Salt Lake City	Time-Table No. 46 April 26, 1970	Mile Post	FIRST CLASS		SECOND CLASS	
	417 Daily Except Saturday and Sunday		103 Passenger Daily					104 Passenger		418	
STATIONS											
					207.2	DN-R MILFORD	576.8	A 2.00 ^{AM}			A 2.45 ^{PM}
106	P				212.3	UPTON	57.7				
106	P				222.4	THERMO	561.6				
106	P				233.5	LATIMER	550.5				
162	PY	A 10.00 ^{AM}			242.6	LUND	541.4				1.45 ^{PM}
106	P				252.5	ZANE	531.5				
106	P				257.3	BERYL	526.7				
106	P				268.2	HEIST	515.8				
106	PY				274.2	MODENA	509.8				
106	P				282.8	UVADA	501.2				
110	P				290.3	CRESTLINE	493.7				
106	P				294.7	BROWN	489.3				
107	P				299.4	ACOMA	484.6				
115	P				308.7	ISLEN	475.3				
42	P				311.7	LITTLE SPRINGS	472.3				
75	P				315.6	MINTO	468.4				
106	P				319.7	ECCLES	464.3				
BS 103 P WS 104 Y E. Drill 97					324.5	D CALIENTE	459.5	s 11.45 ^{PM}			
107	P				329.5	ETNA	454.5				
105	P				334.1	STINE	449.9				
106	P				339.1	BOYD	444.9				
111	P				345.6	ELGIN	438.4				
127	P				349.5	KYLE	434.5				
105	P				354.9	LEITH	429.1				
91	P				364.9	CARP	419.1				
107	P				370.5	VIGO	413.5				
60	P				375.5	GALT	408.5				
105	P				381.1	HOYA	402.9				
118	P				386.1	ROX	397.9				
107	P				390.6	FARRIER	393.4				
107	PY				400.9	D MOAPA	383.1				
108	P				410.5	UTE	373.5				
108	P				421.0	DRY LAKE	363.0				
70	P				426.5	GARNET	357.5				
107	P				432.0	APEX	352.0				
108	P				437.0	DIKE	347.0				
108	P				445.3	WANN	338.7				
					449.8	DN-R LAS VEGAS YL	334.2	9.15 ^{PM}			
						(242.6)		Daily			Daily Except Saturday and Sunday

(1.00) Thru Time (4.45)
35.4 Average speed per hour 51.0 (4.45) (1.00)
35.4

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	Distance from North Yard	Time-Table No. 46 April 26, 1970		Mile Post	
		STATIONS			
DFPT YZ	0.0	DN-R	NORTH YARD YL	35.3	
			0.7		
PI	0.7		GRANT TOWER YL	36.0	
			2.4		
AI	3.1		D. & R. G. W. CROSSING YL	38.4	
			1.3		
	4.4		D. & R. G. W. CROSSING YL	39.7	
			1.3		
57 P	5.7		HUSLERS YL	41.0	
			2.6		
40 P	8.3		MURRAY YL	43.6	
			0.6		
31 P	8.9		PALLAS YL	44.2	
			4.7		
89 P	13.6		SANDY	48.9	
			4.5		
40 P	18.1		DRAPER	782.9	
			7.4		
63 P	25.5		MOUNT	775.5	
			4.5		
63 PY	30.0		CUTLER	771.0	
			1.5		
P	31.5	D	LEHI	769.5	
			3.0		
40 P	34.5	D	AMERICAN FORK	766.5	
			3.0		
P	37.5		PLEASANT GROVE	763.5	
			2.2		
P	39.7		PIPEMILL YL	761.3	
			3.3		
P	43.0	D	GENEVA YL	758.0	
			0.7		
AI	43.7		D. & R. G. W. CROSSING YL	757.3	
			4.6		
DPT Z	48.3	DN-R	PROVO YL	752.7	
			4.7		
P	53.0		SPRINGVILLE	748.0	
			3.6		
25 P	56.6	D	SPANISH FORK	744.4	
			7.6		
95 P	64.2		PAYSON	736.8	
			14.8		
108 P	79.0		STARR	722.0	
			11.2		
108 PY	90.2	D	NEPHI	710.8	
			14.5		
108 P	104.7		JUAB	696.3	
			15.2		
108 P	119.9		PARLEY	681.1	
			15.2		
PY	135.1		LYNN DYL YL	665.9	
			(135.1)		

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. 46 April 26, 1970		Mile Post	SECOND CLASS	Car Capacity of sidings, etc. See Rule 6(A) Page 18	Time-Table No. 46 April 26, 1970	Mile Post	
		STATIONS							
	417				418				
	Daily Except Sat. & Sun.				Daily Except Sat. & Sun.				
162 PY	10.00 ^{AM}	R	LUND YL	0.0	1.45 ^{PM}	PYZ	D-R	IRON SPRINGS YL	0.0
			9.4					4.5	
115	10.20		AVON	9.4	1.27	P		DESERT MOUND	4.5
			10.9					6.4	
PYZ	10.45 ^S	D-R	IRON SPRINGS YL	20.3	1.05 ^S	Y		COMSTOCK	10.9
			12.2					4.0	
Loop 40 P	11.20 ^{AM}	D-R	CEDAR CITY YL	32.5	12.30 ^{PM}	PY		IRON MOUNTAIN YL	14.9
			(32.5)					(14.9)	
	(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. 46 April 26, 1970	Mile Post	STATIONS		
			107 PY D	MOAPA	0.0
	10.2				
9	LOGANDALE	10.2			
	4.6				
10	OVERTON	14.8			
	1.9				
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. 46 April 26, 1970	Mile Post	STATIONS			Car Capacity of sidings, etc. See Rule 6(A) Page 18	Time-Table No. 46 April 26, 1970	Mile Post
			ES 103 WS 104 E. Drill 97 PY	D-R	CALIENTE YL			
			14.5			21.7		
26	PANACA YL	14.5			9	GREENWOOD YL	21.7	
	18.2					10.5		
Y	PIOCHE YL	32.7			26 Y D	FILLMORE YL	32.2	
	6.5							
Z	CASELTON YL	6.5						
	2.1							
3	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. 46		Mile Post	SECOND CLASS
	303	April 26, 1970			304
	Daily Except Sunday	STATIONS			
	DPYZ	5.30 ^{AM}	DN-R CACHE JCT. YL	0.0	A 12.10 ^{PM}
	34	5.55	8.6 MENDON	8.6	11.52 ^{AM}
	18 P	6.15	5.2 WELLSVILLE	13.8	11.40
	23		0.7 HILLS	14.5	
	22	6.30	3.1 HYRUM	17.6	11.28
	12		2.6 HOLT	20.2	
	42 PYZ	6.55	3.9 D LOGAN	24.1	11.10
	17		2.3 GREENVILLE	26.4	
	16 P	7.22	5.1 D SMITHFIELD	31.5	10.50
	30 P	7.45	5.9 D RICHMOND	37.4	10.35
			4.1 LEWISTON (Spur)	41.5	
	30	8.25	2.3 FRANKLIN	43.8	10.20
	23	8.35	4.2 WHITNEY	48.0	10.08
	23 PY	A 9.30 ^{AM}	2.8 D-R PRESTON YL	50.8	10.00 ^{AM}
			(50.8)		Daily Except Sunday
	(4.00)	Thru Time		(2.10)	
	12.7	Average speed per hour		23.4	

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. 46		Mile Post	SECOND CLASS
	311	April 26, 1970			312
	Daily Except Sunday	STATIONS			
WS 116 ES 68 PY	6.30 ^{AM}	D-R	5.6 BRIGHAM CITY YL	0.0	A 1.15 ^{PM}
48	6.45		5.9 CORINNE	5.6	12.57
26	6.57		2.2 FORD	11.5	12.45
26	7.02		4.1 CROPLEY	13.7	12.40
43 P	7.15	D	2.0 TREMONTON YL	17.8	12.30
20 Y	7.30		5.2 GARLAND YL	19.8	12.20
19	7.46		20.5 FIELDING	25.0	12.05 ^{PM}
28 Y	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. 46		Mile Post	Time-Table No. 46		Mile Post	
	April 26, 1970			April 26, 1970			
	STATIONS			STATIONS			
PXY DN	CLEARFIELD YL	0.0	48 P D	TREMONTON YL	0.0		
	0.3 D. & R. G. W. CROSSING YL	0.3		5.1 SUNSET YL	5.1		
	0.1 FREEPORT CENTER YL	0.4					
PYZ	1.7 BARNES YL	2.1					
16	(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.

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

Designation "Psgr."—Train with Diesel locomotive and all passenger train equipment.
 Designation "Fr."—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	
	Psg.	Fr.		Psg.	Fr.
Passenger trains handling 6 cars or less.	70		Trains handling MCPX and MONX 23000 series tank cars loaded with phosphorus.		50
All work trains.		50	Trains handling continuous welded rail or continuous lengths of jointed rail: On unrestricted track.		40
All regularly assigned locals.		50			
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	On restricted track or curves, 20 MPH LESS than published speed, except when published speed is 30 MPH or less, must not exceed 10 MPH.		
When using No. 20 turnouts, unless a different speed is specified.	40	40	Through crossovers or turnouts		10
When using No. 14 turnouts.	25	20	Trains handling company scrap.		50
When using other 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 not protected by signals, unless advised by train order that switch has been spiked.	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.	60	35			
Within yard limits not protected by continuous block signal system, unless a different speed is specified. (For Pioche Branch and Fillmore Branch see page 16.)	20	20			20
Road freight locomotives GP-7 units Nos. 100-129 inclusive.	65	65	Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks): On main lines — tangent track. On main lines — curves. On branch lines.		35 25 25
Other road freight locomotives.	75				
Yard switch locomotives in road service: 1000-1100 class.	35	35			
1800 class.	50	50	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		35
1870 class Road Switch Locomotives: On First, Second and Third Subdivisions. On Provo Subdivision. On Branch Lines.	50	50 25 20			
Gas turbine or car body type unit backing up light or backing up as leading unit at front of train.	30	30	Jordan spreaders and other machines of spreader type, when in operation with wings extended.		15
When multiple unit engine is controlled from other than leading unit.	30	30	Trains handling diesel units dead in train: Yard-switch units of any type.		35
Diesel locomotive running light, dynamic brake not in operation, on descending grades in excess of 1 percent.	35		Foreign line, government, export or commercial units other than yard-switch type.		45
			Union Pacific road-switch units of Alco or Baldwin type.		45
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		Wye tracks, except those portions used as main track or siding.	6	6
			Trains handling specially equipped cars for company wheels and axles: UP 99000 - 99014 inclusive and UP 99500 - 99962.		50

FIRST SUBDIVISION
Between Ogden and McCammon

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
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. Between M.P. 110.8 and 111.2.	60 40	50 25
Wheelon Between M.P. 44.6* and 46.4 (See Note).	12	12	McCammon		
Between M.P. 46.4 and 47.2.	30	30			
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	
	Psg.	Fr.		Psg.	Fr.
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	
	Psg.	Fr.		Psg.	Fr.
Maximum speed. (Except freight trains main line between 12th St. and Wall Avenue.)	30	15	Switches, Cecil Junction.	15	15
When using crossovers or turnouts.	15	15	U.P. and S.P. Roundhouses & shop limits.	8	8
Over railroad crossings.	15	15	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.	Frt.		Psg.	Frt.
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 No. 20 Turnouts at Smelter.	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

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.
Maximum Speed	79	60	Dry Lake Between M.P. 363.9 and 364.3.	70	55
Between Las Vegas and Farrier.	79	60	Between M.P. 369.1 and 369.4.	70	55
Between Farrier and M.P. 500.0 near Uvada.	70	50	Ute Between M.P. 379.2 and 379.6.	60	45
Between M.P. 500.0, near Uvada, and Milford.	79	60	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.		45	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.		50	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.	Frt.		Psg.	Frt.
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

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.
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 Station
Ogden.....	Engine Crew Dispatcher's Office, Roundhouse
Ogden.....	Riverdale Telegraph Office
Ogden.....	Conductor's Register Room, 28th St.
Pocatello.....	Switchmen's Locker Room, Hump
Pocatello.....	Train Dispatcher's Office
Pocatello.....	Conductor's Register Room, Passenger Station
Pocatello.....	Switchmen's Locker Room, New Yard
Pocatello.....	Train, Yard and Engine Crew Dispatcher's Office
Pocatello.....	Switchmen's Locker Room, Sherman St.
Pocatello.....	Roundhouse Foreman's Office
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	Branch				
Cottle	55.7	22	Both	East	Logan Sugar				
Collinston	40.1	9	West	East	Factory Spur	21.7	1.0 Mile	East	Level
Bushnell	19.3	Spur 1.4 Mi.	East	East	Mill Spur	44.4	12	West	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	Malad Branch				
Browning	2.7	23	Both	West	Chase	3.9	24	West	Level
Lodjic	2.3	Spur 0.5 Mi. X	East	West	Woodruff	40.5	7	East	West
Layton Sugar									
Factory Spur	13.8	27 X	East	East					
Centerville	25.8	13 X	West	Level					
Fry Roofing	28.8	14	Both	East	Eureka Branch				
Sure Seal	29.2	9	West	East	Eureka	3.5	Yard	Both	East
Pioneer	29.7	78 X	Both	East					
Becks	32.9	Old Siding 69 X	Both	East					
		Advance Track 57	Both	East					
Second Subdivision					Silver City Branch				
Industrial Center					Silver City	2.4	8	Both	East
Spur	779.9	37 P	West	East					
Bauer	744.8	24 P	Both	East					
Clover	732.8	Govt. Yard PY	East	East					
		{ No. 1 13	East	West	Cedar City Branch				
Cline	661.2	{ No. 2 13	East	West	Stock Yards	29.9	Stock Track 23	West	East
Oasis	644.4	25 P	Both	West			Stock Spur 0.5 Mi.	West	East
Third Subdivision									
Barclay	478.7	16 P	East	West	Mead Lake Branch				
Arrolime	353.8	28 P	Both	East	Standard Oil Co.....	3.1	5	East	East
Fibreboard Spur ..	351.7	11.5 Mi. P	West	West	Arrowhead	3.3	17	West	East
Lovell	344.6	10 P	West	West	Seven Arrow				
		Gov't Ordnance			Gypsum	9.3	6	East	West
		Spur 4.0 Mi.			Amber	9.5	4	East	West
Valley	342.4	Old Siding 31 P	Both	West	Virgin	12.8	5	Both	West
		Industry 11	Both	West	Glassand	13.7	21	West	West
		Nellis Air Base							
		Spur 2.7 Mi.							
Nellis Industrial									
Park Spur	340.0	41 P	West	East					
Las Vegas Industrial									
Spur	337.9	30 P	West	East					
Provo Subdivision									
Officer	38.9	67	Both	East					
Burton	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	Both	West					
Rideout	778.0	5 P	East	East					
Lehi Sugar Spur....	769.1	85	East	West					
Hardy Beet Spur..	761.8	25	West	East					
Western Ware-									
house Spur	761.5	28	West	West					
Bonnie	760.3	4	West	East					
Bunker Spur	759.9	14	East	East					
Clyde	759.4	12	West	West					
Gatex	756.1	Industrial Spur	East	West					
Ironton Spur	751.1	1.2 Mi.	East	West					
Benjamin	741.6	20	Both	West					
Santaquin	730.7	6	West	East					
Mills	689.3	15 P	East	West					
Uisco	676.3	9 P	East	West					
Leamington	671.3	3	East	West					
Mack	669.6	5	West	West					

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	Latimer	550.7	11	Both	East
Downey	95.0	Stock 12	Both	Level	Zane	531.5	11	Both	West
		House 47	Both	Level	Beryl	526.7	32	Both	Level
Swan Lake	84.7	17	Both	Level	Heist	515.8	18	Both	East
Coulam	78.3	25	Both	East	Uvada	501.2	18	Both	East
Clifton	75.2	22	Both	Level	Crestline	493.7	18	Both	West
Dayton	71.0	Stock 30	Both	East	Brown	489.3	11	Both	West
Weston	65.1	16	Both	East	Acoma	484.6	19	Both	West
Cornish	60.6	29	Both	Level	Islen	475.3	18	Both	West
Trenton	56.9	20	Both	East	Minto	468.4	11	Both	West
Wheelon	44.6	14	Both	West	Eccles	464.3	12	Both	West
Hewey	35.9	28	Both	East	Etna	454.5	10	Both	East
Honeyville	30.4	27	Both	East	Stine	449.4	17	Both	West
Hot Springs	8.8	13	Both	West	Boyd	444.9	10	Both	West
Roy	6.1	East Spur 7	East	West	Elgin	438.4	18	Both	West
		West Spur 10	East	West	Kyle	434.1	17	Both	West
Clearfield	9.8	House 13	West	East	Leith	429.1	14	Both	West
		No. 1 35	Both	East	Carp	419.1	7	Both	West
		No. 2 31	Both	East			Short Siding 65	Both	West
		No. 3 27	Both	East	Vigo	413.5	17	Both	West
		No. 4 22	Both	East	Galt	408.5	17	Both	West
		ES 107	Both	East	Hoya	402.9	17	Both	West
		WS 48	Both	East	Rox	397.9	16	West	West
Layton	14.5	Stock 40	Both	East	Farrier	393.4	13	East	West
Kaysville	16.7	Stock 10	West	East	Ute	373.5	28	Both	Level
Farmington	21.3	11	Both	Level	Dry Lake	363.0	17	Both	East
Woods Cross	28.1	Old Siding 41	Both	West	Garnet	357.5	5	West	East
		Team Track 4	Both	West	Apex	352.0	19	Both	East
		New Team Track 5	East	East			35	Both	East
		Storage 37	West	West	Dike	347.0	7	East	West
North Salt Lake	31.1	71	Both	East	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			Old Eastward Siding 60	Both	West
Faust	723.3	26	Both	East	Lehi	769.5	13	Both	West
Pehrson	717.2	12	Both	East	Pleasant Grove	763.5	25	Both	West
Lofgreen	709.9	18	Both	East	Springville	748.0	14	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; 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.

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				