



UNION PACIFIC RAILROAD COMPANY

South-Central District

OBSOLETE



UTAH DIVISION
TIME-TABLE
No. 41

Effective Sunday
February 26, 1967
at 12:01 A. M. MOUNTAIN TIME

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

G. A. CUNNINGHAM General Manager
J. BOWEN 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
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, Second and Third Subdivisions and Branches
McCammom to Caliente**

R. D. BRINK, Chief Train Dispatcher
Salt Lake City, Utah
C. E. WEICHERS, Ass't Chief Train Dispatcher
Salt Lake City, Utah
R. L. MAUGHAN, Ass't Chief Train Dispatcher
Salt Lake City, Utah
G. E. LEARY, Ass't Chief Train Dispatcher
Salt Lake City, Utah
R. K. GROUSSMAN, Ass't Chief Train Dispatcher
Salt Lake City, Utah
B. F. HYDE, Ass't Chief Train Dispatcher
Salt Lake City, Utah
S. E. EXSTER, Ass't Chief Train Dispatcher
Salt Lake City, Utah

**Third Subdivision and Branches
Caliente to Las Vegas**

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

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

NAME	TITLE	PLACE
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. Dils	Surgeon	Calliente.
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. Romeo	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. 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. Monerief	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.
J. W. Wurster	Surgeon	Pocatello.
J. E. Comstock	Physician	Pocatello.
R. D. Benedlet	Surgeon	Pocatello.
R. E. Ostler	Surgeon	Pocatello.
E. V. Smlson	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.
L. J. Taufer	District Surgeon	Salt Lake City.
Harry Berman	Oculist & Aurist	Salt Lake City.
B. J. Fairbanks	Oculist & Aurist	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. 41 February 26, 1967		Mile Post	FIRST CLASS		
103 Passenger Daily	5 Passenger Daily		STATIONS			104 Passenger	6 Passenger	
8.00	8.30	0.0	MT	OGDEN	MT	0.0	A 8.55	A 7.20
8.50	9.20	36.3		SALT LAKE CITY		36.3	8.00	6.30
9.15	10.00					784.0	7.35	6.00
11.10	12.15	154.4		LYNN DYL		665.9	5.00	3.13
12.40	2.00	243.5		MILFORD		576.8	3.50	1.45
	2.45	278.9		LUND		541.4		1.00
	4.50	360.8		CALIENTE		459.5		11.10
5.40	8.00	486.1	MT	LAS VEGAS	MT	334.2	11.05	8.30
4.55	7.25		PT		PT		9.50	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
A 12.30	A 5.00	821.0	PT	LOS ANGELES	PT	0.0	2.30	11.15
				(821.0)			Daily	Daily
(17.30)	(21.30)			Thru Time		(17.25)	(19.05)	
46.9	38.2			Average speed per hour		47.1	43.0	

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS		Distance from Salt Lake City	Time-Table No. 41 February 26, 1967		Mile Post	FIRST CLASS	
35 Passenger Daily			STATIONS			36 Passenger	
7.30		0.0		SALT LAKE CITY	36.3	A 7.00	
8.20		36.3		OGDEN	0.0	5.50	
8.55						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)		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. 41 February 26, 1967
	311 Mixed Daily Except Sunday			35	6	104		
				Passenger	Passenger	Passenger		
P				7.30PM	6.30PM	8.00AM	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 73 PX				7.47	6.47		15.0	
CS 131 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 38 PX				8.01	7.01	8.31	30.2	
P				8.06	7.06	8.36	35.3	
DFPT YZ				8.20	A 7.20PM	A 8.55AM	36.3	
				8.55				
AI							37.0	
119 P	5.45			9.04			37.9	
120 P	f 5.55			9.11			45.1	
121 P	f 6.13			9.16			50.3	
WS 115 PY ES 66	A 6.25AM			f 9.25			57.4	
121 P				9.36			66.7	
123 P				9.41			72.2	
122 P				9.51			80.9	
WS 107 DP ES 65 YZ				s 10.10			85.1	
124 P				10.20			93.2	
				10.23			96.9	
122 P				10.28			101.4	
122 P				f 10.37			107.3	
				10.41			111.5	
127 P				10.44			114.6	
122 P				10.50			121.0	
122 P				s 11.04			131.3	
				11.11			136.3	
123 P				11.16			141.0	
125 127 PY				A f 11.25PM			147.5	

Time-Table No. 41
February 26, 1967

STATIONS

DN-R	SALT LAKE CITY YL	1.0
DN-R	NORTH YARD YL	4.2
	NORTH SALT LAKE	3.0
D	WOODS CROSS	6.8
	FARMINGTON	4.6
	KAYSVILLE	2.2
D	LAYTON	4.7
DN	CLEARFIELD	3.7
	ROY	5.1
	BRIDGE JCT. YL	1.0
DN-R	OGDEN YL	0.7
	D. & R. G. W. CROSSING YL	0.9
	S. P. JCT. YL	7.2
	HOT SPRINGS	5.2
	WILLARD	7.1
DN	BRIGHAM CITY YL	9.3
	HONEYVILLE	5.5
	DEWEY	8.7
	WHEELON	4.2
DN	CACHE JCT. YL	8.1
	TRENTON	3.7
	CORNISH	4.5
	WESTON	5.9
	DAYTON	4.2
	CLIFTON	3.1
	COULAM	6.4
	SWAN LAKE	10.3
D	DOWNEY	5.0
	VIRGINIA	4.7
D	ARIMO	6.5
DN-R	McCAMMON YL	6.5

Double Track

BLOCK SIGNALS

(0.50) 25.3 (3.55) 37.7 (0.50) 43.6 (0.55) 39.6 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. 41 February 26, 1967	Mile Post	FIRST CLASS			SECOND CLASS		Car Capacity of sidings, etc. See Rule 6(A) Page 18
		36	5	103	312		
		Passenger	Passenger	Passenger	Mixed		
DN-R	SALT LAKE CITY YL	36.3	A 7.00AM	A 9.20AM	A 8.50PM		P
	SALT LAKE CITY YL	1.0					DFPT YZ
DN-R	NORTH YARD YL	35.3					YZ
	NORTH SALT LAKE	31.1	6.27	9.07	8.34		PX
D	WOODS CROSS	28.1	6.24	9.04	8.31		PX
	FARMINGTON	21.3	6.17	8.58			WS 73 PX
	KAYSVILLE	16.7	6.12	8.54			CS 131 P
D	LAYTON	14.5	6.10	8.52	8.19		
DN	CLEARFIELD	9.8	6.06	8.47	8.15		PX
	ROY	6.1	6.02	8.42	8.12		ES 38 PX
	BRIDGE JCT. YL	1.0	5.57	8.37	8.07		P
DN-R	OGDEN YL	0.0	5.50	8.30AM	8.00PM		A 2.15PM DFPT YZ
	OGDEN YL	5.35 ³¹¹					AI
	D. & R. G. W. CROSSING YL	0.7					119 P
	S. P. JCT. YL	1.6	5.25			2.01	120 P
	HOT SPRINGS	8.8	5.18			f 1.50	121 P
	WILLARD	14.0	5.13			f 1.42	WS 115 PY ES 66
DN	BRIGHAM CITY YL	21.1	s 5.05			1.30PM	121 P
	HONEYVILLE	30.4	4.52				123 P
	DEWEY	35.9	4.47				122 P
	WHEELON	44.6	4.38				WS 107 DP ES 65 YZ
DN	CACHE JCT. YL	48.8	f 4.25				124 P
	TRENTON	56.9	4.12				
	CORNISH	60.6	4.09				
	WESTON	65.1	4.05				122 P
	DAYTON	71.0	f 3.59				122 P
	CLIFTON	75.2	3.54				
	COULAM	78.3	3.51				127 P
	SWAN LAKE	84.7	3.45				122 P
D	DOWNEY	95.0	s 3.34				122 P
	VIRGINIA	100.0	3.27				
D	ARIMO	104.7	3.22				123 P
DN-R	McCAMMON YL	111.2	f 3.15AM				125 127 PY

BLOCK SIGNALS

DOUBLE TRACK

(147.5) (3.45) (0.50) (0.50) (0.45) Daily Daily Daily Daily Except Sunday

Thru Time Average speed per hour (3.45) 39.3 (0.50) 43.6 (0.50) 43.6 (0.45) 28.1
 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. 41 February 26, 1967	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				
			Distance From Salt Lake City	STATIONS							
			0.0	DN-R NORTH YARD YL	35.3				DFPT YZ		
			0.7	GRANT TOWER YL	36.0				PI		
			2.3	W.P. CROSSING YL	781.3				AIP		
			4.4	BUENA VISTA	779.2			122	P		
	9.15PM	10.00AM	0.0	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	122	P		
			15.7	D GARFIELD	768.3			125	P		
			16.9	K.C.C. CROSSING	767.1				AIP		
			19.6	LAKE POINT	764.4			122	P		
			27.6	ERDA	756.4			122	P		
		s10.50AM	35.8	D WARNER	748.2		s 4.45	124	PY		
			41.4	STOCKTON	742.6			131	P		
			47.9	D ST. JOHN	736.1			122	P		
			60.7	FAUST	723.3			143	P		
			66.8	PEHRSON	717.2			123	P		
			74.1	LOFGREEN	709.9			137	P		
			79.8	BOULTER	704.2			122	P		
			85.4	D TINTIC	698.6			122	PYZ		
			92.1	McINTYRE	691.9			123	P		
			98.7	JERICO	685.3			125	P		
			109.0	CHAMPLIN	675.0			141	P		
	11.10	f12.15PM	118.1	LYNN DYL	665.9	5.00	f 3.13	116	PY		
			125.8	STRONG	658.2			122	P		
		s12.35	134.6	DN DELTA	649.4		s 2.55	123	PY		
			144.1	VAN	639.9			122	P		
			153.0	CLEAR LAKE	631.0			122	P		
			158.1	NEELS	625.9			123	P		
			166.5	BLOOM	617.5			122	P		
			174.4	CRUZ	609.6			123	P		
			184.6	BLACK ROCK	599.4			123	P		
			194.3	READ	589.7			122	P		
			198.9	MURDOCK	585.1			122	P		
	A12.30AM	A 1.50PM	207.2	DN-R MILFORD YL	576.8	3.50AM	1.45PM		DPTYZ		
				(207.2)		Daily	Daily				
	(3.15) 63.8	(3.50) 54.0		Thru Time	(3.45) 55.3	(4.15) 48.8					
				Average speed per hour							

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. 41 February 26, 1967	Mile Post	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							
			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						
		s 2.45	242.6	D LUND	541.4	s 1.00					
			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						
		s 4.50	324.5	D CALIENTE YL	459.5	s11.10AM					
			329.5	ETNA	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						
			445.3	WANN	338.7						
		A 5.40AM	449.8	DN-R LAS VEGAS YL	334.2	8.30AM	11.05PM				
				(242.6)		Daily	Daily				
	(5.00) 48.5	(6.00) 40.4		Thru Time	(5.05) 47.7	(4.35) 52.9					
				Average speed per hour							

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. 41 February 26, 1967	Mile Post	SECOND CLASS				
			305 Mixed				306 Mixed				
			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				
75 P			2.20	5.7		HUSLERS YL 2.6	41.0		11.50PM		
44 P			f 2.30	8.3		MURRAY YL 0.6	43.6	f	11.40		
36 P			2.35	8.9		PALLAS YL 4.7	44.2		11.35		
102 P			f 2.50	13.6		SANDY 4.5	48.9	f	11.20		
46 P			f 3.05	18.1		DRAPER 7.4	782.9	f	11.10		
WS 71 ES 68 P			f 3.25	25.5		MOUNT 4.5	775.5	f	10.50		
71 PY			f 3.45	30.0		CUTLER 1.5	771.0	f	10.30		
29 P			f 4.05	31.5	D	LEHI 3.0	769.5	f	10.20		
43 P			f 4.15	34.5	D	AMERICAN FORK 3.0	766.5	f	10.00		
71 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		D 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				
27 P				56.6	D	SPANISH FORK 7.6	744.4				
109 P				64.2	D	PAYSON 14.8	736.8				
125 P				79.0		STARR 11.2	722.0				
124 PY				90.2	D	NEPHI 14.5	710.8				
125 P				104.7		JUAB 15.2	696.3				
123 P				119.9		PARLEY 15.2	681.1				
PY				135.1		LYNNDYL YL	665.9				
				(135.1)				Daily Except Saturday			
				(3.15) 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				
Car Capacity of sidings, etc. See Rule 6(A) Page 18	SECOND CLASS			Mile Post	Time-Table No. 41 February 26, 1967	Mile Post	SECOND CLASS					
			417 Local Freight				418 Local Freight					
			Daily Except Sunday									
STATIONS												
122 188 PY			10.00AM	D-R	LUND YL 9.4	0.0	A	1.45PM	PYZ	D-R	IRON SPRINGS YL 4.5	0.0
132			10.20		AVON 10.9	9.4		1.27	P		DESERT MOUND 6.4	4.5
PYZ			s 10.45	D-R	IRON SPRINGS YL 12.2	20.3	s	1.05	Y		COMSTOCK 4.0	10.9
Loop 44			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. 41 February 26, 1967			Mile Post
	STATIONS			
	123 PY	D	MOAPA 5.1	
11		NARROWS 5.1	5.1	
9		LOGANDALE 4.6	10.2	
11		OVERTON 1.9	14.8	
Y		MEAD LAKE (Spur)	16.7	
				(16.7)

WESTWARD				PIOCHE BRANCH				EASTWARD			
Car Capacity of sidings, etc. See Rule 6(A) Page 18	Time-Table No. 41 February 26, 1967			Mile Post	Time-Table No. 41 February 26, 1967	Mile Post	Time-Table No. 41 February 26, 1967				
	STATIONS						STATIONS				
	ES 118 WS 116 E. Drill 108 DPY						D-R	CALIENTE YL 14.5	0.0	123 PY 188	DN
27				PANACA YL 18.2	14.5	10		GREENWOOD (Spur) 10.5	21.7		
Y			D	PIOCHE YL	32.7	28 Y	D	FILLMORE YL	32.2		
				(32.7)		(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.

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	
	Psg.	Frt.		Psg.	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	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
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	Trains handling MCPX 23000 series or MONX 23000 series tank cars loaded with phosphorus.		50
When caboose is handled in train consisting of passenger train equipment, except No. 35 and No. 36.	60		Trains handling UP ore cars 26000 to 26499, and 27000 to 27299, under load or empty, unless otherwise restricted.		50
When using No. 14 turnouts.	25	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 20
When using other crossovers or turnouts.	15	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
Facing point movement over spring switches, except at S. P. Jct.	20	20	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		25
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	Jordan spreaders and other machines of spreader type, when in operation.		15
Diesel road freight or road switch locomotives.	65		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 45
Gas turbine locomotives.	65		Union Pacific road-switch units of Alco or Baldwin type.		45
Diesel yard switch locomotives in road service: 1000-1100 class. 1800 class.	35 50	35 50	Wye tracks except those portions used as main track or siding.	6	6
1870 class Road Switch Locomotives: On First, Second and Third Subdivisions. On Provo Subdivision. On Branch Lines.	50	50 25 20			
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			

**FIRST SUBDIVISION
Between Ogden and McCammon**

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	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.	60 60	50 50
Brigham City Between M.P. 23.1 and 23.4.	60	50	Between M.P. 90.2 and 90.4. Between M.P. 92.3 and 93.9* (See Note).	50 60	40 50
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	Downey Between M.P. 99.4 and 99.6.	50	40
Wheelon Between M.P. 44.6* and 46.4 (See Note). Between M.P. 46.4 and 47.2.	12 30	12 30	Virginia Between M.P. 102.4 and 102.6.	60	50
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	Arimo Between M.P. 107.4 and 107.7. Between M.P. 110.8 and 111.2.	60 40	50 25
			McCammon		

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

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	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			
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	
	Psg.	Frt.		Psg.	Frt.
Maximum speed. (Except freight trains main line between 12th St. and Wall Avenue.)	30	15	Switches, Cecil Junction.	Westward Psg. 15	Eastward Psg. 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.	Frt.		Psg.	Frt.
Maximum speed.	79	60	Erda		
All freight trains operated to or from Provo Subdivision between Lynndyl and Milford.		50	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	Between M.P. 767.2 and 767.5.	70	55
Delta			Garfield		
Between M.P. 651.4 and 651.6.	70	55	Between M.P. 770.1 and 770.5.	70	55
Between M.P. 655.8 and 656.4.	70	55	Buena Vista		
Lynndyl			Between MP 779.2** and 779.6 (See Note).	70	55
Between M.P. 665.7* and 665.9* (See Note).	70	55	Freight Line Between Buena Vista and Redwood Road.	30	30
Champlin			Salt Lake City		
Between M.P. 678.9 and 679.2.	65	50	Freight Line Between Redwood Road and Grant Tower.	20	20
Between M.P. 680.5 and 681.0.	60	45	Within Grant Tower Interlocking limits except South leg of Wye.	15	15
Between M.P. 682.5 and 684.5.	60	45	Grant Tower — South leg of wye.	10	10
Jericho			When pushing cars between Fifth North and Twenty-First South Streets.		5
Between M.P. 685.6 and 689.0.	60	45	Passenger Line — Between Redwood Road and D&RGW railroad crossing.	25	25
Tintic			Passenger Line — D&RGW railroad crossing on Ninth South Street.	20	20
Between M.P. 699.6 and 699.9.	70	55	Between Passenger Station and Ninth South Streets; and Between Third West and Fourth West Streets.	12	12
Between M.P. 702.1 and 703.8.	70	55	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.		
Boulter					
Between M.P. 705.8 and 715.9.	55	40			
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

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.
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, Arrolime 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.	Frt.		Psg.	Frt.
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
Minto			Maximum Speed at any point between M.P. 500.0, near Uvada, and Farrier.	70	50
Between M.P. 467.2 and 469.0* (See Note).	55	40	Uvada		
Between M.P. 469.1 and 477.3.	30	20	Between M.P. 502.0* and 502.5 (See Note).	60	55
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. 480.4 and 481.6.	30	20	Between M.P. 576.5* and 577.2 (See Note).	20	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		
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			(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			Between Iron Springs and Cedar City with trains having GP-7 or GP-9 Diesel units.	25	20
Freeport Center Area.		12	Cedar City Loop Track.	10	10
Freeport Center Wye.		8	Cedar City, oil track No. 12, Commissary spur and freight house lead.	5	5
Thatcher Branch.		10	Iron Mountain Branch		
Cache Valley Branch			Between Iron Springs and M.P. 5.50.		20
Maximum Speed.		35	Between M.P. 5.50 and Iron Mountain.		15
Between M.P. 13.6 and 13.9.		15	Pioche Branch		
Between M.P. 17.7 and 18.0.		15	Between M.P. 0.0 and 17.0.		25
Logan			Between M.P. 17.0 and 22.5.		10
Anderson Coach Spur.		4	Between M.P. 22.5 and 32.7.		20
Between M.P. 42.9 and 44.0.		25	Prince Branch.		
Eureka and Silver City Branches.		12	Between M.P. 0.0 and 7.5.		15
Eureka, within city limits.		6	Between M.P. 7.5 and 8.7.		5
Fillmore Branch.			Caselton Spur.		10
Maximum Speed.		30	Mead Lake Branch		
(All trains and engines must move prepared to stop at M.P. 18.5 if track is obstructed with drifting sand at that point).			Maximum Speed.		25
			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
Delta.....	Telegraph 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
Las Vegas.....	Dispatcher's 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	15	Both	East	Logan Sugar Factory Spur	21.7	1.0 Mile	East	Level
Cottle	55.7	24	Both	East	Mill Spur	44.4	13	West	East
Collinston	40.1	9	West	East					
Bushnell	19.3	Spur 1.4 Mi.	East	East	Malad Branch				
Perry (1)	17.2	Old Siding 54	Both	Level	Chase	3.9	27	West	Level
		Team Track 24	Both	Level	Woodruff	40.5	7	East	West
			Both	West					
Randall	6.3	22	Both	Level	Eureka Branch				
Harrisville	4.7	28	Both	Level	Eureka	3.5	Yard	Both	East
Browning	2.7	27	Both	West					
Lodjic	2.3	Spur 0.5 Mi. X	East	West	Silver City Branch				
Layton Sugar Factory Spur	13.8	33 X	East	East	Silver City	2.4	9	Both	East
Centerville	25.8	Spur 16 X	West	Level					
Fry Roofing	28.8	20	Both	East	Cedar City Branch				
Sure Seal	29.2	27	Both	East	Kaiser	22.5	85	Both	East
Pioneer	29.7	95 X	Both	East	Stock Yards	29.9	Stock Track 26	West	East
Becks	32.9	Old Siding 81	Both	East			Stock Spur 0.5 Mi.	West	East
		Advance Track 68	Both	East					
Second Subdivision					Prince Branch				
Industrial Center Spur	779.9	43 P	West	East	Caselton	6.5	Yard	East	West
Bauer	744.8	31 P	Both	East	Prince	8.6	3	Both	West
Clover	732.8	Govt. Yard PY	East	East					
Oasis (2)	644.4	31 P	Both	West	Mead Lake Branch				
Borden	620.9	3 P	West	East	Standard Oil Co.....	3.1	6	East	East
					Arrowhead	3.3	20	West	East
Third Subdivision					Seven Arrow Gypsum	9.3	7	East	West
Barclay (2)	478.7	17 P	East	West	Amber	9.5	5	East	West
Arrolime	353.8	32 P	Both	East	Virgin	12.8	6	Both	West
Fibreboard Spur ..	351.7	Spur 11.5 Mi. P	West	West	Glassand	13.7	25	West	West
Lovell	344.6	Spur 11 P	West	West					
		Gov't Ordnance Spur 4.0 Mi.							
Valley	342.4	Old Siding 35 P	Both	West					
		Industry 14	Both	West					
Nellis Industrial Park Spur	340.0	Nellis Air Base	West	East					
Las Vegas Industrial Spur	337.9	Spur 2.7 Mi.	West	East					
Provo Subdivision									
Officer	38.9	81	Both	East					
Burton	39.5	19	Both	East					
Walton	41.1	14	West	East					
Gibbons & Reed Concrete Spur ..	42.5	17	East	East					
Fire Clay Spur	42.9	54	West	East					
Atwood	45.9	Team Track 14 P	Both	West					
		Spur 10	West	West					
Cushing	47.5	21	Both	East					
Rideout	778.0	7 P	East	East					
Lehi Sugar Spur.....	769.1	99	East	West					
Hardy Beet Spur..	761.8	31	West	East					
Western Warehouse Spur	761.5	8	West	West					
Bunker Spur	759.9	17	East	East					
Clyde	759.4	13	West	West					
Gatex	756.1	Industrial Spur	Both	West					
Ironton	754.1	110	Both	West					
Benjamin	741.6	25	Both	West					
Santaquin	730.7	7	West	East					
Mills	689.3	18 P	East	West					
Soma	679.0	12	Both	East					
Uisco	676.3	11 P	East	West					
Leamington	671.3	4	East	West					
Mack	669.6	6	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	35	Both	West	Upton	571.7	14	Both	East
Virginia	100.0	Old Siding 54	Both	West	Thermo	561.6	14	Both	West
		Team Track 12	Both	West	Nada	554.8	14	Both	East
Downey	95.0	Stock 14	Both	Level	Latimer	550.7	14	Both	East
		House 56	Both	Level	Zane	531.5	14	Both	West
Swan Lake	84.7	21	Both	Level	Beryl	526.7	37	Both	Level
Coulam	78.3	29	Both	East	Heist	515.8	21	Both	East
Clifton	75.2	27	Both	Level	Uvada	501.2	21	Both	East
Dayton	71.0	Stock 35	Both	East	Crestline	493.7	20	Both	West
		Beet 12	Both	East	Brown	489.3	13	Both	West
Weston	65.1	19	Both	East	Acoma	484.6	23	Both	West
Cornish	60.6	34	Both	Level	Islen	475.3	22	Both	West
Trenton	56.9	24	Both	East	Minto	468.4	13	Both	West
Wheelon	44.6	17	Both	West	Eccles	464.3	14	Both	West
Dewey	35.9	33	Both	East	Etna	454.5	11	East	West
Honeyville	30.4	12	Both	East	Stine	449.4	21	Both	West
Willard	14.0	4	Both	West	Boyd	444.9	11	Both	West
Hot Springs	8.8	15	Both	West	Elgin	438.4	21	Both	West
Roy	6.1	East Spur 8	East	West	Kyle	434.1	20	Both	West
		West Spur 12	East	West	Leith	429.1	17	Both	West
Clearfield	9.8	House 15	West	East	Carp	419.1	9	Both	West
		No. 1 42	Both	East	Vigo	413.5	21	Both	West
		No. 2 37	Both	East	Galt	408.5	19	Both	West
		No. 3 25	Both	East	Hoya	402.9	20	Both	West
		No. 4 25	Both	East	Rox	397.9	19	West	West
		ES 54	Both	East	Farrier	393.4	16	East	West
		WS 115	Both	East	Ute	373.5	33	Both	Level
Layton	14.5	Stock 47	Both	East	Dry Lake	363.0	20	Both	East
Kaysville	16.7	Stock 12	West	East	Garnet	357.5	6	West	East
Farmington	21.3	13	Both	Level	Apex	352.0	22	Both	East
Woods Cross	28.1	Old Siding 54	Both	West	Dike	347.0	9	East	West
		Team Track 5	Both	West	Wann	338.7	15	Both	West
		New Team Track 6	East	East					
		Storage 43	West	West					
Second Subdivision					Provo Subdivision				
Buena Vista	779.2	22	Both	Level	Sandy	48.9	16	Both	East
Erda	756.4	21	Both	East	Draper	782.9	45	Both	East
Stockton	743.0	37	Both	West	Mount	775.5	49	Both	West
St. John	736.1	43	Both	Level	Springville	748.0	29	Both	East
Faust	723.3	33	Both	East	Spanish Fork	744.4	18	East	East
Pehrson	717.2	14	Both	East	Starr	722.0	15	West	West
Lofgreen	709.9	22	Both	East	Juab	696.3	32	Both	West
Boulter	704.2	21	Both	East					
McIntyre	691.9	21	Both	West	Cache Valley Branch				
Jericho	685.3	30	Both	West	Hyrum	17.6	House 20	Both	East
Champlin	675.0	22	Both	West	Richmond	37.4	House 35	Both	West
Strong	658.2	22	Both	West	Lewiston	41.5	Sugar Spur 1.46 Mi.	West	East
Van	639.9	22	Both	West					
Clear Lake	631.0	22	Both	East	Malad Branch				
Neels	625.9	22	Both	East	Corinne	5.6	Beet Track 67	East	Level
Bloom	617.5	22	Both	Level			Stock 22	Both	Level
Cruz	609.6	23	Both	Level			House 13	West	Level
Black Rock	599.4	22	Both	East					
Read	589.7	23	Both	East					
Murdock	585.1	23	Both	East					

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:

- C—coaling station;
- 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				