



**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  
 Courtesy .....Los Angeles, California

D. R. ROMER, 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
- 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. Taufer.....	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.....	Calliente.
L. V. Broadbent.....	Surgeon.....	Cedar City.
R. W. Farnsworth.....	Surgeon.....	Cedar City.
D. W. Brown.....	Surgeon.....	Delta.
M. E. Bird.....	Surgeon.....	Delta.
M. A. Lyman.....	Surgeon.....	Downey.
L. G. Burkett.....	Surgeon.....	Farmington.
H. S. Jensen.....	Surgeon.....	Keyville.
V. R. Kelly.....	Surgeon.....	Las Vegas.
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.
O. W. Budge.....	Surgeon.....	Logan.
J. Clare Hayward.....	Surgeon.....	Logan.
O. H. Mabey, Jr.....	Surgeon.....	Malad.
E. N. Davis.....	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. DeMara.....	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.
R. D. Benedict.....	Surgeon.....	Pocatello.
R. E. Ostler.....	Surgeon.....	Pocatello.
H. R. Gilcrest.....	Oculist & Aurist.....	Pocatello.
L. N. Diana.....	Eye Specialist.....	Pocatello.
Harry D. McGee.....	Ear, Nose & Throat.....	Pocatello.
Calvin Buhler.....	Surgeon.....	Pocatello.
L. R. Hawkes.....	Surgeon.....	Provo.
S. N. Clark.....	Oculist & Aurist.....	Provo.
J. B. Westwood.....	Surgeon.....	Provo.
H. D. Rees.....	Surgeon.....	Provo.
R. B. Hammond.....	Surgeon.....	Provo.
L. J. Taufer.....	District Surgeon.....	Salt Lake City.
Harry Berman.....	Oculist & Aurist.....	Salt Lake City.
R. 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.
G. C. Ficklin.....	Surgeon.....	Tremonton.

**MILEAGE**

Main Line .....	762.6
Branches .....	258.4
<b>Grand Total .....</b>	<b>1021.0</b>

**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		STATIONS	104 Passenger		6 Passenger		
8.15	7.05	0.0	MT	OGDEN	MT	0.0	A 8.50	A 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		LYNN DYL		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
A 12.30	A 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			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	Time-Table No. 43 October 27, 1968
	311			35	6	104		
	Daily Except Sunday			Monday Thursday Saturday	Daily	Daily		
P				7.30PM	4.40PM	8.00AM	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 <sup>36</sup> 5.35 <sup>AM</sup>	A 5.30PM	A 8.50AM	36.3	
AI							37.0	
116 P				9.04			37.9	
105 P				9.11			45.1	
105 P				9.16			50.3	
WS 115 PY ES 58 PY				A 6.25AM	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 PY 106 PY				Af 11.25PM			147.5	

Time-Table No. 43  
October 27, 1968

**STATIONS**

DN-R SALT LAKE CITY YL	0.0
DN-R NORTH YARD YL	1.0
NORTH SALT LAKE	4.2
D WOODS CROSS	3.0
FARMINGTON	6.8
KAYSVILLE	4.6
D LAYTON	2.2
DN CLEARFIELD YL	4.7
ROY	3.7
BRIDGE JCT. YL	5.1
OGDEN YL	1.0
D. & R. G. W. CROSSING YL	0.7
S. P. JCT. YL	0.9
HOT SPRINGS	7.2
WILLARD	5.2
DN BRIGHAM CITY YL	7.1
HONEYVILLE	9.3
DEWEY	5.5
WHEELON	8.7
DN CACHE JCT. YL	4.2
TRENTON	8.1
CORNISH	3.7
WESTON	4.5
DAYTON	5.9
CLIFTON	4.2
COULAM	3.1
SWAN LAKE	6.4
D DOWNEY	10.3
VIRGINIA	5.0
D ARIMO	4.7
DN-R McCAMMON YL	6.5

Double Track

BLOCK SIGNALS

(0.50) 25.3 Thru Time (3.55) 37.7 (0.50) 43.6 (0.50) 43.6 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 7.00AM	A 7.55AM	A 9.05PM			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 5.35 <sup>311</sup>	7.05AM	8.15PM			A 2.15PM 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				1.30PM	WS 115 PY ES 58 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 3.15AM					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

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		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	
<b>STATIONS</b>							
		0.0	DN-R NORTH YARD YL	35.3			DFPT 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
	9.30PM	8.00AM	0.0				
		1.3	DN-R SALT LAKE CITY YL	36.3	A 7.35AM	A 4.30PM	P
		1.5	EIGHTH SO. ST. YL	37.6			P
		1.7	D. & R. G. W. CROSSING YL	37.8			AIP
		4.8	D. & R. G. W. CROSSING YL	38.0			AIP
		15.7	BUENA VISTA	779.2	6.55	3.40	106 P
		16.9	D GARFIELD	768.3			109 P
		17.6	K.C.C. CROSSING	767.1			AIP
		19.6	SMELTER	766.4			PX
		27.6	LAKE POINT	764.4			106 P
		35.8	ERDA	756.4			106 P
	f 8.50	41.4	D WARNER	748.2		f 3.12	106 PY
		47.9	STOCKTON	742.6			113 P
		60.7	ST. JOHN	736.1			106 P
		66.8	FAUST	723.3			123 P
		74.1	PEHRSON	717.2			106 P
		79.8	LOFGREEN	709.9			119 P
		85.4	BOULTER	704.2			106 P
		92.1	D TINTIC	698.6			106 PYZ
		98.7	McINTYRE	691.9			107 P
		109.0	JERICHO	685.3			109 P
		118.1	CHAMPLIN	675.0			120 P
	11.20PM	f 10.15	LYNN DYL	665.9	5.00	f 1.40	101 PY
		125.8	STRONG	658.2			106 P
		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	576.8	3.50AM	12.20PM
				(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
<b>STATIONS</b>						
DPTYZ		207.2	DN-R MILFORD YL	576.8	A 12.01PM	A 3.40AM
106 P		212.3	UPTON	571.7		
106 P		222.4	THERMO	561.6		
106 P		229.2	NADA	554.8		
106 P		233.5	LATIMER	550.5		
106 PY		242.6	D LUND	541.4	f 11.15AM	
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		
ES 103 P WS 104 Y E. Drill 97		324.5	D CALIENTE YL	459.5	s 9.30	s 1.30AM
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		
DPYZ		449.8	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								
DEPT YZ				STATIONS							
			2.00AM	DN-R NORTH YARD YL 0.7	35.3	A 12.15AM					
PI				GRANT TOWER YL 2.4	36.0						
AI				D. & R. G. W. CROSSING YL 1.3	38.4						
				D. & R. G. W. CROSSING YL 1.3	39.7						
57 P			2.20	HUSLERS YL 2.6	41.0	11.50PM					
40 P			2.30	MURRAY YL 0.6	43.6	11.40					
31 P			2.35	PALLAS YL 4.7	44.2	11.35					
89 P			2.50	SANDY 4.5	48.9	11.20					
40 P			3.05	DRAPER 7.4	782.9	11.10					
63 P			3.25	MOUNT 4.5	775.5	10.50					
63 PY			3.45	CUTLER 1.5	771.0	10.30					
P			4.05	LEHI 3.0	769.5	10.20					
40 P			4.15	D AMERICAN FORK 3.0	766.5	10.00					
P			4.35	PLEASANT GROVE 2.2	763.5	9.40					
P				PIPEMILL YL 3.3	761.3						
P			4.45	D GENEVA YL 0.7	758.0	9.20					
AI				D. & R. G. W. CROSSING 4.6	757.3						
DPT Z			A 5.15AM	DN-R PROVO YL 4.7	752.7	9.00PM					
P				SPRINGVILLE 3.6	748.0						
25 P				D SPANISH FORK 7.6	744.4						
95 P				PAYSON 14.8	736.8						
108 P				STARR 11.2	722.0						
108 PY				D NEPHI 14.5	710.8						
108 P				JUAB 15.2	696.3						
108 P				PARLEY 15.2	681.1						
PY				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			Mile Post	Time-Table No. 43 October 27, 1968	Mile Post	SECOND CLASS				
			417				418				
			Daily Except Sat. & Sun.								
106 162 PY				STATIONS							
			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	12.30PM					
				(32.5)		Daily Except Sat. & Sun.			(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. 43 October 27, 1968			Mile Post
	STATIONS			
	107 PY D		MOAPA 5.1	
11		NARROWS 5.1	5.1	
9		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	Mile Post	Time-Table No. 43 October 27, 1968								
ES 103 WS 104 E. Drill 97 PY				STATIONS											
				D-R CALIENTE YL 14.5	0.0										
26				PANACA YL 18.2	14.5										
Y				PIOCHE YL 6.5	32.7										
				CASELTON YL 2.1	6.5										
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. 43			Mile Post	SECOND CLASS
	303	October 27, 1968				304
	Daily Except Sunday	STATIONS				
	DPYZ	5.30AM	DN-R	CACHE JCT. YL	0.0	A 3.00PM
	34	5.55		8.6 MENDON	8.6	2.15
	18 P	6.15		5.2 WELLSVILLE	13.8	1.55
	23			0.7 HILLS	14.5	
	22	6.30		3.1 HYRUM	17.6	1.30
	12			2.6 HOLT	20.2	
	42 PYZ	6.55	D	3.9 LOGAN	24.1	1.10
	17			2.3 GREENVILLE	26.4	
	16 P	7.22	D	5.1 SMITHFIELD	31.5	12.30
	30 P	7.45	D	5.9 RICHMOND	37.4	12.01PM
				4.1 LEWISTON (Spur)	41.5	
	30	8.25		2.3 FRANKLIN	43.8	11.20AM
	23	8.35		4.2 WHITNEY	48.0	11.08
	23 PY	A 9.30AM	D-R	2.8 PRESTON YL	50.8	11.00AM
				(50.8)		Daily Except Sunday
	(4.00)	Thru Time			(4.00)	
	12.7	Average speed per hour			12.7	

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

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

For setout tracks.—See Page 18.

WESTWARD		MALAD BRANCH			EASTWARD	
Car Capacity of sidings, etc. See Rule 6(A) Page 18	SECOND CLASS	Time-Table No. 43			Mile Post	SECOND CLASS
	311	October 27, 1968				312
	Daily Except Sunday	STATIONS				
WS 115 ES 58	PY	6.30AM	DN-R	5.6 BRIGHAM CITY YL	0.0	A 1.15PM
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		26.5 FIELDING	25.0	12.05PM
28	PY	A 9.15AM	D-R	MALAD YL	51.5	11.01AM
				(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

Car Capacity of sidings, etc. See Rule 6(A) Page 18	Time-Table No. 43			Mile Post
	October 27, 1968			
	STATIONS			
PX	DN	CLEARFIELD YL	0.0	
		0.3		
I		D. & R. G. W. CROSSING YL	0.3	
		0.1		
PYZ		FREEPORT CENTER YL	0.4	
		1.7		
16		BARNES YL (Spur)	2.1	
		(2.1)		

Westward THATCHER BRANCH Eastward

Car Capacity of sidings, etc. See Rule 6(A) Page 18	Time-Table No. 43			Mile Post
	October 27, 1968			
	STATIONS			
43	P	TREMONTON YL	0.0	
		5.1		
18		SUNSET YL	5.1	
		(5.1)		

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

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

For setout tracks.—See Page 18.

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

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

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

**Designation "Psgr."**—Train with Diesel locomotive and all passenger train equipment.  
**Designation "Frts."**—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.	Frts.		Psgr.	Frts.
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	Trains handling ore from Cedar City Branch: Between Lund and Lynndyl. Between Lynndyl and Salt Lake via Tintic. Between Lund and Las Vegas.		
All regularly assigned locals.		50			
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30			
When caboose is handled in train consisting of passenger train equipment, except No. 35 and No. 36.	60		Trains handling MCPX 23000 series or MONX 23000 series tank cars loaded with phosphorus.		50
When using No. 20 turnouts at Smelter.	35	35	Trains handling UTLX 80500 to 80999 Jumbo Tank Cars under load or empty.		50
When using No. 14 turnouts.	25	20	Trains handling UP ore cars 26000 to 26499, and 27000 to 27299, under load or empty, unless otherwise restricted.		50
When using other crossovers or turnouts.	15	15			
Facing point movement over spring switches, except at S. P. Jct.	20	20	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)	40 35	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 50 30	35 25 15	Trains handling scale test cars, wedge plows or company roadway machines on own wheels (except wrecking derricks): On main lines. On branch lines.	30 20	
Diesel road freight or road switch locomotives.	65				
Gas turbine locomotives.	65		Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		25
Diesel yard switch locomotives in road service: 1000-1100 class. 1800 class.	35 50	35 50			
1870 class Road Switch Locomotives: On First, Second and Third Subdivisions. On Provo Subdivision. On Branch Lines.	50	50 25 20	Jordan spreaders and other machines of spreader type, when in operation.		15
When leading unit at front of train is gas turbine or car body type unit backing up.	30	30	Trains handling diesel units dead in train: Yard-switch units of any type. Foreign line, government, export or commercial units other than yard-switch type. Union Pacific road-switch units of Alco or Baldwin type.	35	
				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.	Frts.		Psgr.	Frts.
Maximum speed.	79	50	<b>Cornish</b> Between M.P. 64.1 and 64.5.	60	50
<b>Hot Springs</b> Between M.P. 10.3 and 10.6.	60	50	<b>Weston</b> 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	<b>Coulam</b> Between M.P. 82.7 and 83.0.	45	35
<b>Willard</b> Between M.P. 19.2 and 19.4.	60	50	<b>Swan Lake</b> Between M.P. 85.6 and 85.8. Between M.P. 86.5 and 87.5.	60	50
Between M.P. 20.9 and 21.1.	35	25		Between M.P. 90.2 and 90.4.	50
<b>Brigham City</b> Between M.P. 23.1 and 23.4.	60	50	Between M.P. 92.3 and 93.9* (See Note).	60	50
<b>Dewey</b> Between M.P. 37.8 and 38.0.	45	35	<b>Downey</b> Between M.P. 99.4 and 99.6.	50	40
Between M.P. 41.0 and 41.4.	60	50	<b>Virginia</b> Between M.P. 102.4 and 102.6.	60	50
Between M.P. 42.0 and 42.2.	45	35		<b>Arimo</b> Between M.P. 107.4 and 107.7.	60
Between M.P. 43.5 and 44.6.	40	30	Between M.P. 110.8 and 111.2.	40	25
<b>Wheelon</b> Between M.P. 44.6* and 46.4 (See Note).	12	12	<b>McCammon</b>		
Between M.P. 46.4 and 47.2.	30	30			
<b>Cache Junction</b> 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.	Frts.		Psgr.	Frts.
Maximum speed.	79	60	<b>Farmington</b> 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
<b>Clearfield</b> Between M.P. 9.0 and 10.0.	30	30	<b>North Yard</b> Between M.P. 34.8 and 34.9.	40	25
<b>Kaysville</b> Between M.P. 20.9 and 21.2.	70	55	Between M.P. 34.9 and passenger station.	25	25
			<b>Salt Lake City</b> 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.	Frts.		Psgr.	Frts.
Maximum speed. (Except freight trains main line between 12th St. and Wall Avenue.)	30	15	Switches, Cecil Junction.	Westward Psgr. 15	Eastward Psgr. 10
When using crossovers or turnouts.	15	15		U.P. and S.P. Roundhouses & shop limits.	8
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	<b>Erda</b> 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
<b>Milford</b> 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	<b>Lake Point</b> Kennecott Copper Co. Highline Trackage.		15
<b>Delta</b> Between M.P. 651.4 and 651.6.	70	55	<b>Smelter</b> When using crossover at M.P. 766.4.	35	35
Between M.P. 655.8 and 656.4.	70	55	Between M.P. 767.2 and 767.5.	70	55
<b>Lynndyl</b> Between M.P. 665.7* and 665.9* (See Note).	70	55	<b>Garfield</b> Between M.P. 770.1 and 770.5.	70	55
<b>Champlin</b> Between M.P. 678.9 and 679.2.	65	50	<b>Buena Vista</b> 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	<b>Salt Lake City</b> Freight Line Between Redwood Road and Grant Tower.	20	20
<b>Jericho</b> Between M.P. 685.6 and 689.0.	60	45	Within Grant Tower Interlocking limits except South leg of Wye.	15	15
<b>Tintic</b> 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
<b>Boulter</b> Between M.P. 705.8 and 715.9.	55	40	Passenger Line — Between Redwood Road and D&RGW railroad crossing.	25	25
<b>Pehrson</b> Between M.P. 719.6 and 721.0.	60	45	Passenger Line — D&RGW railroad crossing on Ninth South Street.	20	20
<b>St. John</b> 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
<b>Warner</b> Between M.P. 754.2 and 755.6.	60	45	All Trains and engines using main tracks along Third West Street must consume no less than six minutes between First South Street and Ninth South Street.		

**THIRD SUBDIVISION**  
Between Las Vegas and Milford

Maximum Speed Between Las Vegas and Farrier.	79	60	<b>Dry Lake</b> 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	<b>Ute</b> Between M.P. 379.2 and 379.6.	60	45
Between Moapa and Las Vegas, trains handling traffic from Mead Lake Branch, Arrolme or Apex.		45	Between M.P. 380.4 and 380.9.	65	50
All freight trains operated to or from Cedar City Branch between Milford and Lund.		50	<b>Farrier</b> Between M.P. 394.0 and 394.2.	60	45
<b>Las Vegas</b> Between M.P. 333.2 and 335.2.	20	20	Between M.P. 394.6 and 395.9.	35	30
<b>Dike</b> Between M.P. 348.4 and 351.1.	40	30	Between M.P. 397.5 and 398.6.	40	30
Fibreboard Spur.	20	20	<b>Hoya</b> Between M.P. 403.7 and 419.7.	35	30
<b>Apex</b> Between M.P. 356.1 and 356.8.	45	30	<b>Carp</b> Between M.P. 425.4 and 426.2.	55	40
<b>Garnet</b> 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	<b>Leith</b> Between M.P. 430.0 and 455.2.	35	30
Between M.P. 358.8 and 359.4.	60	45	<b>Etna</b> Between M.P. 458.4 and 458.8.	45	30
Between M.P. 362.2 and 362.5* (See Note).	60	45	<b>Caliente</b> 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.
<b>Caliente</b> Between M.P. 460.0 and 460.3* (See Note).	40	30	<b>Brown</b> Between M.P. 489.1 and 492.1.	50	35
Between M.P. 461.2 and 461.7.	30	20	<b>Crestline</b> 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
<b>Eccles</b> 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
<b>Minto</b> Between M.P. 469.1 and 477.3.	30	20	<b>Uvada</b> Between M.P. 502.0* and 502.5 (See Note).	70	55
<b>Islen</b> 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	<b>Milford</b> Between M.P. 576.5* and 577.2 (See Note).	20	20
Between M.P. 480.4 and 481.6.	30	20			
<b>Acoma</b> 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	<b>Lehi</b> City Limits, between M.P. 768.7 and 771.1.	30	30
Between Geneva and Sandy.		30	Sugar Factory Trackage west of stockyards.		5
<b>Lynndyl</b> Between M.P. 665.7 and 666.0.	15	15	<b>Cutler</b> Between M.P. 773.4 and 778.1.	35	25
Between M.P. 666.0 and 667.3.	40	20	<b>Draper</b> Between M.P. 780.8 and 782.7.	40	25
Between M.P. 674.8 and 676.4.	40	40	<b>Sandy</b> Between M.P. 49.0* and 46.2 (See Note).	40	30
Between M.P. 676.4 and 677.7.	20	20	<b>Atwood</b> Midvale Smelter Trackage.		12
Between M.P. 677.7 and 686.2.	30	25	Between M.P. 46.2 and 40.3.	30	20
<b>Mills</b> Between M.P. 691.8 and 694.4.	40	25	<b>Huslers</b> (See Note). Between M.P. 40.3* and Salt Lake City.	15	15
<b>Nephi</b> (See Note) City Limits, between M.P. 710.0 and 711.8**.	20	20	<b>Salt Lake City</b> When pushing cars between Fifth North and Twenty-First South Streets.		5
<b>Santaquin</b> Between M.P. 732.6 and 733.5.	40	25	Between Second South and Ninth South Streets.	12	12
<b>Provo</b> 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.		
<b>Geneva</b> Over Road Crossings in Steel Plant.		15			
<b>Pleasant Grove</b> City Limits, between M.P. 762.9 and 764.0.	20	20			
<b>American Fork</b> 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.
<b>Bushnell Hospital spur.</b>	10	10	<b>Cedar City Branch</b>		
<b>Malad Branch.</b>		30	Between Lund and Iron Springs.	45	35
<b>Syracuse Branch.</b>		15	Between Iron Springs and Cedar City.	30	30
<b>Clearfield</b>			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	<b>Iron Mountain Branch</b>		
<b>Thatcher Branch.</b>		10	Between Iron Springs and M.P. 5.50.		20
<b>Cache Valley Branch</b>			Between M.P. 5.50 and Iron Mountain.		15
Maximum Speed.		35	<b>Pioche Branch</b>		
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
<b>Logan</b>			Between M.P. 22.5 and 32.7.		20
Anderson Coach Spur.		4	<b>Prince Branch.</b>		
Between M.P. 42.9 and 44.0.		25	Between M.P. 0.0 and 7.5.		15
<b>Eureka and Silver City Branches.</b>		12	Between M.P. 7.5 and 8.7.		5
Eureka, within city limits.		6	<b>Caselton Spur.</b>		10
<b>Fillmore Branch.</b>			<b>Mead Lake Branch</b>		
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
<b>First Subdivision</b>					<b>Cache Valley Branch</b>				
Anderson .....	63.7	13	Both	East	Logan Sugar	21.7	1.0 Mile	East	Level
Cottle .....	55.7	22	Both	East	Factory Spur ....			West	East
Collinston .....	40.1	9	West	East	Mill Spur .....	44.4	12		
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	<b>Malad Branch</b>				
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					
<b>Second Subdivision</b>					<b>Eureka Branch</b>				
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					
<b>Third Subdivision</b>					<b>Silver City Branch</b>				
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.							
		Old Siding 31 P	Both	West					
		Industry 11	Both	West					
		Nellis Air Base							
		Spur 2.7 Mi.	West	East					
Nellis Industrial					<b>Cedar City Branch</b>				
Park Spur .....	340.0	41 P	West	East	Kaiser .....	22.5	73	Both	East
Las Vegas Industrial					Stock Yards .....	29.9	Stock Track 23	West	East
Spur .....	337.9	30 P	West	East			Stock Spur 0.5 Mi.	West	East
<b>Provo Subdivision</b>									
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	West	West					
Cushing .....	47.5	18	Both	East					
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-					<b>Mead Lake Branch</b>				
house Spur .....	761.5	28	West	West	Standard Oil Co....	3.1	5	East	East
Bunker Spur .....	759.9	14	East	East	Arrowhead .....	3.3	17	West	East
Clyde .....	759.4	12	West	West	Seven Arrow				
Gatex .....	756.1	Industrial Spur	Both	West	Gypsum .....	9.3	6	East	West
Ironton Spur .....	751.1	1.2 Mi.	East	West	Amber .....	9.5	4	East	West
Benjamin .....	741.6	20	Both	West	Virgin .....	12.8	5	Both	West
Santaquin .....	730.7	6	West	East	Glassand .....	13.7	21	West	West
Mills .....	689.3	15 P	East	West					
Soma .....	679.0	11	Both	East					
Uisco .....	676.3	9 P	East	West					
Leamington .....	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
<b>First Subdivision</b>					<b>Third Subdivision</b>				
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			Short Siding 65	Both	West
		No. 4 22	Both	East	Vigo .....	413.5	17	Both	West
		ES 107	Both	East	Galt .....	408.5	17	Both	West
		WS 48	Both	East	Hoya .....	402.9	17	Both	West
Layton .....	14.5	Stock 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
<b>Second Subdivision</b>					<b>Provo Subdivision</b>				
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	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	<b>Cache Valley Branch</b>				
Strong .....	658.2	19	Both	West	Hyrum .....	17.6	House 18	Both	East
Van .....	639.9	19	Both	West	Richmond .....	37.4	House 30	Both	West
Clear Lake .....	631.0	19	Both	East	Lewiston .....	41.5	Sugar Spur 1.46 Mi.	West	East
Neels .....	625.9	18	Both	East	<b>Malad Branch</b>				
Bloom .....	617.5	19	Both	Level	Corinne .....	5.6	Beet Track 57	East	Level
Cruz .....	609.6	19	Both	Level			Stock 18	Both	Level
Black Rock .....	599.4	19	Both	East			House 12	West	Level
Read .....	589.7	19	Both	East					
Murdock .....	585.1	19	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:

- 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				