



**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. Taufer	District Surgeon	Salt Lake City.
R. R. Merrell	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. Lyman	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. Sorensen	Surgeon	Logan.
P. R. Stowell	Surgeon	Logan.
J. C. Worley	Surgeon	Logan.
J. A. Jones	Surgeon	Malad.
E. N. Davie	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	Pocatello.
Calvin Buhler	Surgeon	Pocatello.
R. G. Crandall	Physician	Pocatello.
L. N. Diana	Eye Specialist	Pocatello.
H. R. Gilerest	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. Rees	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. G. Middleton	Cons. Urologist	Salt Lake City.
R. P. Middleton	Cons. Urologist	Salt Lake City.
H. L. Pearse	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. 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. 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	Daily Except Sunday	35	104		
			Passenger	Passenger		
P			7.30 <sup>PM</sup>	5.55 <sup>AM</sup>	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		5.35 <sup>36 AM</sup>	8.20	A 6.55 <sup>AM</sup>	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 115 PY		A 6.25 <sup>AM</sup>	f 9.25		57.4	D BRIGHAM CITY YL
ES 58						HONEYVILLE
106 P			9.36		66.7	DEWEY
107 P			9.41		72.2	WHEELON
106 P			9.51		80.9	DN CACHE JCT. YL
WS 93 DP			f 10.10		85.1	TRENTON
ES 57 YZ						CORNISH
108 P			10.20		93.2	WESTON
			10.23		96.9	DAYTON
106 P			10.28		101.4	CLIFTON
106 P			f 10.37		107.3	COULAM
			10.41		111.5	SWAN LAKE
106 P			10.44		114.6	D DOWNEY
106 P			10.50		121.0	VIRGINIA
106 P			f 11.04		131.3	ARIMO
			11.11		136.3	DN-R McCAMMON YL
107 P			11.16		141.0	
109 PY			Af 11.25 <sup>PM</sup>		147.5	
106						

Time-Table No. 46  
April 26, 1970

**STATIONS**

- DN-R SALT LAKE CITY YL
- DN-R NORTH YARD YL
- NORTH SALT LAKE
- D WOODS CROSS
- FARMINGTON
- KAYSVILLE
- D LAYTON
- DN CLEARFIELD YL
- ROY
- BRIDGE JCT. YL
- DN-R OGDEN YL
- D. & R. G. W. CROSSING YL
- S. P. JCT. YL
- HOT SPRINGS
- WILLARD
- D BRIGHAM CITY YL
- HONEYVILLE
- DEWEY
- WHEELON
- DN CACHE JCT. YL
- TRENTON
- CORNISH
- WESTON
- DAYTON
- CLIFTON
- COULAM
- SWAN LAKE
- D DOWNEY
- VIRGINIA
- ARIMO
- DN-R McCAMMON YL

Double Track

BLOCK SIGNALS

(0.50) 25.3 (3.55) 37.7 (1.00) 36.3 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. 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			
DN-R SALT LAKE CITY YL	36.3	A 7.00 <sup>AM</sup>	A 10.05 <sup>PM</sup>			P
DN-R NORTH YARD YL	35.3					DFPT YZ
NORTH SALT LAKE	31.1	6.27	9.49			PX
D WOODS CROSS	28.1	6.24	9.46			PX
FARMINGTON	21.3	6.17				WS 61 PX
KAYSVILLE	16.7	6.12				CS 113 P
D LAYTON	14.5	6.10	9.34			
DN CLEARFIELD YL	9.8	6.06	9.30			PXY
ROY	6.1	6.02	9.27			ES 35 PX
BRIDGE JCT. YL	1.0	5.57	9.22			P
DN-R OGDEN YL	0.0	5.50	9.15 <sup>PM</sup>		A 2.15 <sup>PM</sup>	DFPT YZ
D. & R. G. W. CROSSING YL	0.7	5.35 <sup>311</sup>				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
D BRIGHAM CITY YL	21.1	f 5.05			1.30 <sup>PM</sup>	WS 115 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
TRENTON	56.9	4.12				ES 57 YZ
CORNISH	60.6	4.09				108 P
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 P
SWAN LAKE	84.7	3.45				106 P
D DOWNEY	95.0	f 3.34				106 P
VIRGINIA	100.0	3.27				
ARIMO	104.7	3.22				107 P
DN-R McCAMMON YL	111.2	f 3.15 <sup>AM</sup>				109 PY
		Saturday Wednesday Monday	Daily			106 PY

BLOCK SIGNALS

Thru Time (3.45) (0.50) (0.45) Average speed per hour 39.3 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. 46 April 26, 1970	Mile Post	FIRST CLASS			Car Capacity of sidings, etc. See Rule 6(A) Page 18
	<b>103</b> Passenger Daily					<b>104</b> Passenger			
			0.0	<b>STATIONS</b>					
			0.7	DN-R <b>NORTH YARD YL</b> 0.7	35.3				DPPT YZ
			1.9	<b>GRANT TOWER YL</b> 1.2	36.0				PI
			4.4	<b>W.P.-U.P. JUNCTION YL</b> 2.5	781.7				PX
				<b>BUENA VISTA</b> 2.5	779.2			106	P
	10.30PM		0.0	DN-R <b>SALT LAKE CITY YL</b> 1.3	36.3	A 5.30AM			P
			1.3	<b>EIGHTH SO. ST. YL</b> 0.2	37.6				P
			1.5	<b>D. &amp; R. G. W. CROSSING YL</b> 0.2	37.8				AIP
			1.7	<b>D. &amp; R. G. W. CROSSING YL</b> 3.1	38.0				AIP
			4.8	<b>BUENA VISTA</b> 10.9	779.2	5.00		106	P
			15.7	D <b>GARFIELD</b> 1.2	768.3			109	P
			16.9	<b>K.C.C. CROSSING</b> 0.7	767.1				AIP
			17.6	<b>SMELTER</b> 2.0	766.4				PX
			19.6	<b>LAKE POINT</b> 8.0	764.4			106	P
			27.6	<b>ERDA</b> 8.2	756.4			106	P
			35.8	D <b>WARNER</b> 5.6	748.2			106	PY
			41.4	<b>STOCKTON</b> 6.5	742.6			113	P
			47.9	<b>ST. JOHN</b> 12.8	736.1			106	P
			60.7	<b>FAUST</b> 6.1	723.3			123	P
			66.8	<b>PEHRSON</b> 7.3	717.2			106	P
			74.1	<b>LOFGREEN</b> 5.7	709.9			119	P
			79.8	<b>BOULTER</b> 5.6	704.2			106	P
			85.4	D <b>TINTIC</b> 6.7	698.6			106	PYZ
			92.1	<b>McINTYRE</b> 6.6	691.9			107	P
			98.7	<b>JERICO</b> 10.3	685.3			109	P
			109.0	<b>CHAMPLIN</b> 9.1	675.0			120	P
			118.1	<b>LYNNDYL</b> 7.7	665.9			101 101	PY
			125.8	<b>STRONG</b> 8.8	658.2			106	P
	f 12.35AM		134.6	D <b>DELTA</b> 9.5	649.4	f 3.05		107 161	PY
			144.1	<b>VAN</b> 8.9	639.9			106	P
			153.0	<b>CLEAR LAKE</b> 5.1	631.0			106	P
			158.1	<b>NEELS</b> 8.4	625.9			106	P
			166.5	<b>BLOOM</b> 7.9	617.5			106	P
			174.4	<b>CRUZ</b> 10.2	609.6			107	P
			184.6	<b>BLACK ROCK</b> 9.7	599.4			106	P
			194.3	<b>READ</b> 4.6	589.7			106	P
			198.9	<b>MURDOCK</b> 8.3	585.1			106	P
	A 1.45AM		207.2	DN-R <b>MILFORD</b>	576.8	2.05AM			PYZ
				(207.2)		Daily			

(3.15)  
63.8

..... Thru Time .....  
..... Average speed per hour .....

(3.25)  
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	
	<b>417</b> Daily Except Saturday and Sunday			<b>103</b> Passenger Daily				<b>104</b> Passenger		<b>418</b>	
						<b>STATIONS</b>					
	PYZ	9.00AM		1.50AM	207.2	DN-R <b>MILFORD</b> 5.1	576.8	A 2.00AM			A 2.45PM
106	P				212.3	<b>UPTON</b> 10.1	571.7				
106	P				222.4	<b>THERMO</b> 11.1	561.6				
106	P				233.5	<b>LATIMER</b> 9.1	550.5				
162	PY	A 10.00AM			242.6	<b>LUND</b> 9.9	541.4				1.45PM
106	P				252.5	<b>ZANE</b> 4.8	531.5				
106	P				257.3	<b>BERYL</b> 10.9	526.7				
106	P				268.2	<b>HEIST</b> 6.0	515.8				
106	PY				274.2	<b>MODENA</b> 8.6	509.8				
106	P				282.8	<b>UVADA</b> 7.5	501.2				
110	P				290.3	<b>CRESTLINE</b> 4.4	493.7				
106	P				294.7	<b>BROWN</b> 4.7	489.3				
107	P				299.4	<b>ACOMA</b> 9.3	484.6				
115	P				308.7	<b>ISLEN</b> 3.0	475.3				
42	P				311.7	<b>LITTLE SPRINGS</b> 3.9	472.3				
75	P				315.6	<b>MINTO</b> 4.1	468.4				
106	P				319.7	<b>ECCLES</b> 4.8	464.3				
ES 103 P WS 104 Y E. Drill 97				s 4.00	324.5	D <b>CALIENTE</b> 5.0	459.5	s 11.45PM			
107	P				329.5	<b>ETNA</b> 4.6	454.5				
105	P				334.1	<b>STINE</b> 5.0	449.9				
106	P				339.1	<b>BOYD</b> 6.5	444.9				
111	P				345.6	<b>ELGIN</b> 3.9	438.4				
127	P				349.5	<b>KYLE</b> 5.4	434.5				
105	P				354.9	<b>LEITH</b> 10.0	429.1				
91	P				364.9	<b>CARP</b> 5.6	419.1				
107	P				370.5	<b>VIGO</b> 5.0	413.5				
60	P				375.5	<b>GALT</b> 5.6	408.5				
105	P				381.1	<b>HOYA</b> 5.0	402.9				
118	P				386.1	<b>ROY</b> 4.5	397.9				
107	P				390.6	<b>FARRIER</b> 10.3	393.4				
107	PY				400.9	D <b>MOAPA</b> 9.6	383.1				
108	P				410.5	<b>UTE</b> 10.5	373.5				
108	P				421.0	<b>DRY LAKE</b> 5.5	363.0				
70	P				426.5	<b>GARNET</b> 5.5	357.5				
107	P				432.0	<b>APEX</b> 5.0	352.0				
108	P				437.0	<b>DIKE</b> 8.3	347.0				
108	P				445.3	<b>WANN</b> 4.5	338.7				
DPYZ				A 6.35AM	449.8	DN-R <b>LAS VEGAS YL</b>	334.2	9.15PM			
						(242.6)		Daily			Daily Except Saturday and Sunday

(1.00)  
35.4

(4.45)  
51.0

..... Thru Time .....  
..... Average speed per hour .....

(4.45)  
51.0

(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		
DEPT 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 YL	48.9
			4.5	
40 P	18.1		DRAPER YL	782.9
			7.4	
63 P	25.5		MOUNT YL	775.5
			4.5	
63 PY	30.0		CUTLER YL	771.0
			1.5	
P	31.5	D	LEHI YL	769.5
			3.0	
40 P	34.5	D	AMERICAN FORK YL	766.5
			3.0	
P	37.5		PLEASANT GROVE YL	763.5
			2.2	
P	39.7		PIPEMILL YL	761.3
			3.3	
P	43.0		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 YL	748.0
			3.6	
25 P	56.6	D	SPANISH FORK YL	744.4
			7.6	
95 P	64.2		PAYSON YL	736.8
			14.8	
108 P	79.0		STARR YL	722.0
			11.2	
108 PY	90.2	D	NEPHI YL	710.8
			14.5	
108 P	104.7		JUAB YL	696.3
			15.2	
108 P	119.9		PARLEY YL	681.1
			15.2	
PY	135.1		LYNNDYL 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 417	Time-Table No. 46 April 26, 1970		Mile Post	SECOND CLASS 418	Car Capacity of sidings, etc. See Rule 6(A) Page 18	Time-Table No. 46 April 26, 1970		Mile Post
		STATIONS					STATIONS		
162 PY	10.00 <sup>AM</sup>	R	LUND YL	0.0	A 1.45 <sup>PM</sup>	PYZ	D-R	IRON SPRINGS YL	0.0
			9.4					4.5	
115	10.20		AVON YL	9.4	1.27	P		DESERT MOUND	4.5
			10.9					6.4	
PYZ	<sup>s</sup> 10.45	D-R	IRON SPRINGS YL	20.3	<sup>s</sup> 1.05	Y		COMSTOCK	10.9
			12.2					4.0	
Loop 40 P	A 11.20 <sup>AM</sup>	D-R	CEDAR CITY YL	32.5	12.30 <sup>PM</sup>	PY		IRON MOUNTAIN YL	14.9
			(32.5)					(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. 46 April 26, 1970		Mile Post
	STATIONS		
107 PY	D	MOAPA YL	0.0
		10.2	
9		LOGANDALE YL	10.2
		4.6	
10		OVERTON YL	14.8
		1.9	
Y		MEAD LAKE (Spur) YL	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	Car Capacity of sidings, etc. See Rule 6(A) Page 18	Time-Table No. 46 April 26, 1970		Mile Post
	STATIONS				STATIONS		
ES 103 WS 104 E. Drill 97 PY	D-R	CALIENTE YL	0.0	107 PY 161	D	DELTA YL	0.0
		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	5.30AM	DN-R	CACHE JCT. YL	0.0	A 12.10PM
	34	5.55		MENDON	8.6	11.52AM
	18 P	6.15		WELLSVILLE	13.8	11.40
	23			HILLS	14.5	
	22	6.30		HYRUM	17.6	11.28
	12			HOLT	20.2	
	42 PYZ	6.55	D	LOGAN	24.1	11.10
	17			GREENVILLE	26.4	
	16 P	7.22	D	SMITHFIELD	31.5	10.50
	30 P	7.45	D	RICHMOND	37.4	10.35
				LEWISTON (Spur)	41.5	
	30	8.25		FRANKLIN	43.8	10.20
	23	8.35		WHITNEY	48.0	10.08
	23 PY	A 9.30AM	D-R	PRESTON YL	50.8	10.00AM
				(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 115 ES 58 PY	6.30AM	D-R	BRIGHAM CITY YL	0.0	A 1.15PM
	48	6.45		CORINNE	5.6	12.57
	26	6.57		FORD	11.5	12.45
	26	7.02		CROPLEY	13.7	12.40
	43 P	7.15	D	TREMONTON YL	17.8	12.30
	20 Y	7.30		GARLAND YL	19.8	12.20
	19	7.46		FIELDING	25.0	12.05PM
	28 Y	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			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		
	April 26, 1970			April 26, 1970		
	STATIONS			STATIONS		
	PXY DN	CLEARFIELD YL	0.0	43 P	D TREMONTON YL	0.0
	I	D. & R. G. W. CROSSING YL	0.3	18	SUNSET YL	5.1
	PYZ	FREEMONT CENTER YL	0.4			(5.1)
	16	BARNES YL	2.1			
		(2.1)				

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 "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	
	Psg.	Frts.		Psg.	Frts.
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.		10
When using No. 20 turnouts, unless a different speed is specified.	40	40	Through crossovers or turnouts		50
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.	40	
Within yard limits protected by continuous block signal system.	60	35	Derricks with 4-wheel trucks.	35	
			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.)	20	
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	Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks): On main lines — tangent track.	35	
Road freight locomotives GP-7 units Nos. 100-129 inclusive.	65	65	On main lines — curves.	25	
Other road freight locomotives.	75		On branch lines.	25	
Yard switch locomotives in road service: 1000-1100 class.	35	35	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		35
1800 class.	50	50			
1870 class Road Switch Locomotives: On First, Second and Third Subdivisions.	50	50	Jordan spreaders and other machines of spreader type, when in operation with wings extended.		15
On Provo Subdivision.		25			
On Branch Lines.		20	Trains handling diesel units dead in train: Yard-switch units of any type.	35	
Gas turbine or car body type unit backing up light or backing up as leading unit at front of train.	30	30	Foreign line, government, export or commercial units other than yard-switch type.	45	
When multiple unit engine is controlled from other than leading unit.	30	30	Union Pacific road-switch units of Alco or Baldwin type.	45	
Diesel locomotive running light, dynamic brake not in operation, on descending grades in excess of 1 percent.		35	Wye tracks, except those portions used as main track or siding.	6	6
Trains handling ore from Cedar City Branch: Between Lund and Lynndyl.		40	Trains handling specially equipped cars for company wheels and axles: UP 99000 - 99014 inclusive and UP 99500 - 99962.		50
Between Lynndyl and Salt Lake via Tintic.		40			
Between Lund and Las Vegas.		40			

**FIRST SUBDIVISION**  
Between Ogden and McCammon

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frts.		Psg.	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.	60	50
Between M.P. 20.9 and 21.1.	35	25		Between M.P. 86.5 and 87.5.	60
<b>Brigham City</b> Between M.P. 23.1 and 23.4.	60	50	Between M.P. 90.2 and 90.4.	50	40
<b>Dewey</b> 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	<b>Downey</b> Between M.P. 99.4 and 99.6.	50	40
Between M.P. 42.0 and 42.2.	45	35	<b>Virginia</b> Between M.P. 102.4 and 102.6.	60	50
Between M.P. 43.5 and 44.6.	40	30	<b>Arimo</b> Between M.P. 107.4 and 107.7.	60	50
<b>Wheelon</b> Between M.P. 44.6* and 46.4 (See Note).	12	12	Between M.P. 110.8 and 111.2.	40	25
Between M.P. 46.4 and 47.2.	30	30	<b>McCammon</b>		
<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	
	Psg.	Frts.		Psg.	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	
	Psg.	Frts.		Psg.	Frts.
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	<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 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
<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	79	60	<b>Dry Lake</b> 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	<b>Ute</b> 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, Arrollime or Apex.		45	<b>Farrier</b> 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
<b>Las Vegas</b> Between M.P. 333.2 and 335.2.	20	20	Between M.P. 397.5 and 398.6.	40	30
<b>Dike</b> Between M.P. 348.4 and 351.1.	40	30	<b>Hoya</b> Between M.P. 403.7 and 419.7.	35	30
Fibreboard Spur.	20	20	<b>Carp</b> Between M.P. 425.4 and 426.2.	55	40
<b>Apex</b> Between M.P. 356.1 and 356.8.	45	30	Between M.P. 427.9 and 428.2* (See Note).	55	40
<b>Garnet</b> Between M.P. 357.3 and 357.8* (See Note).	70	55	<b>Leith</b> Between M.P. 430.0 and 455.2.	35	30
Between M.P. 358.2* and 358.5 (See Note).	45	30	<b>Etna</b> Between M.P. 458.4 and 458.8.	45	30
Between M.P. 358.8 and 359.4.	60	45	<b>Caliente</b> 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.
<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.	Fr.		Psg.	Fr.
<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>			<b>Cedar City Loop Track.</b>	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>Caseltan 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 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
<b>First Subdivision</b>					<b>Cache Valley Branch</b>				
Anderson .....	63.7	13	Both	East	Logan Sugar Factory Spur ....	21.7	1.0 Mile	East	Level
Cottle .....	55.7	22	Both	East	Mill Spur .....	44.4	12	West	East
Collinston .....	40.1	9	West	East					
Bushnell .....	19.3	Spur 1.4 Mi.	East	East	<b>Malad Branch</b>				
Perry .....	17.2	Old Siding 46	Both	Level	Chase .....	3.9	24	West	Level
		Team Track 20	Both	Level	Woodruff .....	40.5	7	East	West
Randall .....	6.3	19	Both	West					
Harrisville .....	4.7	25	Both	Level	<b>Eureka Branch</b>				
Browning .....	2.7	23	Both	West	Eureka .....	3.5	Yard	Both	East
Lodjic .....	2.3	Spur 0.5 Mi. X	East	West					
Layton Sugar Factory Spur ....	13.8	27 X	East	East	<b>Silver City Branch</b>				
Centerville .....	25.8	13 X	West	Level	Silver City .....	2.4	8	Both	East
Fry Roofing .....	28.8	14	Both	East					
Sure Seal .....	29.2	9	West	East	<b>Cedar City Branch</b>				
Pioneer .....	29.7	78 X	Both	East	Stock Yards .....	29.9	Stock Track 23 Stock Spur 0.5 Mi.	West	East
Becks .....	32.9	Old Siding 69 X Advance Track 57	Both	East					
<b>Second Subdivision</b>					<b>Mead Lake Branch</b>				
Industrial Center Spur .....	779.9	37 P	West	East	Standard Oil Co.....	3.1	5	East	East
Bauer .....	744.8	24 P	Both	East	Arrowhead .....	3.3	17	West	East
Clover .....	732.8	Govt. Yard PY	East	East	Seven Arrow Gypsum .....	9.3	6	East	West
Cline .....	661.2	{ No. 1 13	East	West	Amber .....	9.5	4	East	West
Oasis .....	644.4	{ No. 2 13	East	West	Virgin .....	12.8	5	Both	West
		25 P	Both	West	Glassand .....	13.7	21	West	West
<b>Third Subdivision</b>									
Barclay .....	478.7	16 P	East	West					
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 Industry 11 Nellis Air Base Spur 2.7 Mi.	Both Both	West West					
Nellis Industrial Park Spur .....	340.0	41 P	West	East					
Las Vegas Industrial Spur .....	337.9	30 P	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 Spur 10	Both	West					
Rideout .....	778.0	5 P	West	West					
Lehi Sugar Spur....	769.1	85	East	East					
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
<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	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
Dewey .....	35.9	28	Both	East	Etna .....	454.5	10	East	West
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				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	Farrrier .....	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
		NewTeamTrack 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
<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				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	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	SugarSpur 1.46Mi.	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	<b>Rule 6(A)</b>				
Murdock .....	585.1	19	Both	East	The following letters placed in column with station name in time-table indicate:				

**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.

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				