



**UNION PACIFIC RAILROAD COMPANY**

**South-Central District**



**UTAH DIVISION**  
**TIME-TABLE**  
**No. 40**

**Effective Sunday**  
**February 27, 1966**  
**at 12:01 A. M. MOUNTAIN TIME**

*Safety Always*  
*Makes a Suggestion*

**FOR EMPLOYEES ONLY**

**G. A. CUNNINGHAM**      **J. BOWEN**  
 General Manager      General Superintendent Transportation  
**C. C. LARKIN, Superintendent,**  
 Salt Lake City, Utah

R. L. RICHMOND, 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.....Milford, Utah  
 J. A. SCHELLHORN, Master Mechanic  
 Salt Lake City, Utah  
 H. A. WILLIAMS, Road Foreman of Engines  
 Salt Lake City, Utah  
 M. D. FICKEL, Road Foreman of Engines  
 Salt Lake City, Utah  
 C. F. BAILEY, Road Foreman of Engines  
 Salt Lake City, Utah  
 T. E. ACKLIN, Road Foreman of Engines  
 Milford, Utah  
 M. W. GUSTIN, Division Engineer...Salt Lake City, Utah  
 M. E. 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**  
**McCammion 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. E. Merrell.....	District Surgeon.....	Pocatello.
D. L. Gamette.....	District Surgeon.....	Los Angeles.
K. E. Noyes.....	Surgeon.....	American Fork.
J. E. Trowbridge.....	Surgeon.....	Bountiful.
Jas. H. Clarke.....	Physician.....	Bountiful.
G. C. Dila.....	Surgeon.....	Caliente.
L. V. Broadbent.....	Surgeon.....	Cedar City.
R. W. Farnsworth.....	Surgeon.....	Cedar City.
M. E. Bird.....	Surgeon.....	Delta.
M. A. Lyman.....	Surgeon.....	Delta.
L. G. Burkett.....	Surgeon.....	Downey.
H. S. Jensen.....	Surgeon.....	Farmington.
V. R. Kelly.....	Surgeon.....	Kaysville.
J. B. Demman.....	Surgeon.....	Las Vegas.
J. J. Hamill.....	Surgeon.....	Las Vegas.
D. J. Romeo.....	Surgeon.....	Las Vegas.
O. S. Budge.....	Surgeon.....	Logan.
W. H. Hayward.....	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. Moncrief.....	Surgeon.....	Ogden.
G. F. Kearns.....	Surgeon.....	Ogden.
C. S. Feeny.....	Physician.....	Ogden.
R. W. Pugmire.....	Oculist.....	Ogden.
G. H. Lowe.....	Physician.....	Ogden.
R. E. 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. Benedict.....	Surgeon.....	Pocatello.
R. E. Ostler.....	Surgeon.....	Pocatello.
E. V. Simison.....	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. M. Bowen.....	Surgeon.....	Provo.
R. T. Thomas.....	Surgeon.....	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.
E. J. Lambert.....	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 .....	259.0
<b>Grand Total .....</b>	<b>1021.6</b>

**WESTWARD      CONDENSED TIME-TABLE      EASTWARD**

FIRST CLASS			Distance from Ogden	Time-Table No. 40 February 27, 1966		Mile Post	FIRST CLASS		
	103 Passenger Daily	5 Passenger Daily		STATIONS			104 Passenger	6 Passenger	
	7.30	8.30	0.0	MT	OGDEN	MT	0.0	A 8.30	A 7.20
	8.20 8.45	9.20 10.00	36.3		SALT LAKE CITY		36.3 784.0	7.35 7.10	6.30 6.00
	10.40	12.15	154.4		LYNN DYL		665.9	4.35	3.13
	12.10	2.00	243.5		MILFORD		576.8	3.20	1.45
		2.45	278.9		LUND		541.4		1.00
	2.40	4.50	360.8		CALIENTE		459.5	12.55	11.00
	5.30 4.50	8.00 7.25	486.1	MT PT	LAS VEGAS	MT PT	334.2	10.20 9.00	8.10 6.50
	7.55	11.25	657.1		YERMO		163.2	5.55	3.00
	8.20	11.55	670.5		BARSTOW		150.1	5.35	2.30
	10.30	2.10	751.3		SAN BERNARDINO		67.3	3.30	12.25
		2.20	754.8		COLTON		64.5		12.05
	11.00	2.45	761.8		RIVERSIDE		57.5	3.02	11.50
		3.23	781.5		ONTARIO		37.8		11.20
	11.35	3.50	787.3		POMONA		32.0	2.27	11.07
	12.10	4.30	813.6		EAST LOS ANGELES		5.7	1.55	10.35
	A 12.30	A 5.00	821.0	PT	LOS ANGELES	PT	0.0	1.30	10.15
					(821.0)			Daily	Daily
	(18.00)	(21.30)			Thru Time .....		(18.00)	(20.05)	
	45.6	38.2			Average speed per hour .....		45.6	40.9	

**WESTWARD      CONDENSED TIME-TABLE      EASTWARD**

FIRST CLASS			Distance from Salt Lake City	Time-Table No. 40 February 27, 1966		Mile Post	FIRST CLASS	
	35 Passenger Daily			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)		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. 40 February 27, 1966
	311			35	6	104		
	Mixed			Passenger	Passenger	Passenger		
	Daily Except Sunday			Daily	Daily	Daily		
P				7.30PM	6.30PM	7.35AM	0.0	
DFPT YZ							1.0	
PX				7.38	6.38	7.43	5.2	
PX				7.41	6.41	7.46	8.2	
WS 78 PX				7.47	6.47		15.0	
CS 131 P				7.51	6.51	7.56	19.6	
WS 64 PX ES 115				7.53	6.53		21.8	
ES 38 PX				7.57	6.57		26.5	
P				8.01	7.01	8.06	30.2	
				8.06	7.06	8.11	35.3	
DFPT YZ	5.35 <sup>36</sup> AM			8.20 8.55	A7.20PM	A 8.30AM	36.3	
							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				Af 11.25PM			147.5	

Thru Time ..... (0.50) .....  
Average speed per hour ..... 25.3 .....  
..... (3.55) ..... (0.50) ..... (0.55) .....  
..... 37.7 ..... 43.6 ..... 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. 40 February 27, 1966	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	
<b>STATIONS</b>							
DN-R SALT LAKE CITY YL	36.3	A 7.00AM	A 9.20AM	A 8.20PM			P
DN-R NORTH YARD YL	35.3						DFPT YZ
NORTH SALT LAKE	31.1	6.27	9.07	8.04			PX
D WOODS CROSS	28.1	6.24	9.04	8.01			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	7.49			WS 54 PX ES 115
DN CLEARFIELD	9.8	6.06	8.47				ES 38 PX
ROY	6.1	6.02	8.42	7.42			P
BRIDGE JCT. YL	1.0	5.57	8.37	7.37			
DN-R OGDEN YL	0.0	5.50 5.35 <sup>311</sup>	8.30AM	7.30PM			A 2.15PM DFPT YZ
D. & R. G. W. CROSSING YL	0.7						
S. P. JCT. YL	1.6	5.25					2.01 119 P
HOT SPRINGS	8.8	5.18					f 1.50 120 P
WILLARD	14.0	5.13					f 1.42 121 P
DN BRIGHAM CITY YL	21.1	s 5.05					1.30PM WS 115 ES 66 PY
HONEYVILLE	30.4	4.52					121 P
DEWEY	35.9	4.47					123 P
WHEELON	44.6	4.38					122 P
DN CACHE JCT. YL	48.8	f 4.25					WS 107 DP ES 65 YZ
TRENTON	56.9	4.12					124 P
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

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

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For conditional stops to discharge or pick up revenue passengers.—See Page 11.  
For stations not shown on schedule pages.—See Page 17.  
For setout tracks.—See Page 18.

**WESTWARD**

**SECOND SUBDIVISION**

**EASTWARD**

FIRST CLASS		Distance From Salt Lake City	Time-Table No. 40 February 27, 1966	Mile Post	FIRST CLASS		Car Capacity of sidings, etc. See Rule 6(A) Page 18
103 Passenger Daily	5 Passenger Daily				104 Passenger	6 Passenger	
		0.0	<b>STATIONS</b>				
		0.7	DN-R NO. YARD YL	35.3			DEPT YZ
		2.3	GRANT TOWER YL	36.0			PI
		4.4	WEST. PAC. CROSSING YL	781.3			AIP
			BUENA VISTA	779.2			122 P
	8.45PM	10.00AM	DN-R SALT LAKE CITY YL	36.3	A 7.10AM	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	6.30	5.20	122 P
	10.27	15.7	D GARFIELD	768.3	5.10		125 P
		16.9	D. & R. G. W. CROSSING	767.1			AIP
		19.6	LAKE POINT	764.4			122 P
		27.6	ERDA	756.4			122 P
	10.50AM	35.8	D WARNER	748.2	4.45		124 PY
		41.4	STOCKTON	742.6	4.38		131 P
		47.9	D ST. JOHN	736.1	4.31		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	3.52		122 PYZ
		92.1	McINTYRE	691.9			123 P
		98.7	JERICO	685.3			125 P
		109.0	CHAMPLIN	675.0			141 P
	10.40	12.15PM	LYNNDYL	665.9	4.35	3.13	116 PY
		125.8	STRONG	658.2			122 P
	10.55PM	12.35	DN DELTA	649.4	4.20	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
	12.01AM	1.50PM	DN-R MILFORD YL	576.8	3.20AM	1.45PM	DPTYZ
		207.2	(207.2)		Daily	Daily	

(8.16) (8.50) Thru Time (3.50) (4.15)  
68.4 54.0 Average speed per hour 54.0 48.8

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. 40 February 27, 1966	Mile Post	FIRST CLASS	
103 Passenger Daily	5 Passenger Daily				6 Passenger	104 Passenger
		207.2	<b>STATIONS</b>			
		212.3	DN-R MILFORD YL	576.8	A 1.35PM	A 3.10AM
		222.4	UPTON	571.7		
		229.2	THERMO	561.6		
		233.5	NADA	554.8		
		242.6	LATIMER	550.5		
		252.5	D LUND	541.4	1.00	
		257.3	ZANE	531.5		
		268.2	BERYL	526.7	12.43	
		274.2	HEIST	515.8		
		282.8	MODENA	509.8	12.28PM	
		290.3	UVADA	501.2		
		294.7	CRESTLINE	493.7		
		299.4	BROWN	489.3		
		308.7	ACOMA	484.6		
		311.7	ISLEN	475.3		
		315.6	LITTLE SPRINGS	472.3		
		319.7	MINTO	468.4		
		324.5	ECCLES	464.3		
		329.5	D CALIENTE YL	459.5	11.00AM	12.55AM
		334.1	ETNA	454.5		
		339.1	STINE	449.9		
		345.6	BOYD	444.9		
		349.5	ELGIN	438.4	10.15	
		354.9	KYLE	434.5		
		364.9	LEITH	429.1		
		370.5	CARP	419.1		
		375.5	VIGO	413.5		
		381.1	GALT	408.5		
		386.1	HOYA	402.9		
		390.6	ROX	397.9		
		400.9	FARRIER	393.4		
		410.5	D MOAPA	383.1	9.07	
		421.0	UTE	373.5		
		426.5	DRY LAKE	363.0		
		432.0	GARNET	357.5		
		437.0	APEX	352.0		
		443.3	DIKE	347.0		
		449.8	WANN	338.7		
			DN-R LAS VEGAS YL	334.2	8.10AM	10.20PM
			(242.6)		Daily	Daily

(5.20) (6.00) Thru Time (5.25) (4.50)  
45.5 40.4 Average speed per hour 44.8 50.2

For conditional stops to discharge or pick up revenue passengers.—See Page 11.

No. 5 will not stop at Modena on Sundays for mail and express.

No. 6 will not stop at Moapa, Modena and Beryl on Sundays, nor at Elgin on holidays for mail and express.

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. 40 February 27, 1966	Mile Post	SECOND CLASS	
		305 Mixed Daily Except Sunday				306 Mixed	
	DFPT YZ	2.00AM	0.0	DN-R	NO. YARD YL 0.7	35.3	A 12.15AM
	PI		0.7		GRANT TOWER YL 2.4	36.0	
	I		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		LYNN DYL 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		Westward Iron Mountain Branch		Eastward	
Car Capacity of sidings, etc. See Rule 6(A) Page 18	SECOND CLASS		Mile Post	Time-Table No. 40 February 27, 1966	Mile Post	SECOND CLASS		Car Capacity of sidings, etc. See Rule 6(A) Page 18	Time-Table No. 40 February 27, 1966	Mile Post	
		417 Local Freight Daily Except Sunday				418 Local Freight					
	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
	182	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. 40 February 27, 1966		Mile Post	STATIONS							
	123 PY	D	MOAPA 5.1		0.0						
	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 Westward FILLMORE BRANCH Eastward											
Car Capacity of sidings, etc. See Rule 6(A) Page 18	Time-Table No. 40 February 27, 1966		Mile Post	STATIONS		Car Capacity of sidings, etc. See Rule 6(A) Page 18	Time-Table No. 40 February 27, 1966		Mile Post		
	ES 118 WS 116 E. Drill 108 DPY	D-R	CALIENTE YL 14.5	0.0	123 PY 188	DN	DELTA YL 21.7	0.0			
	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.

Westward		CACHE VALLEY BRANCH		Eastward		
Car Capacity of sidings, etc. See Rule 6(A) Page 18	SECOND CLASS	Time-Table No. 40 February 27, 1966	Mile Post	SECOND CLASS	Mile Post	
	303					304
	Mixed					Mixed
Daily Except Sunday		STATIONS				
DPYZ	5.30 <sup>AM</sup>	DN-R	CACHE JCT. YL	0.0	A 3.00 <sup>PM</sup>	
			8.6			
37	f 5.55		MENDON	8.6	f 2.15	
			5.2			
15	P f 6.15		WELLSVILLE	13.8	f 1.55	
			0.7			
24			HILLS	14.5		
			3.1			
23	f 6.30		HYRUM	17.6	f 1.30	
			2.6			
11			HOLT	20.2		
			3.9			
50	PYZ s 6.55	D	LOGAN	24.1	s 1.10	
			2.3			
17			GREENVILLE	26.4		
			5.1			
18	P f 7.22	D	SMITHFIELD	31.5	f 12.30	
			5.9			
33	P f 7.45	D	RICHMOND	37.4	f 12.01 <sup>PM</sup>	
			4.1			
			LEWISTON (Spur)	41.5		
			2.3			
33	f 8.25		FRANKLIN	43.8	f 11.20 <sup>AM</sup>	
			4.2			
25	f 8.35		WHITNEY	48.0	f 11.08	
			2.8			
24	PY A 9.30 <sup>AM</sup>	D-R	PRESTON YL	50.8	11.00 <sup>AM</sup>	
			(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. 40 February 27, 1966	Mile Post	SECOND CLASS	Mile Post	
	311					312
	Mixed					Mixed
Daily Except Sunday		STATIONS				
WS 115 ES 66	PY 6.30 <sup>AM</sup>	DN-R	BRIGHAM CITY YL	0.0	A 1.15 <sup>PM</sup>	
			5.6			
53	f 6.45		CORINNE	5.6	f 12.57	
			5.9			
30	f 6.57		FORD	11.5	f 12.45	
			2.2			
28	f 7.02		CROPLEY	13.7	f 12.40	
			4.1			
48	P s 7.15	D	TREMONTON YL	17.8	s 12.30	
			2.0			
20	Y s 7.30		GARLAND YL	19.8	s 12.20	
			5.2			
20	f 7.46		FIELDING	25.0	f 12.05 <sup>PM</sup>	
			26.5			
31	PY A 9.15 <sup>AM</sup>	D-R	MALAD YL	51.5	11.01 <sup>AM</sup>	
			(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. 40 February 27, 1966		Mile Post	Car Capacity of sidings, etc. See Rule 6(A) Page 18	Time-Table No. 40 February 27, 1966		Mile Post	Car Capacity of sidings, etc. See Rule 6(A) Page 18	Time-Table No. 40 February 27, 1966		Mile Post
	STATIONS				STATIONS				STATIONS		
	WS 64 CS 115	PX DN			CLEARFIELD YL	0.0			48	P D	
		0.3				5.1					
	I	D. & R. G. W. CROSSING YL	0.3								
		1.8									
11		BARNES YL(Spur)	2.1								
			(2.1)				(5.1)				

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

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

For setout tracks.—See Page 18.

Conditional Stops to Discharge or Pick Up Revenue Passengers			
Train	At	Discharge passengers from	Pick up passengers destined to
35	Any Station.	Any Station.	Any Station.
36	Any Station.	Any Station.	Any Station.
* 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.
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 Milford.		40
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	Between Milford and Black Rock.		30
When caboose is handled in train consisting of passenger train equipment, except No. 35 and No. 36.	60		Between Black Rock and Lynndyl.		40
			Between Lynndyl and Salt Lake via Tintic.		40
			Between Lund and Modena.		30
When using No. 14 turnouts.	25	20	Between Modena and Las Vegas.		40
			Trains handling UP ore cars 26000 to 26499, under load or empty, unless otherwise restricted		50
When using other crossovers or turnouts.	15	15	Trains handling wrecking derricks: Derricks with 6-wheel trucks.		40
Facing point movement over spring switches, except at S. P. Jct.	20	20	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— Protected by continuous block signal system, where not otherwise restricted.	60	35	Trains handling scale test cars, wedge plows or company roadway machines on own wheels (except wrecking derricks): On main lines.		30
Not protected by continuous block signal system.	50	25	On branch lines.		20
On branch lines.	30	15	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		25
Diesel road freight or road switch locomotives.	65		Jordan spreaders and other machines of spreader type, when in operation.		15
Gas turbine locomotives.	65		Trains handling diesel units dead in train: Yard-switch units of any type.		35
Diesel yard switch locomotives in road service: 1000-1100 class. 1800 class.	35	35	Foreign line, government, export or commercial units other than yard-switch type.		45
	50	50	Union Pacific road-switch units of Alco or Baldwin type.		45
	50	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.	50	50			
On Provo Subdivision.		25			
On Branch Lines.		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	
	Psgr.	Frts.		Psgr.	Frts.
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.	45	35
Hot Springs Between M.P. 10.3 and 10.6.	60	50	Between M.P. 68.6 and 68.8.	75	50
Between M.P. 12.3 and 12.7.	60	50	Coulam Between M.P. 82.7 and 83.0.	45	35
Between M.P. 13.7 and 14.0* (See Note).	60	50	Swan Lake Between M.P. 85.6 and 85.8.	60	50
Willard Between M.P. 19.2 and 19.4.	60	50	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	40
Brigham City Between M.P. 23.1 and 23.4.	60	50	Between M.P. 92.3 and 93.9* (See Note).	60	50
Dewey Between M.P. 37.8 and 38.0.	45	35	Downey Between M.P. 99.4 and 99.6.	50	40
Between M.P. 41.0 and 41.4.	60	50	Virginia Between M.P. 102.4 and 102.6.	60	50
Between M.P. 42.0 and 42.2.	45	35	Arimo Between M.P. 107.4 and 107.7.	60	50
Between M.P. 43.5 and 44.6.	40	30	Between M.P. 110.8 and 111.2.	40	25
Wheelon Between M.P. 44.6* and 46.4 (See Note).	12	12	McCammon		
Between M.P. 46.4 and 47.2.	30	30			
Cache Junction Between M.P. 49.0 and 49.3.	25	25			
Between M.P. 51.1 and 51.4.	45	35			
Between M.P. 53.5 and 53.9.	60	50			

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

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.
Maximum speed.	79	60	Farmington Between M.P. 22.3 and 22.5.	70	55
No. 35 and No. 36 with freight train equipment	65		Between M.P. 26.6 and 26.8.	70	55
Trains consisting of 50% or more ore.		30	North Yard Between M.P. 34.8 and 34.9.	40	25
Kaysville Between M.P. 20.9 and 21.2.	70	55	Between M.P. 34.9 and passenger station.	25	25

**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	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	<b>Erda</b>		
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
<b>Milford</b>			Between M.P. 760.9 and 761.9.	70	55
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>		
<b>Delta</b>			Kennecott Copper Co. Highline Trackage.		15
Between M.P. 651.4 and 651.6.	70	55	Between M.P. 767.2 and 767.5.	70	55
Between M.P. 655.8 and 656.4.	70	55	<b>Garfield</b>		
<b>Lynndyl</b>			Between M.P. 770.1 and 770.5.	70	55
Between M.P. 665.7* and 665.9* (See Note).	70	55	<b>Buena Vista</b>		
<b>Champlin</b>			Between M.P. 779.2** and 779.6 (See Note).	70	55
Between M.P. 678.9 and 679.2.	65	50	Freight Line Between Buena Vista and Redwood Road.	30	30
Between M.P. 680.5 and 681.0.	60	45	<b>Salt Lake City</b>		
Between M.P. 682.5 and 684.5.	60	45	Freight Line Between Redwood Road and Grant Tower.	20	20
<b>Jericho</b>			Within Grant Tower Interlocking limits except South leg of Wye	15	15
Between M.P. 685.6 and 689.0.	60	45	Grant Tower — South leg of wye	10	10
<b>Tintic</b>			When pushing cars between Fifth North and Twenty-First South Streets.		5
Between M.P. 699.6 and 699.9.	70	55	Passenger Line — Between Redwood Road and D&RGW railroad crossing.	25	25
Between M.P. 702.1 and 703.8.	70	55	Passenger Line — D&RGW railroad crossing on Ninth South Street.	20	20
<b>Boulter</b>			Between Passenger Station and Ninth South Streets; and Between Third West and Fourth West Streets.	12	12
Between M.P. 705.8 and 715.9.	55	40	All Trains and engines using main tracks along Third West Street must consume no less than six minutes between First South Street and Ninth South Street.		
<b>Pehrson</b>					
Between M.P. 719.6 and 721.0.	60	45			
<b>St. John</b>					
Between M.P. 742.1 and 744.1.	55	40			
<b>Warner</b>					
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.
<b>Maximum Speed</b>			<b>Dry Lake</b>		
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	<b>Ute</b>		
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
<b>Las Vegas</b>			<b>Farrier</b>		
Between M.P. 333.2 and 335.2	20	20	Between M.P. 394.0 and 394.2.	60	45
<b>Dike</b>			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	<b>Hoya</b>		
<b>Apex</b>			Between M.P. 403.7 and 419.7.	35	30
Between M.P. 356.1 and 356.8.	45	30	<b>Carp</b>		
<b>Garnet</b>			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	<b>Leith</b>		
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	<b>Etna</b>		
			Between M.P. 458.4 and 458.8.	45	30
			<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.	Frt.		Psg.	Frt.
<b>Caliente</b>			<b>Brown</b>		
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	<b>Crestline</b>		
Between M.P. 461.7 and 463.9.	40	30	Between M.P. 494.1** and 494.4 (See Note).	40	30
<b>Eccles</b>			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
<b>Minto</b>			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	<b>Uvada</b>		
Between M.P. 469.1 and 477.3.	30	20	Between M.P. 502.0* and 502.5 (See Note).	70	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	<b>Milford</b>		
Between M.P. 480.4 and 481.6.	30	20	Between M.P. 576.5* and 577.2 (See Note).	20	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

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.
<b>Maximum speed.</b>	50	40	<b>Lehi</b>		
Between Geneva and Sandy.		30	City Limits, between M.P. 768.7 and 771.1.	30	30
<b>Lynndyl</b>			Sugar Factory Trackage west of stockyards.		5
Between M.P. 665.7 and 666.0.	15	15	<b>Cutler</b>		
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	<b>Draper</b>		
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	<b>Sandy</b>		
<b>Mills</b>			Between M.P. 49.0* and 46.2 (See Note).	40	30
Between M.P. 691.8 and 694.4.	40	25	<b>Atwood</b>		
<b>Nephi</b>			Midvale Smelter Trackage.		12
(See Note)			Between M.P. 46.2 and 40.3.	30	20
City Limits, between M.P. 710.0 and 711.8**.	20	20	(See Note).		
<b>Santaquin</b>			Between M.P. 40.3* and Salt Lake City.	15	15
Between M.P. 732.6 and 733.5.	40	25	<b>Salt Lake City</b>		
<b>Provo</b>			When pushing cars between Fifth North and Twenty-First South Streets.		5
Between M.P. 751.8 and 758.5.	20	20	Between Second South and Ninth South Streets.	12	12
<b>Geneva</b>			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.		
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>			Between Iron Springs and Cedar City with trains having GP-7 or GP-9 Diesel units.	25	20
Freeport Center Area		12	<b>Cedar City Loop Track.</b>	10	10
Freeport Center Wye		8	Cedar City, oil track No. 12, Commissary spur and freight house lead.	5	5
<b>Thatcher Branch.</b>		10	<b>Iron Mountain Branch</b>		
<b>Cache Valley Branch</b>			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	<b>Pioche Branch</b>		
Between M.P. 17.7 and 18.0.		15	Between M.P. 0.0 and 17.0.		15
<b>Logan</b>			Between M.P. 17.0 and 22.5.		10
Anderson Coach Spur.		4	Between M.P. 22.5 and 32.7.		15
Between M.P. 42.9 and 44.0.		25	<b>Prince Branch.</b>		
<b>Eureka and Silver City Branches.</b>		12	Between M.P. 0.0 and 7.5.		15
Eureka, within city limits.		6	Between M.P. 7.5 and 8.7.		5
<b>Fillmore Branch.</b>			<b>Caselton Spur.</b>		10
Maximum Speed.		30	<b>Mead Lake Branch</b>		
(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
<b>First Subdivision</b>					<b>Cache Valley Branch</b>				
Anderson .....	63.7	15	Both	East	Logan Sugar				
Cottle .....	55.7	24	Both	East	Factory Spur ....	21.7	1.0 Mile	East	Level
Collinston .....	40.1	9	West	East	Mill Spur .....	44.4	13	West	East
Bushnell .....	19.3	Spur 1.4 Mi.	East	East					
Perry ..... (1) .....	17.2	Old Siding 54	Both	Level					
		Team Track 24	Both	Level					
Randall .....	6.3	22	Both	West					
Harrisville .....	4.7	28	Both	Level					
Browning .....	2.7	27	Both	West					
Lodjic .....	2.3	Spur 0.5 Mi. X	East	West					
Layton Sugar					<b>Malad Branch</b>				
Factory Spur ....	13.8	33 X	East	East	Chase .....	3.9	27	West	Level
Fry Roofing .....	28.8	20	Both	East	Woodruff .....	40.5	7	East	West
Sure Seal .....	29.2	27	Both	East					
Pioneer .....	29.7	95 X	Both	East					
Becks .....	32.9	Old Siding 81	Both	East					
		Advance Track 68	Both	East					
<b>Second Subdivision</b>					<b>Eureka Branch</b>				
<b>Industrial Center</b>					Eureka .....	3.5	Yard	Both	East
Spur .....	779.9	43 P	West	East					
Bauer .....	744.8	31 P	Both	East					
Clover .....	732.8	Govt. Yard PY	East	East					
Oasis .....	644.4	31 P	Both	West					
Borden .....	620.9	3 P	West	East					
<b>Third Subdivision</b>					<b>Silver City Branch</b>				
Barclay ..... (2) .....	478.7	17 P	East	West	Silver City .....	2.4	9	Both	East
Arrolime .....	353.8	32 P	Both	East					
Fibreboard Spur ..	351.7	Spur 11.5 Mi. P	West	West					
Lovell .....	344.6	Spur 11 P	West	West					
		Gov't Ordnance			<b>Cedar City Branch</b>				
		Spur 4.0 Mi.			Kaiser .....	22.5	85	Both	East
		Old Siding 35 P	Both	West	Stock Yards .....	29.9	Stock Track 26	West	East
		Industry 14	Both	West			Stock Spur 0.5 Mi.	West	East
		Nellis Air Base	West	East					
		Spur 2.7 Mi.							
<b>Valley</b> .....	342.4								
Nellis Industrial									
Park Spur .....	340.0	44	West	East					
Las Vegas Industrial									
Spur .....	337.9	33 P	West	East					
<b>Provo Subdivision</b>					<b>Prince Branch</b>				
Officer .....	38.9	81	Both	East	Caselton .....	6.5	Yard	East	West
Burton .....	39.5	19	Both	East	Prince .....	8.6	3	Both	West
Walton .....	41.1	14	West	East					
Gibbons & Reed					<b>Mead Lake Branch</b>				
Concrete Spur ..	42.5	17	East	East	Standard Oil Co....	3.1	6	East	East
Fire Clay Spur ....	42.9	54	West	East	Arrowhead .....	3.3	20	West	East
Atwood .....	45.9	Team Track 14 P	Both	West	Seven Arrow				
		Spur 10	West	West	Gypsum .....	9.3	7	East	West
		21	Both	East	Amber .....	9.5	5	East	West
Cushing .....	47.5	7 P	East	East	Virgin .....	12.8	6	Both	West
Rideout .....	778.0	99	East	West	Glassand .....	13.7	25	West	West
Lehi Sugar Spur....	769.1	31	East	East					
Hardy Beet Spur..	761.8		West	East					
Western Ware-									
house 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 .....	669.9	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
<b>First Subdivision</b>					<b>Third Subdivision</b>				
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	Both	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
Layton .....	14.5	Stock 47	Both	East	Hoya .....	402.9	20	Both	West
Kaysville .....	16.7	Stock 12	West	East	Rox .....	397.9	19	West	West
Farmington .....	21.3	13	Both	Level	Farrier .....	393.4	16	East	West
Woods Cross .....	28.1	Old Siding 54	Both	West	Ute .....	373.5	33	Both	Level
		Team Track 5	Both	West	Dry Lake .....	363.0	20	Both	East
		New Team Track 6	East	East	Garnet .....	357.5	6	West	East
		Storage 43	West	West	Apex .....	352.0	22	Both	East
							42	Both	East
					Dike .....	347.0	9	East	West
					Wann .....	338.7	15	Both	West
<b>Second Subdivision</b>					<b>Provo Subdivision</b>				
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	Both	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	<b>Cache Valley Branch</b>				
McIntyre .....	691.9	21	Both	West	Hyrum .....	17.6	House 20	Both	East
Jericho .....	685.3	30	Both	West	Richmond .....	37.4	House 35	Both	West
Champlin .....	675.0	22	Both	West	Lewiston .....	41.5	Sugar Spur 1.46 Mi.	West	East
Strong .....	658.2	22	Both	West	<b>Malad Branch</b>				
Van .....	639.9	22	Both	West	Corinne .....	5.6	Beet Track 67	East	Level
Clear Lake .....	631.0	22	Both	East			Stock 22	Both	Level
Neels .....	625.9	22	Both	East			House 13	West	Level
Bloom .....	617.5	22	Both	Level					
Cruz .....	609.6	23	Both	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				