### F. C. PAULSEN,

SEN, H. E. SHUMWAY,

General Manager General Superintendent Transportation

#### A. D. HANSON.

General Superintendent

### W. J. MORRISON, Superintendent, Salt Lake City, Utah

C. C. LARKIN, Ass't. Superintendent

Salt Lake City, Utah

- H. G. HAGGLUND, Trainmaster ... Salt Lake City, Utah
- A. R. NELSON, Master Mechanic ..... Pocatello, Idaho
- J. R. FROHOFF, Master Mechanic Los Angeles, Cal.
- J. E. DRUMMOND, Road Foreman of Engines

Salt Lake City, Utah

M. DEVEREAUX, Road Foreman of Engines

Salt Lake City, Utah

- L. F. RACINE, Division Engineer . Salt Lake City, Utah
- B. ESBENSON, Gen'l Roadmaster. Salt Lake City, Utah

### Fourth and Fifth Subdivisions and Branches

D. DURHAM, Chief Train Dispatcher

Salt Lake City, Utah

L. G. CAMPBELL, Ass't Chief Train Dispatcher

Salt Lake City, Utah

E. C. BULLIS, Asst. Chief Train Dispatcher

Salt Lake City, Utah

### Standard clocks are located as shown below:

Salt Lake City	l'ardmaster's Office, 18th North
	Yard Office, First North Street
Salt Lake City Teleg	raph Office, Passenger Station
Salt Lake City	Train Dispatcher's Office
Salt Lake City	North Yard Telegraph Office
Salt Lake City Engineer's Register	Room, Roundhouse, North Yard
Salt Lake City Switchma	n's Register Room, North Yard
Ogden	.Telegraph Office, Union Depot
Ogden	. YD-21st St. Telegraph Office
Ogden Engine	Dispatcher's Office, Roundhouse
Ogden	Enginemen's Wash Room
Ogden	. RD-28th St. Telegraph Office
Brigham	Telegraph Office
Malad	Telegraph Office
Cache Jct	Telegraph Office
Preston	Telegraph Office
Pocatello	East Whiskers Yard Office
Pocatello	East End Yardmaster's Office
Pocatello	Dispatcher's Office
Pocatello Passenger Conductors' R	egister Room, Passenger Station
Pocatello	Yard Telegraph Office
Pocatello	Switchmen's Locker Room
Pocatello	Engine Crew Dispatcher's Office
Pocatallo	Train Crew Dispatcher's Office
Pocatello West End Y	ardmaster's Office, Gould Street

# Union Pacific Railroad Company south-central district



## **UTAH DIVISION**

FOURTH SUBDIVISION
FIFTH SUBDIVISION
AND BRANCHES

# TIME-TABLE No. 13

Effective Thursday, May 15, 1947 at 12:01 A. M. Mountain Time

Be Careful Joday

FOR EMPLOYES ONLY

	MESS	TWADD								FACT	WARD]	
		CLASS	1			_		1			CLASS	
1				City	Time-Ta	able No. 1	3	42				
29 Passenger	31 Passenger	45 Passenger	33 Passenger	Distance from Salt Lake City New Main Line	May	May 15, 1947		Mile Post	32 Passenger	34 Passenger	46 Passenger	30 Passenger
Daily	Daily	Daily	Daily	OSZ	STATIONS							
8.00PM	5.30P	И	12.15AM	0,0	SALT L	AKE CITY		36.3	A 9.45AM	A 10.15PM		A 8.00
9.05 9.35	6.40 7.05		1.15	36,3	OG	DEN		0.0	8.25 8.10	9.15 8.55		7.00 6.40
10.15	7.45		2.18	57.4	BRI	GHAM		21.1	7.38	8.25		6.05
11.10PM	8.33		3.10	85.1	CACI	HE JCT.		48.8	6.47	7.40		5.22
12.35AM	10.05		4.45	147.5	MeCA	MMON		111,2	5.10	6.05		3.45
1:48	A 10.40P	A	5.20 5.40	170,2	POCA	TELLO		213.9	4.40AM	5.35 4.55		3.15 2.40
2.23			6.25	194.4		KFOOT		158.1		4.15		1.57
3.15		7.25AN	7.15AM	220,8	IDAH	FALLS		184.5	-	3.25PM	A 3.10PM	1.10
		9.05		271.8		HTON		51.0			1.35PM	
		A 11.00AN		317.4		CTOR		45.6			11.40AM	
			50-CARD T-50-T-50-T-50-T-50-T-50-T-50-T-50-T-50	327.9	-	LOWSTON	Е	107.1		0.5011		
9.30AM			A 2.00PM	433,3	BU	TTE		397.0	-	8.50AM		6.45
					(4	33.3)			Daily	Daily	Daily	Daily
Railre	oad Surg	geons are	located as		below:	TIME PER MILE	M PER	ILES HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUI
						80"		90	59"	60.9	1'15"	48
	Oculis Cyc S Surgeo Surgeo Phy Surgeo Surgeo Phy Surgeo Surgeo	n Surgeon	salt Lake City		Sait Lake City.		10 10 10 10 10 10 10 10 10 10 10 10 10 1	20. 16.1 12.5 09.1 05.9 02.9 02.9 97.8 94.7	52" 53" 54" 55" 56" 57" 58" 59" 1'	69.2 67.9 66.6 65.4 64.2 63.1 62. 61. 60.	1'15" 1'20" 1'25" 1'30" 1'35" 1'40" 1'45" 1'55" 2'	48. 45. 42.8 40. 37.9 36. 34.8 82.7 81.8
chn R. Anderson Surgeon Salt ces H. Anderson Surgeon Salt L. Crandall Surgeon Salt to L. Crandall Surgeon Salt chn S. Alley Surgeon Midd E. Boucher Surgeon Midd E. Boucher Surgeon Boun E. Trowbridge Surgeon Boun C. S. Jenson Surgeon Farm D. Rutledge Surgeon Kays call Z. Tanner Surgeon Layt call Z. Tanner Surgeon Ogde eland S. Sycamore Surgeon Ogde eland S. Sycamore Catth A. Stratford Surgeon Ogde eRby R. Pugmire Ocalist & Aurist Ogde W. Pugmire Eye Specialist Ogde L. Pearse Surgeon Brigl L. Nelson Surgeon		Salt Lake City Midvale Murray Bountiful Farmington Kaysville Layton Ogden	Salt Lake C: Midvale to Midvale to Sandy to Sa Farmington North Salt I Clearfield to Roy to Layt Kaysville to	ity, durray and Sandy, it Lake, to North Sait Lake, Lake to Kaysville, ) Woods Cross, on, Brigham,	40" 41" 42" 48" 46" 46" 47" 48" 49" 50" 51"		90. 87.8 85.7 88.7 81.8 80. 78.3 76.6 75.	1' 2" 1' 3" 1' 4" 1' 5" 1' 6" 1' 7" 1' 8" 1' 10" 1'11" 1'12"	58. 57.1 56.2 55.3 54.5 58.7 52.9 52.1 51.4 50.7 50.	2'30" 2'45" 3'30" 4' 5' 6' 7' 8'	26.6 24. 21.8 20. 17.1 15. 12. 10. 8.6 7.5	
H. Mabey M. Budge L. Rees G. Noble	Surgeo Surgeo Surgeo	n	Malad Logan Smithfield Richmond Lewiston	Malad Brane Cache Valley Logan to Ri Richmond an	h. Branch. chmond.				MILE	AGE		

1	WESTWAR	D				MA	LAD	BRANC	CH				Ŀ	EASTWA	RD	
	SECOND	FIRST	CLAS	S	я	Ti	me-Ta	ble No.	13		FIRS	T CL	ASS	SECONE	CLA	155
Car espacity of sidings, etc. See Rule 6 (A).	401 Local		55 Mot	tor	Distance from Brigham			5, 1947		Mile Post	560 Motor Passenger			402 Local Breight		
See B	Daily Except Sunday		Passei	_	Dista		STAT	TIONS		28	A appendict			71000		
Yard PW	7Y 8.15AM	1	9.	1 OAM	0,0	DN-R		GHAM Y	L BM	0.0	A 4.55	PM		A 12.30PM		
	8.25		f 9.	16	3.9		CORIN	NE JCT.		3,9	1 4.44					
51	8.37		f 9.	20	5.6		COR	.7 INNE		5.6	1 4.41			12.10PM		
10	8.56		1 9.	32	13.7			PLEY		13.7	1 4.27			11.42AM		
46	9.30		s 9.	43	17.8	D		ONTON	YL MU	17.8	s 4.19			11.30		
	VY 0.48 559		s 9.4	401	19.8	D	2	LAND Y		19.8	s 4.13			10.40		
23	402		1 9.		23.4		3	MONT	- 110	23.4	f 4.06			10.05401 9.59559		
20	10.10	_	f 10.		25.0		1	DING		25.0	f 4.03	3	-1	9.45		
14	10.41		f 10.		36.7		1	TAGE		36.7	1 3.40	)		9.06		
12	11.05		f 10.	42	44.5	-	HERRY	CREEK	(Spur)	44.5	f 3.27			8.42		
30 CW	VY A 11.30AM		A 11.	OOAM	51.5	D-R		LAD YL	MV	51.5	3.15	PM		8.20AM		
							(5	1.5)			Daily			Daily Except Sunday		
	(3.15) 15.8		(1.5	9			Averag	Thru Time	r hour		. (1.40)			(4.10) 12.4		
Westward	SYRACUSE	BRANCH	East	tward	Westwar	×BI	EAR RIVE	R BRANCE	I E	astward	Westward	*	THATCHE	ER BRANCH	Eas	stwa
Car capacity of sidings, etc. See Rule 6(A).	Time-Ta		.3	Port .	r capacity of dings, etc.	,	ime-T	able No.		e Post	Car capacity of sidings, etc. See Rule 6 (A).		77 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	Table No. 1 7 15, 1947	.3	1
Car ca siding See Ru	STATIONS Seguina		Mili	Car es sidin See Ru		STA	TIONS		Mile	Cer es		STA	ATIONS		100	
	DV CLEAREIEID VI CE		19 w	y D		RLAND	YL AJ	0.0	46	D	TRE	MONTON S	YL MU	(		
1	D. & R. G. W.	CROSSING	G YL	0,3			GARL	AND JC	T. YL	1.1	10			UNSET YL		5
12	MOBE	RLY YL	(Spur)	1.0	9		H	AWS YL		3,4				OF TRACK	YL	6
45	BAR	NES YL	(Spur)	2.1	9		L	AMB YL		5,6						
19	STI	EED YL	(Spur)	3,2	11		В	USH YL		7.5						
3	SYRA	CUSE Y	L	4.7	22		BRA	DFORD	YL	9.2				(5,6)		
		1.7)		-				F TRAC	K YL	9,9						
								(9.9)					TIDDAN	DDINOI		
	× SUGAR FACTO	RY BRANCH	East	ward	Westware		EVONA 1	BRANCH	E	Eastward	Westward			BRANCH	-	astwa
Car espacity of sidings, etc. See Rule 6 (A).	Time-Ta	ble No. 1 5, 1947	3	Post	Car eapacity of sidings, etc. See Rule 6 (A).	T		able No.	. 13	Post	Car espacity of sidings, ste.	1		Table No. 1	.3	Post
sar eap siding	STAT	IONS		Mile	adding see Rul		STA	TIONS		Mile	Car es sidin		STA	ATIONS		Mila
-	SUGAR FAC	TORY JC	T. YL	0,0	Yard COPTW	DN-P	00	DEN Y	L RDOG	0.0	86 P		BA	KERS		0
	SUGAR F	ACTORY	YL	0,8	22		EV	0.7 ONA YI		0.7	19			TEAL 2,3		2
	COLLE	GE JCT.	YL	1,9			RE	O.4		1.2	23				(Spur)	4
	LOGA	N JCT. Y	L	2,5		_		0.8		1.6				OF TRACK		5
	(2	.5)				- -		(2.4)	YL	2.4				(5.0)		
		Westward	9 CO	LLEGE	BRANCH		Eastward	Westward	7	BENSON	BRANCH		Eastward.			
		Car capacity of sidings, etc.	Tir		able No	. 13	Post	Car capacity of sidings, etc. See Rule 6 (A).	Ti		ble No. 5, 1947	13	Post .			
		sidings see Rule			TIONS		Mile	car car siding See Rul		STAT	IONS		Mffle			
		-0 4	(	COLLI	EGE JC	T. YL	0,0	P		BENS	N JCT.	YL	0.0			
				COL	LEGE '	YL(Spur	2,9	11			SON		5,2			
	estward trains			(2	2.9)						.2)					

W	ESTWARD			FO	URTH S	SUBDIN	/ISION					
<b>8</b> .3	SECOND CLASS			FIF	RST CLA	SS			<b>83</b>		Time-Table No. 13	
Car capacity of sidings, etc. See Rule 6 (A).	277 Freight	29 Passenger	31 Passenger	38 Passenger	104 Streamliner Passenger	2 Passenger	4 Passenger	33 Passenger	Distance from Salt Lake City	May 15, 1947		
Q &	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Sa		STATIONS	
		8. <b>00</b> °M	5.30PM	5.20PM	8.50AM	6.30AM	5.00AM	12.15AM	0.0		DN-R DS	
Yard COPT WYZ	8.10PM								2.6		DN-R NORTH YARD YL C	
									3.4		BECKS YL	
PX	8.25	8.12	f 5.42	5.30	8.58	6.40	5.10	12.25	5.2		NORTH SALT LAKE	
IX									5,3		BAMBERGER E. RY. CROSS.	
es 47 Px	8.32	f 8.16	t 5.47	5.34	9.01	6.44	5.14	12.29	8.2	8 1	D WOODS CROSS WC	
									10,3	GNAL8	CENTERVILLE	
ws 72 wpx	8.44	8.23	f 5.56	5.40		6.50	5.20	12.35	15.0	Ø 1	FARMINGTON	
cs 133 Px √	8.52	8.28	f 6.02	5.44	9.09	6.54	5.24	12.39	19.6	LOCK	D KAYSVILLE K	
(	8.57	8.31	f <b>6.07</b>	5.46		6.56	5.26	12.41	21.8	8	D LAYTON NY	
ws 56 s 115 Px	9.07	s <b>8.37</b>	16.14	5.50	9.14	7.00	5.30	12.46	26,5		DN CLEARFIELD CF	
es 41 <b>Px</b>	9.14	8.41	f <b>6.2</b> 0	5.54	9.17	7.04	5.34	12.50	30,2		3.7 ROY	
P									35.3		BRIDGE JCT. YL	
ard COPT	A 9.40PM	A 9.05PM	A <b>6.4</b> 0PM	A 6.15PM	A 9.35AM	A 7.25AM	A 5.55AM	A 1.15AM	36.3		DN-R OGDEN YL YD	
	į										(36.3)	
	(1.30) 22.5	(1.05) 33.5	(1.10) 31.1	(0.55) 39.6	(0.45) 48.4	(0.55) 39.6	(0.55) 39.6	(1.00) . 36.3 .				

On single track, westward trains are superior to trains of the same class in the opposite direction. See Rule S-72.

The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254. When necessary to provide single track operation on double track, and for operation of trains against the current of traffic, and for operation of work trains, train order authority must be obtained. The movement of trains will be supervised by the train dispatcher, and oral and message instructions issued by him must be complied with. Within yard limits, protection must be provided against first-class trains when such trains are due on their time-table schedule, and oral or message information concerning a first-class train does not relieve a train receiving such information from protecting in yard limits, or elsewhere, in accordance with Rules 93 and 99.

When instructed by train dispatcher to clear a train or trains, the following will govern:

Nos. 103 and 104 must be cleared five minutes by first-class trains and fifteen minutes by second-class and extra trains; other first-class trains must be cleared ten minutes by second-class and extra trains.

Rule D-83 will apply to all trains.

Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden.

No. 31 will stop daily except Sunday and holidays to exchange mail at North Salt Lake, Centerville, Farmington, Kaysville and Layton.

No. 29 will stop daily except Sunday and holidays to exchange mail at Woods Cross.

Cond	Conditional Stops to Discharge or Pick Up Revenue Passengers												
Train	At	Discharge passengers from	Pick up passengers destined to										
33	Any station.		Beyond Pocatello.										

	FOURTH SUBDIVISION EASTWARD														
	Time-Table No. 13						FII	RS	T CLAS	SS				SECO	ND CLASS
	May 15, 1947		Mile Post	30 Passenger	37 Passenger		32 Passenger		1 Passenger	103 Streamliner Passenger	34 Passenger		3 Passenger	278 Freight	
	STATIONS		1												
-	DN-R SALT LAKE CITY YL SA		36.3	A 8.00AM	A 8.10AM	A	9.45AM	A	6.50PM	A 7.20PM	A :	10.15PM	A10.25PM		
	DN-R NORTH YARD YLC		33.7											A 11.45PM	
	0,8 BECKS YL 1.8		32.9												
	NORTH SALT LAKE		31,1	7.42	7.56	f	9.25		6.37	7.06	f	9.57	10.10	11.23	
	BAMBERGER E. RY. CROSS.		31.0												
ALS	D WOODS CROSS WC	5II_	28.1	7.38	7.52	s	9.20		6.33	7.03	f	9.53	10.06	11.13	
BIGNAL	CENTERVILLE		26.0			f									
	7.1	- 11	21.3	7.30	7.45	s	9.10		6.27			9.45	9.59	10.58	
BLOCK	D KAYSVILLE K	9     "	16.7	7.25	7.41	s	9.03		6.23		f	9.40	9.54	10.50	
Ø	D LAYTON NY		14,5	7.22	7.39	s	8.58		6.21	6.53	ſ	9.37	9.52	10.45	
	DN CLEARFIELD CF	-	9.8	7.17	7.34	s	8.50		6.17	6.50	f	9.32	9.49	10.35	
-	ROY		6.1	7.12	7.30	f	8.43		6.13	6.47		9.27	9.45	10.25	
	BRIDGE JCT. YL		1.0												
	DN-R OGDEN YL YD		0,0	7.00AM	7.15AM		8.25AM		6.00PM	6.35PM		9.15PM	9.30PM	10.00PM	
	(36.3)			Daily	Daily		Daily		Daily	Daily		Daily	Dail <b>y</b>	Daily	
	Thru Time			(1.00)	(0.55) 39.6		(1.20) 27.0		(0.50) 43.4	(0.45) 48.4		(1.00) 36.3	(0.55) 39.6	(1.45) 19.3	

On single track, westward trains are superior to trains of the same class in the opposite direction. See Rule S-72.

The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254. When necessary to provide single track operation on double track, and for operation of trains against the current of traffic, and for operation of work trains, train order authority must be obtained. The movement of trains will be supervised by the train dispatcher, and oral and message instructions issued by him must be complied with. Within yard limits, protection must be provided against first-class trains when such trains are due on their time-table schedule, and oral or message information concerning a first-class train does not relieve a train receiving such information from protecting in yard limits, or elsewhere, in accordance with Rules 93 and 99.

When instructed by train dispatcher to clear a train or trains, the following will govern:

Nos. 103 and 104 must be cleared five minutes by first-class trains and fifteen minutes by second-class and extra trains; other first-class trains must be cleared ten minutes by second-class and extra trains.

Rule D-83 will apply to all trains.

Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden.

No. 30 will stop daily except Sunday to exchange mail at Woods Cross.

No. 32 will stop daily except Sunday to exchange mail at Roy.

No. 32 will stop daily except Sunday and holidays to exchange mail at Centerville and North Salt Lake.

Condi	Conditional Stops to Discharge or Pick Up Revenue Passengers												
Train	At	Discharge passengers from	Pick up passengers destined to										
<b>3</b> 0	Any station.	North of Pocatello.											

	WESTWARD		FIFTH S	UBDIVISION			
A Set	SECOND CLASS	1	FI	RST CLASS			Time Table No. 10
Car capacity of sidings, etc. See Rule 6 (A).	277 Time Freight	29 Passenger	31 Passenger	559 Motor Passenger	33 Passenger	Distance from Ogden	Time-Table No. 13 May 15, 1947
2 %	Daily	Daily	Daily	Daily	Daily		STATIONS
Yard COPT WYZ	10.30	PM 9.35PM	7.05PM	8.154	<b>1.</b> 40AM	0,0	DN-R OGDEN YL O
75 P	10.40	9.44	7.13	8.23	1.48	1.6	D. & R. G. W. CROSSING Y 0.9 S. P. JCT, YL
						2.7	BROWNING YL
I						4.7	U. I. C. CROSSING
84 P	10.47	9.47	7.17	f 8.30	1.52	4.7	HARRISVILLE
105 Р	10.53	9.52	<b>7.22</b> <sup>278</sup>	f 8.36	f 1.57	8.8	HOT SPRINGS
84 P	11.00	9.58	7.28	f 8.41	f 2.03	14.0	WILLARD
52 Р	11.05	10.01	7.32	f 8.46	2.06	17.2	PERRY
						19.3	BUSHNELL (Spe
WS 83 ES 67 PWY	11.13	s 10.15	s 7.45	A 8.55AM	s 2.18	21,1	DN BRIGHAM YL B
8% P	11.20	10.21	7.50		2.24	25.3	BAKERS
52 P	11.28	10.26	f 7.56		f 2.30	30.4	D HONEYVILLE H
						32.5	MADSEN
77 PW	11.36	10.32	f 8.03 <sup>34</sup>		f 2.37	35.9	DEWEY
105 Р	11.43	10.37	f 8.08		f 2.43	40.1	COLLINSTON
77 P	11.51	PM 10.44	8.15		2.49	44.6	WHEELON 4.2
ws 87 cp Es 91 wyz	12.30	am s 11.10	s 8.33		s 3.10	48.8	DN CACHE JCT. YL
52 P	12.38	11.16	8.38		3.15	52,9	HAMMOND
105 Р	12.44	f 11.20	f 8.43		f 3.21	56,9	D TRENTON O
						58.2	MORTON (Spur
77 P	12.49	11.24	s 8.48		s 3.27	60.6	D CORNISH C
54 р	12.52	11.26	8.51		f 3.30	62.4	UTIDA
						63,7	ANDERSON (Spec
87 Р	12.57	11.29	f 8.55		f 3.35	65.1	D WESTON W
						68.5	THORENSEN (Spec
93 P	1.08	f 11.40	f 9.05		f 3.45	71.0	DN DAYTON C
						72.3	BEERS (Span
77 PW	1.15	11.45	9.10		f 3.50	75.2	CLIFTON 3.1
P		11.48	9.14	•	f 3.54	78.3	COULAM
83 P	1.24		9.18		f 3.59	81.3	OXFORD 3.4
77 PW	1.30	11.55PM	9.22		f 4.04	84.7	SWAN LAKE
94 P	1.38	12.01AM	9.28		f 4.10	89,9	ZENDA
77 PW	1.48	s 12.10	s 9.38		s 4.18 <sup>30</sup>	95.0	DN DOWNEY- D
83 P	1.56	12.16	9.45		f 4.27	100,0	VIRGINIA
P						102.5	MARSH VALLEY (Spui
82 P	2.03	f 12.21	9.52		f 4.35	104.7	D ARIMO
Yard IPWY	A 2.15	As 12.35 AM	As 10.05PM		A s 4.45AM	111.2	DN-R McCAMMON YL M
						1	(111.2)
	(3.45) 29.6	(3.00) 37.1	(3.00) 37.1	(0.40) 31.6	(3.05) . 36.1 .		

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

Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden.

A	**************************************			TH SUBDIVI		I	······································	WARD
acity e 6 (.	Time-Table No. 13	<b>1</b>		FIRST CLAS	38	,	SECOND	CLASS
Car capacity of sidings, etc. See Rule 6 (A).	May 15, 1947	Mile Post	30 Passenger	32 Passenger	560 Motor Passenger	34 Passenger	278 Time Freight	
	STATIONS							
Yard COPT WYZ	DN-R OGDEN YL OG	0.0	A 6.40AM	A 8.10AM	A 5.45PM	A 8.55PM	A 8.15PM	
	D.&R.G.W. CROSSING YL	0.7		·				
75 P	S. P. JCT. YL	1.6					7.45	
	BROWNING YL	2,7						
· I	U. I. C. CROSSING	4.7						
84 P	HARRISVILLE 4.1	4.7	6.25	7.58	f 5.30	8.41	7.35	
105 P	HOT SPRINGS	8,8	6.20	f 7.53	f 5.24	8.37	7.22 <sup>31</sup>	
84 р	WILLARD 3,2	14.0	6.14	f 7.47	f 5.17	8.32	7.05	
52 P	PERRY	17.2	6.10	f 7.42	f 5.12	8.29	7.00	
	BUSHNELL (Spur)	19.3						
WS 83 ES 67 PWY	DN BRIGHAM YL BM	21.1	s 6.05	s 7.38	5.05PM	s 825	6.54	
86 P	BAKERS	25.3	5.56	7.26		8.14	6.47	
52 P	D HONEYVILLE HX	30.4	f 5.50	f 7.20		f 8.09	6.37	
	MADSEN	32.5						
77 PW	DEWEY	35.9	5.44	f 7.13		f 8.03	6.29	
105 P	COLLINSTON	40.1	5.39	f 7.07		f 7.58	6.22	
77 P	WHEELON	44,6	5.34	f 7.01		f 7.53	6.15	
ws 87 wyz	4.9							
	4.1	48.8	s 5.22	s 6.47		s 7.40	6.00	2017/01/01/01
52 P	4.0	52.9	5.05	6.30		7.28	5.36	
105 P	1.3	56,9	5.01	s <b>6.2</b> 5		f 7.22	5.30	
	MORTON (Spur)	58.2						
77 P	D CORNISH CG	60.6	s 4.56	s 6.21		s 7.17	5.24	
54 Р	UTIDA 1,3	62.4	4.54	6.18		7.13	5.21	
	ANDERSON (Spur)	63,7						
87 P	D WESTON WI	65,1	4.52	s 6.15		f 7.10	5.16	
	THORENSEN (Spur)	68.5						
83 P	DN DAYTON CN	71.0	f 4.46	s 6.04		f 7.01	5.07	
	BEERS (Spur)	72.3						
77 PW	COULAM	75.2	4.41	f 5.58		f 6.56	5.01	
83 P	OXFORD	78.3 81.3	4.37	f 5.54		6.52	4	
77 PW	SWAN LAKE	84,7	4.30	f 5.51 f 5.47		f 6.47	4.51	
94 P	ZENDA	89.9	4.24	f 5.41		f 6.42 6.36	4.46	
77 PW	DN DOWNEY DO	95.0	s <b>4.18</b> 33	s 5.35		s 6.31	4.38 4.30	
83 P	VIRGINIA	100.0	4.02	f 5.26		f 6.21	4.22	
P	MARSH VALLEY (Spur)	102.5						
82 P	D ARIMO A 6.5	104.7	3.55	f 5.20		f 6.15	4.15	
ardIPWY	DN-R McCAMMON YL MC	111.2	3.45AM	5.10AM		6.05PM	4.00PM	
	(111,2)		Daily	n-ii-	De!!-	De''-		
	(414,47		Daily	Daily	Daily	Daily	Daily	1

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

Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden. No. 30 stop daily except Sunday and holidays to dispatch mail at Cornish.

No. 34 stop daily except Sunday to receive mail at Dayton.

WES'	TWARD		C.	ACHE VALLEY BRANCI	i		E	ASTWA	RD
	SECOND CLA	ss					SECONE	CLASS	
Car capacity of sidings, etc. See Rule 6 (A).		303 Mixed		Time-Table No. 13  May 15, 1947	Mile Post	304 Mixed			
5 m		Daily Except Sunday	Distance from Cache Jot.	STATIONS					
CPWYZ Yard		5.00AM	0,0	DN-R CACHE JCT. YL CJ	0.0	A 3.10PM			
17	8435 SARA		4.8	PETERSBORO (Spur)	4,8				
35		f 5.25	8,6	MENDON	8,6	f 2.40			
7			12.4	NEBEKER	12,4				ANNEXA N
19 W	ANS WYSTE	f 5.45	13,8	D WELLSVILLE WV	13,8	f 2.20			WAR ST
14			14,5	HILLS (Spur)	14.5				
8			16,4	WEST (Spur)	16,4				AVE S
22	ENVER BEFFER	f 5.59	17.6	HYRUM HYRUM	17.6	f 2.00	3150		
		3131313131	20,2	HOLT (Spur)	20,2				NAMES.
Verseur Er			21,7	SUGAR FACTORY JCT. YL	21.7				
Signification of the same of t			23,6	U. P. CROSSING	23.6				
			23.7	LOGAN JCT, YL	23,7				Average and the second
85 WYZ		s 6.30	24,1	D LOGAN YL Q	24,1	s 1.25	- 10 3 4 3 4 4 1 4 1 4 1 4 1 4 1 4 1 4 1 4 1	1978 :::: 4779 as Marit Santian	
			24,4	BENSON JCT. YL	24.4	Annama and competitions are	reality with a supplied		
8		118881112	30,0	CARDON	30.0	Salas Salas			
15	LEGE CEENS	f 6.57	31,5	D SMITHFIELD SM	31,5	f 1.00			WARNEN EN
9			33.4	BAUGH (Spur)	33,4				
9			36,5	HODGES (Spur)	36.5				
33 W	RABAN BARRER	f 7.20	37.4	D RICHMOND YL RN	37.4	f 12.45			NAME OF
10			39.6	MERRILLS YL	39,6			New controls	
		t 7.29	41,0	WEBSTER YL	41,0	f 12.35			MANA
			41.5	LEWISTON YL (Spur)	41,5				
41		f 8.00	43,8	D FRANKLIN YL F	43,8	f 12.25			
24		f 8.10	48,0	WHITNEY YL	48.0	f 12.18			
			50,6	U. I. C. CROSSING	50.6				
22 wy		A 9.00AM	50.8	D-R PRESTON YL PN	50.8	12.10PM			
				(50.8)		Daily Except Sunday			

(4.00) Thru Time. (3.00)
12.7 Average speed per hour. 16.9

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

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

Designation "Str." —Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.

Designation "Psgr." —Train with steam locomotive and all passenger train equipment;

Train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.

Designation "Frt." -Train with freight cars; train with caboose only; locomotive without cars.

When a Diesel-electric locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified for "Psgr." trains will govern.

On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.

When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.

### GENERAL

Location	Mile	s Per l	Hour	Location	Mile	s Per	Hou
Location	Str.	Pagr.	Frt.	Location	Str.	Psgr.	Frt
Inspection bus cars.		45	45	Diesel switch engines in road service.		35	25
When caboose is handled in train consisting of passenger train equipment.		50		Within yard limits—			
800 class engines between Ogden and McCammon.		55	40	On main line.	50	40	25
3800 and 3900 class and 2-10-2 type engines.		50	45	On branch lines.		80	15
MacArthur type engines with 63-inch drivers.		50	45	Over spring switches, when not using turnouts,	133.2	100000	
MacArthur type engines with 57-inch drivers.		35	35	but where switch points will be caused to oscillate under such movement.	20	20	20
4000 and 9000 class engines.		45	45	oscinate under such movement.	20	20	20
Ten Wheeler type engines.		35	35	Over spring switches where movement is over	20		
Mallet type engines.		30	30	facing point switch, except at S.P. Jct.		20	20
Consolidation type engines.		30	30	When using cross-overs or turnouts.	15	15	15
0-6-0 and 0-8-0 type yard engines.		20	20	9000 class engines running backwards, when			
Engines running backward.	20	20	20	using crossovers and turnouts.		6	6
Trains handling scale test cars—				On wye tracks.	6	6	6
On main line. On branch lines.			30 20	Through interlocking.	30	30	30
Trains handling loaded wooden Hart convertible cars.			30	Railroad crossings where governed by automatic interlocking signals, between the two home			
Trains handling company roadway machines on their own wheels—				signals governing movement over crossing.	20	20	20
On straight track. On curves.			30 25	Jordan spreaders and other machines of spreader type, when in operation.			15

### FOURTH SUBDIVISION

Maximum speed.	90	75	45	_
Ogden Between M.P. 4.0 and 5.7.	90	70	45	-
Roy Between M.P. 6.9 and 7.4.	90	70	45	-
Between M.P. 8.7 and 9.1.	85	65	45	1
Clearfield, naval depot wye.			8	
Clearfield, Naval Supply Depot Area.			12	-
Between M.P. 11.9 and 12.3.	90	70	45	7
Between M.P. 14.5 and 15.2.	90	70	45	-
Between M.P. 16.5 and 16.9.	90	70	45	

Between M.P. 18.2 and 18.7.	90	70	4
Between M.P. 20.9 and 21.2.	70	60	4
Farmington Between M.P. 22.3 and 22.5.	70	60	4
Centerville Between M.P. 26.6 and 26.8.	70	60	4
Between M.P. 27.6 and 27.7.	90	70	4
Woods Cross Between M.P. 28.5 and 28.7.	90	70	4
Between M.P. 31.2 and 31.4.	90	70	4
North Salt Lake Between M.P. 34.9 and 5th North Street.	30	30	20
Between 5th North Street and Passenger	940,44	100.00	

12 12

Station.

### WITHIN OGDEN TERMINAL LIMITS, OUR&D SPEED RESTRICTIONS APPLY

Location		iles Hour	Location	Miles Per Hour	
	Pagr.	Frt.	Location		Frt.
At any point.	30	15	Slip switches, Cecil Jct.	10	10
Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch.	20	15	Wye and balloon track, Patterson Ave.	10	10
			U.P. and S.P. roundhouse and shop limits	8	8
When using cross-overs or turnouts.	15	15	Over switches at 23rd and 26th Sts. and in Union	8	
Over railroad crossings.	10	10	Station passenger yard.		8

### FIFTH SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Frt.		Str.	Pagr.	Frt.
Maximum speed.		60	40	Cache Jct. Between M.P. 49.0 and 49.3.		90	
Bushnell Hospital Spur.	gar Books	10	10			30	20
Brigham, wye.		200	5	Between M.P. 51.1 and 51.5.		40	25
Bushnell Between M.P. 21.0 and 21.1.		30	20	Weston		agrapoliticas	
Dewey Between M.P. 37.8 and 38.0.		40	25	Between M.P. 66.9 and 67.1.  Oxford		40	25
Collinston Between M.P. 42.0 and 42.2.		40	25	Between M.P. 82.7 and 83.0.		40	25
Between M.P. 43.5 and 44.1.	1978 S. S. S. S. S.	40	25	Zenda			
Wheelon				Between M.P. 90.2 and 90.4.		45	30
Between M.P. 44.7 and 46.4 (Bear River Canyon).		12	12	Downey			
Between M.P. 46.5 and 47.1.	100	30	30 -	Between M.P. 99.4 and 99.6.		45	30

### BRANCHES

Syracuse Branch.	15	15	Cache Valley Branch.	30	25
Malad Branch.			Maximum speed.		
Motor Trains.	45		Motor trains.	45	
Between Brigham and Garland.	35	25	Nebeker Between M.P. 13.6 and 13.8.		
Between Garland and Malad.	25	20		25	15
Corinne, between east and west switches.	10	10	Wellsville		
Between Corinne and Dathol.		10	Between M.P. 13.8 and 13.9.	25	15
Stokes Beet Spur.		6	Hyrum  Between M.P. 17.7 and 18.0.	25	15
Thatcher Branch.		10		1	+
Bear River Branch.	141 A.M. C. 148	10	Lewiston Between M.P. 43.0 and 43.8.	30	20
Urban Branch.		10	Franklin	YSA - 8748 J. 8636.	
College Branch.		15	Between M.P. 43.8 and 44.0.	30	20
Sugar Factory Branch.		15	Benson Branch.	mae ben' basa	15