



UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



UTAH DIVISION
TIME-TABLE
No. 4

Effective Sunday,
June 12, 1949
 at 12:01 A. M. Mountain Time

Be Careful Today

FOR EMPLOYEES ONLY

SOUTH CENTRAL DISTRICT
UTAH DIVISION
 CORRECTED TO MAY 24, 1949
 SCALE OF MILES

Timetable 5 eff 11 Sept 49
 covers McCammon - Las Vegas

F. C. PAULSEN

General Manager

A. D. HANSON

General Superintendent Transportation

G. A. CUNNINGHAM, Superintendent,

Salt Lake City, Utah

C. C. LARKIN, Ass't Superintendent. Salt Lake City, Utah
 H. S. JENSEN, Ass't Superintendent. Pocatello, Idaho
 H. G. BAKER, Trainmaster. Pocatello, Idaho
 E. L. CHANTRY, Trainmaster. Montpelier, Idaho
 O. A. DURRANT, Trainmaster. Ogden, Utah
 H. W. O'KEEFE, Trainmaster. Salt Lake City, Utah
 A. E. STRAND, Terminal Trainmaster. Salt Lake City, Utah

J. J. DALY, Master Mechanic. Cheyenne, Wyo.
 A. R. NELSON, Master Mechanic. Pocatello, Idaho
 R. F. WEISS, Master Mechanic. Los Angeles, Calif.
 J. C. BEAGLES, Road Foreman of Engines. Montpelier, Idaho

J. E. DRUMMOND, Road Foreman of Engines. Salt Lake City, Utah
 M. DEVEREAUX, Terminal Road Foreman of Engines. Salt Lake City, Utah

T. A. KELLEHER, Road Foreman of Engines. Ogden, Utah
 H. C. LUSTY, Road Foreman of Engines. Evanston, Wyo.
 W. E. RAYMOND, Road Foreman of Engines. Salt Lake City, Utah

J. A. HARTVIGSEN, Road Foreman of Engines. Pocatello, Idaho

R. M. BROWN, Div. Engineer. Salt Lake City, Utah
 O. H. CARPENTER, General Roadmaster. Pocatello, Idaho
 B. ESBENSON, General Roadmaster. Salt Lake City, Utah

First Subdivision and Branches

W. S. WHITTAKER, Chief Train Dispatcher. Green River, Wyo.
 F. G. CLARK, Ass't Chief Train Dispatcher. Green River, Wyo.
 BURT FOSTER, Ass't Chief Train Dispatcher. Green River, Wyo.

Second and Fourth Subdivisions and Branches

W. H. POWERS, Chief Train Dispatcher. Pocatello, Idaho
 L. R. SCHOU, Ass't Chief Train Dispatcher. Pocatello, Idaho
 J. BOWEN, Ass't Chief Train Dispatcher. Pocatello, Idaho
 H. L. CRAWFORD, Ass't Chief Train Dispatcher. Pocatello, Idaho
 H. J. BAILEY, Ass't Chief Train Dispatcher. Pocatello, Idaho

Third Subdivision and Branches

D. DURHAM, Chief Train Dispatcher. Salt Lake City, Utah
 J. C. HAYMOND, Ass't Chief Train Dispatcher. Salt Lake City, Utah
 G. B. CHASTAIN, Ass't Chief Train Dispatcher. Salt Lake City, Utah
 C. W. CARTER, Ass't Chief Train Dispatcher. Salt Lake City, Utah
 R. D. BRINK, Ass't Chief Train Dispatcher. Salt Lake City, Utah

**Union Pacific Railroad Employees Hospital Association
 Physicians and Surgeons are located as shown below:**

NAME	TITLE	PLACE	TERRITORY
D. L. GAMETTE	Medical Director	Los Angeles	
L. J. TAUFER	District Surgeon	Salt Lake City	Vicinity Salt Lake City.
H. H. HUGHART	District Surgeon	Pocatello	Vicinity Pocatello.
F. J. Winget	Surgeon	Salt Lake City	Vicinity Salt Lake City.
Sharpe Sanders	Surgeon	Salt Lake City	Vicinity Salt Lake City.
Scott C. Sharp	Surgeon	Salt Lake City	Vicinity Salt Lake City.
John R. Anderson	Surgeon	Salt Lake City	Vicinity Salt Lake City.
Lyman W. Condie	Surgeon	Salt Lake City	Vicinity Salt Lake City.
Rulon E. Smith	Surgeon	Salt Lake City	Vicinity Salt Lake City.
E. B. Fairbanks	Oculist & Aurist	Salt Lake City	Vicinity Salt Lake City.
Bryce J. Fairbanks	Oculist & Aurist	Salt Lake City	Vicinity Salt Lake City.
Harry Bertram	Oculist & Aurist	Salt Lake City	Vicinity Salt Lake City.
Alan S. Crandall	Oculist	Salt Lake City	Vicinity Salt Lake City.
R. C. Stratton	Surgeon	Green River	Rock Springs to Evanston.
A. T. Sudman	Surgeon	Green River	Green River to Granger and Evanston.
R. O. Hummer	Surgeon	Kemmerer	Cokeville to Granger.
R. B. Lindsay	Surgeon	Montpelier	Cokeville to McCammon.
H. H. King	Surgeon	Montpelier	Cokeville to McCammon.
H. C. Cowlishaw	Surgeon	Lava Hot Springs	Soda Springs to Inkam.
Russell Tigert	Surgeon	Montpelier	Montpelier to McCammon.
F. H. Howard	Surgeon	Pocatello	Vicinity Pocatello.
K. M. Pearson	Surgeon	Pocatello	Vicinity Pocatello.
George F. Cox	Surgeon	Pocatello	Vicinity Pocatello.
H. Dean Hartrigsen	Surgeon	Pocatello, Idaho.	
J. H. Holland	Surgeon	Evanston	Green River to Morgan.
J. H. Waters	Surgeon	Evanston	Green River to Morgan.
J. S. Hellwell	Surgeon	Evanston	Green River to Morgan.
H. T. High	Surgeon	Devil's Slide	Devil's Slide to Ogden.
E. W. Oldham	Surgeon	Coalville	Echo to Park City.
E. L. Nelson	Surgeon	Downey	McCammon to Weston.
O. H. Mabey	Surgeon	Malad	Malad Branch.
S. M. Budge	Surgeon	Logan	Cache Valley Branch.
O. W. Budge	Surgeon	Logan	Cache Valley Branch.
J. C. Howard	Surgeon	Logan	Cache Valley Branch.
K. C. Ritter	Surgeon	Logan	Cache Valley Branch.
R. S. Budge	Surgeon	Logan to Richmond.	
W. G. Noble	Surgeon	Richmond	Vicinity of Richmond.
W. E. Cragun	Surgeon	Lewiston	Preston to Logan, Dayton and Cache Junction.
L. R. Hawkes	Surgeon	Preston	Preston to Logan.
H. L. Pearse	Surgeon	Brigham	Willard to Cropley and Cache Junction.
R. F. Howe	Surgeon	Ogden	Ogden to Green River, Brigham and Kaysville.
L. S. Sycamore	Surgeon	Ogden	Ogden to Green River, Brigham and Kaysville.
K. A. Stratford	Surgeon	Ogden	Ogden to Green River, Brigham and Kaysville.
Don D. Olsen	Surgeon	Ogden	Kaysville & Brigham, Utah.
C. D. Van Hook	Surgeon	Ogden	Vicinity Ogden.
Harold V. DeMars	Oculist & Aurist	Ogden	Vicinity Ogden.
R. W. Pugmire	Oculist	Ogden	Vicinity Ogden.
N. Z. Tanner	Surgeon	Layton	Roy to Layton.
G. D. Rutledge	Surgeon	Kaysville	Clearfield to Woods Cross.
H. S. Jenson	Surgeon	Farmington	North Salt Lake to Kaysville.
J. E. Trowbridge	Surgeon	Bountiful	North Salt Lake to Farmington.
J. S. Alley	Surgeon	Midvale	Midvale to Murray and Sandy.
John M. Ball	Surgeon	Murray	Sandy to Salt Lake City.
I. R. Egbert	Surgeon	Arco	Mackay Branch.
F. L. Harms	Surgeon	Aberdeen	Aberdeen Branch.
M. T. Rees	Surgeon	Idaho Falls	Blackfoot to Roberts, Rigby and Ririe.
N. H. Battles	Oculist & Aurist	Idaho Falls	Idaho Falls.
G. M. Jenson	Surgeon	Driggs	Ashton to Victor.
E. L. Soule	Surgeon	St. Anthony	Ashton to Sugar City.
La Grande C. Larsen	Surgeon	Ashton	St. Anthony, Judkins, and Big Springs, Idaho.
W. L. Sutherland	Surgeon	Rexburg	Rigby to St. Anthony.
Aldon Tall	Surgeon	Rigby	Ucon to Rexburg and East and West Belt Branches.
G. L. Routledge	Surgeon	Dillon	Melrose to Armstead.
R. F. Bell	Surgeon	Dillon	Melrose to Armstead.
R. C. Monahan	Surgeon	Butte	Butte to Dillon.
H. L. Casebeer	Oculist & Aurist	Butte	Butte to Dillon.
R. L. Casebeer	Oculist & Aurist	Butte	Butte to Dillon.

Standard clocks are located as shown below:

Salt Lake City	Yardmaster's Office, 13th North
Salt Lake City	South Yard Office, 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	Engineers' Register Room, Roundhouse, North Yard
Salt Lake City	Switchman's Register Room, North Yard
Ogden	Telegraph Office, Union Depot
Ogden	YD—21st St. Telegraph Office
Ogden	Engine Crew 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	Tower Locker Room
Pocatello	Train Dispatcher's Office
Pocatello	Passenger Conductor's Register Room, Passenger Station
Pocatello	Yard Telegraph Office
Pocatello	Switchmen's Locker Room
Pocatello	Engine Crew Dispatcher's Office
Pocatello	Train Crew Dispatcher's Office
Pocatello	West End Yardmaster's Office
Kemmerer	Telegraph Office
Montpelier	Engineers' Register Room
Montpelier	Telegraph Office
Green River	Train Dispatcher's Office
Green River	Telegraph Office
Green River	Engine Crew Dispatcher's Office
Green River	Switchmen's Locker Room
Evanston	Telegraph Office
Evanston	Engine Crew Dispatcher's Office
Echo	Telegraph Office
Blackfoot	Telegraph Office
Idaho Falls	Telegraph Office
Idaho Falls	Yard Office
Idaho Falls	Enginemen's Register Room
Lima	Telegraph Office
Silver Bow	Telegraph Office
Ashton	Telegraph Office
West Yellowstone	Telegraph Office

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				

MILEAGE

Main Line	815.15
Branches	580.60
Grand Total	1395.75

ON THE FIRST SUBDIVISION AND BETWEEN OGDEN AND SALT LAKE CITY ON THE THIRD SUBDIVISION;

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 where main track is not protected by continuous block signals, oral or message information concerning a first-class train does not relieve a train receiving such information from protecting in accordance with Rules 93 and 99.

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

Nos. 101, 102, 103, 104, 105 and 106 must be cleared not less than five minutes by first-class trains and not less than fifteen minutes by second-class and extra trains and yard engines; other first-class trains must be cleared not less than ten minutes by second-class, extra trains and yard engines except westward second-class and extra trains must clear first-class trains not less than twenty minutes at Bridge Jct.

Conditional Stops to Discharge or Pick Up Revenue Passengers

Train	At	Discharge passengers from	Pick up passengers destined to
17	Any station.	Any station.	Any station.
33	Any station.		Beyond Pocatello.
12	Any station.	Any station.	Any station.
18	Any station.	Pendleton or beyond.	Cheyenne or beyond.
30	Any station.	North of Pocatello.	
31	Any station.	Any station.	Any station.
32	Any station.	Any station.	Any station.
23	Any station.	East of Cheyenne.	Ogden or beyond.
24	Any station.	Ogden or beyond.	Green River or beyond.

No. 33 will reduce speed to 30 miles per hour passing shelter at Wapello for dispatch of newspapers.

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

WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

27 Passenger Daily		3 Passenger Daily		101 Streamliner Passenger Daily		103 Streamliner Passenger Daily		1 Passenger Daily		37 Passenger Daily		5 Mail and Express Daily		23 Passenger Daily		Distance from Green River	Time-Table No. 4 June 12, 1949	
STATIONS																		
9.10		5.25		3.20		3.05		12.50		2.45		2.25		2.10		0.0	MT	GREEN RIVER
11.17		7.23		5.00		4.45		2.50		4.50		4.35		4.22		100.2		EVANSTON
A 1.03		9.15 9.45		A 6.35		6.20 6.30		4.40 5.00		6.35 7.00		A 6.20		A 6.15		175.6	MT	OGDEN
		10.35 9.55				7.15 6.20		5.50 5.00		8.00 8.40						211.9	MT PT	SALT LAKE CITY
		12.10				8.15		7.20		11.45						330.0		LYNN DYL
		1.55				9.28		9.05		2.05						419.1		MILFORD
		2.35				9.56		9.40		3.00						454.5		LUND
		4.40				11.36		11.45		5.25						536.4		CALIENTE
		7.35 7.50				2.15 2.25		2.30 2.45		8.45 9.15						661.7		LAS VEGAS
		11.02				5.10		6.00		1.25						832.7		YERMO
		11.25				5.28		6.25		2.00						846.1		BARSTOW
		1.30				7.25		8.35		4.30						926.9		SAN BERNARDINO
		1.40				7.33		8.45		4.40						930.4		COLTON
		1.55				7.45		9.00		5.00						937.4		RIVERSIDE
		2.15				8.03		9.23		5.28						957.1		ONTARIO
		2.23				8.11		9.32		5.40						962.9		POMONA
		A 3.20				A 9.00		A 10.40		A 7.00						996.6	PT	LOS ANGELES
(3.53) 45.2		(22.55) 43.5		(3.15) 54.1		(18.55) 52.7		(22.50) 43.6		(29.15) 34.0		(3.55) 44.8		(4.05) 43.0		..... Thru Time		
..... Average speed per hour																		

Light figures indicate A.M.
Heavy figures indicate P.M.

CONDENSED TIME-TABLE

WESTWARD				Distance from Green River	EASTWARD						
FIRST CLASS					FIRST CLASS						
11 Passenger Daily		105 Streamliner Passenger Daily		17 Passenger Daily		12 Passenger Daily		106 Streamliner Passenger Daily		18 Passenger Daily	
Time-Table No. 4 June 12, 1949											
STATIONS											
5.40		2.50		3.25		0.0		A 10.10		A 1.15	
6.15		3.20		4.05		30.2		9.30		10.38	
8.45		5.15		7.15		145.2		7.00		8.15	
10.23		6.32		9.08		221.4		4.56		6.03	
A 10.55		A 7.00		A 9.45		244.1		4.25		5.35	
(5.15) 46.5		(4.10) 58.6		(6.20) 38.5		..... Thru Time		(5.45) 42.4		(4.20) 56.3	
..... Average speed per hour											

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Time-Table No. 4 June 12, 1949		Mile Post	28 Passenger		4 Passenger		2 Passenger		104 Streamliner Passenger		102 Streamliner Passenger		38 Passenger		6 Mail and Express		24 Passenger	
STATIONS																		
GREEN RIVER		817.0	A 10.30		A 10.35		A 11.20		A 12.50		A 1.05		A 11.05		A 11.35		A 12.15	
EVANSTON		917.2	8.32		8.40		9.15		11.09		11.23		9.02		9.27		9.55	
OGDEN		992.6 0.0	6.45		6.50 6.20		7.30 7.10		9.40 9.30		9.55		7.15 6.45		7.35		7.45	
SALT LAKE CITY		36.3 784.0			5.30 4.10		6.20 5.10		8.45 7.40				5.50 4.15					
LYNN DYL		665.9			1.55		2.50		5.50				1.30					
MILFORD		576.8			12.25		1.15		4.40				11.40					
LUND		541.4			11.40		12.30		4.11				10.50					
CALIENTE		459.5			9.39		10.35		2.35				8.40					
LAS VEGAS		334.2			6.50 6.35		7.40 7.25		11.55 11.45				5.30 5.00					
YERMO		163.2			3.17		4.11		8.45				12.30					
BARSTOW		150.1			2.53		3.52		8.27				12.01					
SAN BERNARDINO		67.3			12.50		1.50		6.38				9.55					
COLTON		64.5			12.37		1.37		6.25				9.32					
RIVERSIDE		57.5			12.25		1.25		6.13				9.20					
ONTARIO		37.8			12.02		1.02		5.53				8.45					
POMONA		32.0			11.54		12.54		5.46				8.35					
LOS ANGELES		0.0			11.00		12.01		5.00				7.30					
996.6			Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily	
Thru Time			(3.45)		(22.35)		(22.19)		(18.50)		(3.10)		(26.35)		(4.00)		(4.30)	
Average speed per hour			46.8		44.1		44.6		52.9		55.5		37.5		43.9		39.0	

Light figures indicate A.M.
Heavy figures indicate P.M.

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

WESTWARD				Distance from Salt Lake City New Main Line	EASTWARD										
FIRST CLASS					FIRST CLASS										
33 Passenger Daily		29 Passenger Daily		31 Passenger Daily		35 Passenger Daily		32 Passenger Daily		34 Passenger Daily		36 Passenger Daily		30 Passenger Daily	
Time-Table No. 4 June 12, 1949															
STATIONS															
11.30		8.00		5.35				A 9.15		A 10.25				A 7.30	
12.30 1.00		9.00 9.30		6.35 7.00				8.10 7.50		9.25 9.05				6.30 6.10	
1.37		10.05		7.34				7.18		8.36				5.37	
2.33		10.55		8.30				6.27		7.50				4.50	
4.10		12.20		10.10				4.50		6.15				3.20	
4.45 5.15		12.55 1.35		A 10.45		1.45		4.20		5.45 4.55		A 1.35		2.50 2.20	
6.08		2.20				2.30				4.10		12.50		1.40	
7.00		3.10				3.30				3.25		12.05		12.50	
						5.10						10.10			
						A 7.30						7.30			
A 1.15		A 9.30						8.50						6.45	
(13.45) 31.5		(13.30) 32.1		(5.10) 32.9		(5.45) 27.4		..... Thru Time		(4.55) 34.6		(13.35) 31.9		(6.05) 25.9	
..... Average speed per hour												(12.45) 34.0			

FIRST SUBDIVISION EASTWARD

Time-Table No. 4 June 12, 1949	Mile Post	FIRST CLASS								
		12 Passenger	28 Passenger	4 Passenger	2 Passenger	104 Streamliner Passenger	102 Streamliner Passenger	106 Streamliner Passenger	38 Passenger	18 Passenger
STATIONS										
DN-R GREEN RIVER YL GR 4.1	817.0	A 10.10AM	A 10.30AM	A 10.35AM	A 11.20AM	A 12.50PM	A 1.05PM	A 1.15PM	A 11.05PM	A 11.15PM
RIVIEW 3.8	821.1	9.57	10.18	10.23	11.08	12.40	12.55	1.07	10.53	11.05
PERU 5.3	824.9	9.53	10.14	10.19	11.03	12.36	12.51	1.03	10.49	11.01
BRYAN 7.6	880.2	9.48	10.09	10.14	10.58	12.31	12.46	12.58	10.44	10.55
WESTVACO 9.4	887.8	9.40	10.02	10.07	10.50	12.25	12.40	12.51	10.37	10.48
DN GRANGER YL GN 6.8	847.2	9.30AM	9.53	9.58	10.41	12.17	12.32	12.42PM	10.28	10.38PM
VERNE 4.7	854.0		9.46	9.51	10.33	12.11	12.26		10.21	
CHURCH BUTTES 7.2	858.7		9.41	9.46	10.28	12.07	12.22		10.16	
HAMPTON 8.8	865.9		9.35	9.40	10.22	12.02PM	12.17		10.08	
ELKHURST 5.7	869.7		9.31	9.36	10.18	11.59AM	12.13		10.04	
DN CARTER 5.5	875.4		9.25	9.30	10.12	11.54	12.08		9.57	
ANTELOPE 4.7	880.9		9.18	9.24	10.05	11.49	12.03PM		9.51	
BRIDGER 4.9	885.6		9.14	9.20	10.00	11.45	11.59AM		9.46	
LEROY 4.3	890.5		9.09	9.15	9.55	11.41	11.55		9.41	
RAGAN 2.8	894.8		9.04	9.11	9.50	11.37	11.51		9.36	
SPRING VALLEY 4.2	897.6		9.01	9.08	9.47	11.34	11.48		9.32	
DN ASPEN YL WX 1.8	901.8		8.57	9.04	9.42	11.30	11.44		9.28	
DN ALTAMONT YL AP 5.1	908.6		8.51	8.58	9.35	11.25	11.39		9.22	
KNIGHT 4.0	908.7		8.44	8.51	9.28	11.20	11.34		9.15	
MILLIS 4.5	912.7		8.39	8.47	9.23	11.16	11.30		9.09	
DN-R EVANSTON YL NA 4.5	917.2		8.32 8.29	8.40 8.35	s 9.15	s 11.09	s 11.23		9.02 8.57	
WYUTA 5.9	921.7		8.23	8.28	9.08	11.01	11.16		8.50	
DN WAHSATCH YL WH 6.0	927.6		8.17	8.22	9.02	10.56	11.11		8.44	
CURVO 4.1	932.6		8.08	8.13	8.53	10.49	11.04		8.35	
CASTLE ROCK 6.6	936.7		8.02	8.07	8.47	10.44	10.59		8.29	
EMORY 9.4	943.3		7.52	7.57	8.37	10.36	10.51		8.19	
DN ECHO YL HO 8.8	952.7		7.37	7.42	8.22	10.23	10.38		8.05	
D HENEFER NF 4.1	956.5		7.32	7.37	8.17	10.19	10.34		8.00	
D DEVIL'S SLIDE CN 7.4	960.6		7.27	7.32	8.12	10.15	10.30		7.55	
DN MORGAN WB 7.5	968.0		7.18	7.23	8.03	10.08	10.23		7.46	
PETERSON 4.6	975.5		7.10	7.15	7.55	10.02	10.17		7.39	
GATEWAY 5.0	980.1		7.04	7.09	7.49	9.57	10.12		7.33	
UINTAH 4.8	985.1		6.57	7.02	7.42	9.50	10.05		7.27	
RIVERDALE YL 2.7	989.9									
DN-R OGDEN YL OG (175.6)	992.6		6.45AM	6.50AM	7.30AM	9.40AM	9.55AM		7.15PM	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time.....	(0.40)	(3.45)	(3.45)	(3.50)	(3.10)	(3.10)	(0.33)	(3.50)	(0.37)
Average speed per hour.....	45.3	46.8	46.8	45.8	55.5	55.5	54.9	45.8	48.9

Eastward trains must keep to the left Ogden to Mile Post 931.5 (located 1.1 miles east of Curvo).
 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.—See instructions on page 3.
 Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden.
 For conditional stops to discharge or pick up revenue passengers.—See page 3.
 For stations not shown on schedule pages.—See page 31.

FIRST SUBDIVISION EASTWARD

FIRST CLASS		Time-Table No. 4 June 12, 1949	SECOND CLASS				Car capacity of sidings, etc. See Rule 6(A) Page 80.
6 Mail and Express	24 Passenger		262 Time Freight	254 Time Freight	264 Time Freight	226 Mixed	
STATIONS							
A 11.35PM	A 12.15AM	DN-R GREEN RIVER YL GR 4.1	A 3.00AM	A 8.00AM	A 8.15AM	Yard COPTWXYZ	
11.20	12.03AM	RIVIEW 3.8				WS 61 PX	
11.16	11.59PM	PERU 5.3				CS 82 P	
11.10	11.53	BRYAN 7.6				CS 81 P	
11.03	11.45	WESTVACO 9.4				CS 118 P	
10.54	f 11.35	DN GRANGER YL GN 6.8	12.40AM		6.30AM	WS 99 IPWXY ES 68 RCS	
10.47	11.26	VERNE 4.7				CS 126 P	
10.42	11.20	CHURCH BUTTES 7.2				CS 103 P	
10.34	11.12	HAMPTON 8.8				CS 103 P	
10.30	11.08	ELKHURST 5.7				CS 96 P	
s 10.22	f 11.00	DN CARTER 5.5				CS 135 CPWX	
10.13	10.51	ANTELOPE 4.7				CS 103 P	
10.09	10.46	BRIDGER 4.9				CS 131 P	
10.04	10.41	LEROY 4.3				WS 77 CS 83 PW	
9.59	10.36	RAGAN 2.8				WS 71 PX	
9.56	10.32	SPRING VALLEY 4.2				WS 71 CS 82 P	
9.52	f 10.26	DN ASPEN YL WX 1.8				WS 68 ES 71 IPX	
9.46	f 10.20	DN ALTAMONT YL AP 5.1				ES 64 CS 84 ES 62 IPX	
9.39	10.10	KNIGHT 4.0				ES 64 PX	
9.34	10.03	MILLIS 4.5				CS 118 P	
9.27	9.55	DN-R EVANSTON YL NA 4.5				Yard COPTWXYZ	
9.20	9.45	WYUTA 5.9				CS 124 P	
9.13	9.36	DN WAHSATCH YL WH 6.0				CS 98 PWXY	
9.07	f 9.30	CURVO 4.1				P	
8.58	9.18	CASTLE ROCK 6.6				WS 118 ES 101 PW	
8.52	9.12	EMORY 9.4				CS 125 PWX	
8.42	9.00	DN ECHO YL HO 8.8			A 9.05AM	WS 120 CS 120 ES 101 CPTWX	
8.27	f 8.43	D HENEFER NF 4.1				CS 118 PX	
8.22	8.37	D DEVIL'S SLIDE CN 7.4				CS 118 PX	
8.17	8.32	DN MORGAN WB 7.5				CS 132 PWX	
8.08	f 8.22	PETERSON 4.6				CS 118 P	
8.00	8.13	GATEWAY 5.0				PW	
7.54	8.05	UINTAH 4.8				ES 62 PX	
7.47	7.58	RIVERDALE YL 2.7				PX	
7.35PM	7.45PM	DN-R OGDEN YL OG (175.6)		1.00AM	7.35AM	Yard COPTWYZ	
Daily	Daily		Daily	Daily	Daily	Daily Except Sunday	

Thru Time.....	(4.00)	(4.30)		(2.20)	(7.00)	(1.45)	(1.30)
Average speed per hour.....	43.9	39.0		12.9	25.1	17.2	27.3

Eastward trains must keep to the left Ogden to Mile Post 931.5 (located 1.1 miles east of Curvo).
 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.—See instructions on page 3.
 Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden.
 For conditional stops to discharge or pick up revenue passengers.—See page 3.
 For stations not shown on schedule pages.—See page 31.

Car capacity of sidings, etc. See Rule 8(A) Page 30.	SECOND SUBDIVISION									
	WESTWARD				FIRST CLASS					
	SECOND CLASS				FIRST CLASS					
	263 Time Freight Daily	251 Time Freight Daily	257 Time Freight Daily	277 Time Freight Daily	11 Passenger Daily	31 Passenger Daily	105 Streamliner Passenger Daily	17 Passenger Daily	33 Passenger Daily	29 Passenger Daily
150 RCS IPWY	10.00AM		2.45AM		6.15PM		3.20PM	4.05AM		
70 P	10.08		2.53		6.19		3.24	4.10		
114 P	10.14		2.59		6.23		3.27	4.14		
75 P	10.21		3.06		6.28		3.31	4.19		
117 P	10.26		3.11		6.31		3.34	4.22		
83 P	10.34		3.19		6.36		3.38	4.27		
125 P	10.41		3.26		6.40		3.42	s 4.35		
77 P	10.49		3.34		6.45		3.46	4.41		
130 PW	10.56		3.41		6.50		3.50	4.47		
	11.06		3.51		6.57		3.56	4.55		
Yard OPTWYZ	11.20		4.10		s 7.04		f 3.58	s 5.05		
ws71 ES 70 PXY	11.27		4.17		7.08		4.02	5.11		
ws72 ES 76 PW XY	11.47 ¹⁰⁶		4.40		7.21		4.13	f 5.26		
98 PW	11.57AM		4.50		7.28		4.20	5.34		
78 P	12.05PM		4.58		7.32		4.24	5.39		
116 P	12.11		5.04		7.35		4.27	s 5.45		
68 P	12.18		5.11		7.39		4.31	5.51		
128 P	12.24		5.17		7.43		4.35	5.56		
78 P	12.32		5.25		7.48		4.40	6.02		
ws130 ES 125 PW	12.42		5.35		s 7.56		4.45	s 6.15		
77 P	12.50		5.43		8.01		4.49	6.23		
128 P	12.56		5.49		8.05		4.52	6.28		
77 PW	1.04		5.57		8.11		4.57	s 6.37		
92 P	1.12		6.05		8.17		5.02	6.44		
69 P	1.21		6.14		8.23 ¹⁸		5.07	6.52		
Yard COPTWYZ	1.45		6.35		8.35		s 5.15	7.05 ²⁵⁷		
	2.30		7.20 ¹⁷		8.45			7.15 ²⁵⁷		
80 P	2.42		7.32		8.53		5.22	7.23		
109 PW	2.50		7.40		8.59		5.28	7.29		
127 P	2.57		7.47		9.05		5.33	7.35		
104 P	3.03		7.53		9.09		5.37	7.39		
77 P	3.08		7.58		9.13		5.40	7.44		
186 PWY	3.17		8.07		f 9.22		5.46	s 7.56		
113 PW	3.25		8.15		9.29		5.51	s 8.06		
116 P	3.32		8.22		9.34		5.55	8.12		
368 CPWY	3.50		8.40		f 9.43		6.00 ²⁶²	s 8.23		
116 P	3.56		8.46		9.48		6.04	8.28		
174 P	4.03		8.53		9.53		6.08	8.33		
104 P	4.10		9.00		9.58		6.12	8.38		
102 PW	4.16		9.06		10.01		6.15	8.41		
30 PX	4.24		9.14		f 10.07		6.19	s 8.48		
CS162 P	4.32		9.22		10.13		6.24	8.55		
226 IPWXY	4.45	10.30AM	9.35	1.55AM	10.23	10.10PM	6.32	s 9.08	4.10AM	12.20AM
ws51 ES 91 PWX	5.01	10.47	9.51	2.12	10.35	f 10.23	6.43	f 9.23	f 4.23	12.33
					10.41	10.29	6.48	9.29	4.29	12.39
Yard COPTWYZ	A 6.00PM	A 11.20AM	A 10.45AM	A 3.00AM	A 10.55PM	A 10.45PM	A 7.00PM	A 9.45AM	A 4.45AM	A 12.55AM

Time-Table No. 4
June 12, 1949

STATIONS

DN-R GRANGER YL GN
DONOVAN
MOXA
HASSETT
NUTRIA
COSGRIFF
DN OPAL OW
FOLGER
WATERFALL
EAST KEMMERER YL
DN KEMMERER YL Z
MOYER JCT. YL
DN FOSSIL YL FI
NUGGET
ORR
SAGE
CARLSON
BECKWITH
PIXLEY
DN COKEVILLE CK
MARSE
BORDER
PEGRAM
HARER
DINGLE
DN-R MONTELLIER MX
PESCADERO
GEORGETOWN
CAVANAUGH
MANSON
ROSE
DN SODA SPRINGS SD
ALEXANDER
TALMAGE
DN BANCROFT YL BN
KINPORT
PEBBLE
BROXON
BLASER
DN LAVA HOT SPGS. XY
TOPAZ
DN McCAMMON YL MC
D INKOM KO
PORTNEUF
DN-R POCATELLO YL H CA

(213.9)

Time-Table No. 4 June 12, 1949	SECOND SUBDIVISION									
	FIRST CLASS						SECOND CLASS			
	30 Passenger	32 Passenger	12 Passenger	106 Streamliner Passenger	18 Passenger	34 Passenger	278 Stock Special	262 Time Freight	270 Time Freight	264 Time Freight
	STATIONS									
DN-R GRANGER YL GN	0.0			Af 9.30AM	A 12.42PM	A 10.38PM		A 12.40AM		A 6.30AM
DONOVAN	4.1			9.24	12.37	10.33		12.26		6.21
MOXA	7.7			9.20	12.34	10.29		12.19		6.14
HASSETT	12.5			9.15	12.30	10.24		12.11		6.06
NUTRIA	15.4			9.12	12.27	10.21		12.06AM		6.01
COSGRIFF	20.2			9.07	12.23	10.16		11.58PM		5.53
DN OPAL OW	24.5			f 9.02	12.19	10.11		11.51		5.46
FOLGER	29.3			8.56	12.15	10.06		11.43		5.38
WATERFALL	33.6			8.51	12.11	10.01		11.35		5.30
EAST KEMMERER YL	39.0			8.44	12.05	9.54		11.25		5.20
DN KEMMERER YL Z	39.7			s 8.42	f 12.03PM	s 9.52		11.20		5.15
MOYER JCT. YL	42.3			8.34	11.58AM	9.44		10.55		4.50
DN FOSSIL YL FI	50.3			f 8.19	11.47 ²⁶³	9.29		10.32		4.27
NUGGET	56.0			8.11	11.40	9.21		10.17		4.12
ORR	59.6			8.06	11.36	9.16		10.09		4.04
SAGE	63.1			f 8.02	11.33	9.13		10.02		3.57
CARLSON	67.3			7.57	11.29	9.09		9.54		3.49
BECKWITH	71.3			7.53	11.25	9.05		9.47		3.42
PIXLEY	77.4			7.47	11.20	9.00		9.37		3.32
DN COKEVILLE CK	83.5			s 7.40	11.15	s 8.53		9.25		3.20
MARSE	88.2			7.31	11.10	8.45		9.06		3.01
BORDER	92.1			7.27	11.07	8.41		8.59		2.54
PEGRAM	97.7			f 7.21	11.02	8.35		8.51		2.46
HARER	102.9			7.14	10.57	8.29		8.43		2.38
DINGLE	108.0			7.08	10.52	8.23 ¹¹		8.35		2.30
DN-R MONTELLIER MX	115.0			7.00	10.45	8.15 ²⁶²		8.20 ¹⁸		2.15
PESCADERO	121.3			6.50	10.45	8.05		8.15 ¹⁸		2.10
GEORGETOWN	126.8			6.39	10.32	7.52		7.15		1.01
CAVANAUGH	131.9			6.32	10.27	7.44		7.06		12.52
MANSON	136.1			6.27	10.22	7.38		6.59		12.44
ROSE	140.0			6.23	10.18	7.33		6.53		12.37
DN SODA SPRINGS SD	144.0			6.19	10.15	7.29		6.47		12.30
ALEXANDER	151.6			s 6.10	10.09	s 7.20		6.38		12.20
TALMAGE	156.2			5.58	10.03	s 7.05		6.25		12.05AM
DN BANCROFT YL BN	161.8			5.53	9.58	6.57		6.15		11.55PM
KINPORT	165.6			s 5.46	9.53	f 6.49		6.00 ¹⁰⁶		11.40
PEBBLE	170.3			5.36	9.48	6.42		5.24		11.24
BROXON	174.8			5.30	9.43	6.36		5.16		11.16
BLASER	177.4			5.24	9.38	6.30		5.08		11.08
DN LAVA HOT SPGS. XY	180.0			5.19	9.35	6.25		5.01		11.01
TOPAZ	184.3			s 5.14	9.31	f 6.20		4.53		10.53
DN McCAMMON YL MC	191.2	A 3.20AM	As 4.50AM	s 4.56	9.19	6.03	As 6.15PM	A 2.20PM	4.20	A 8.50PM
D INKOM KO	201.9	3.06	s 4.36	4.40	9.08	5.50	f 6.01	1.55	3.55	8.25
PORTNEUF	207.7	3.00	4.29	4.34	9.02	5.44	5.54			
DN-R POCATELLO YL H CA	213.9	2.50AM	4.20AM	4.25AM	8.55AM	5.35PM	5.45PM	1.30PM	3.30PM	8.00PM
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time (0.30) (0.30) (5.05) (3.47) (5.05) (0.30) (0.50) (9.10) (0.50) (9.00)
Average speed per hour 45.4 45.4 42.1 56.6 42.3 45.4 27.2 23.3 27.2 23.7

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 106 is superior to westward trains of the same class.—See Rule S-72.

The time of No. 105 and No. 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 29, 30, 31, 32, 33 and 34, and not less than fifteen minutes by second-class, extra trains and yard engines.

No. 12 reduce speed to 20 MPH to dispatch mail and newspapers at Alexander and Georgetown.

For conditional stops to discharge or pick up revenue passengers.—See page 3.

For stations not shown on schedule pages.—See page 31.

WESTWARD		THIRD SUBDIVISION							Time-Table No. 4	
		SECOND CLASS							June 12, 1949	
Car capacity of sidings, etc. See Rule 6(A) Page 30.	Yard P								Time-Table No. 4 June 12, 1949	STATIONS
		254	277	251	311	Daily Except Sunday	Distance from Salt Lake City			
		Time Freight	Time Freight	Time Freight	Mixed					
	COPT WYZ	10.30PM	8.10PM	4.00AM					DN-R SALT LAKE CITY YL SA 2.6	
	PX	10.40	8.20	4.10					DN-R NORTH YARD YL C 2.6	
	IX								NORTH SALT LAKE 0.1	
	ES 47 PX	10.46	8.26	4.17					BAMBERGER R. R. CROSS. 2.9	
	WS 72 WPX	10.56	8.36	4.27					D WOODS CROSS WC 6.8	
	CB 133 PX	11.04	8.44	4.35					FARMINGTON 4.6	
		11.08	8.48	4.39					D KAYSVILLE K 2.2	
	WS 58 PX ES 115	11.18	8.58	4.49					D LAYTON NY 4.7	
	ES 41 PX	11.28	9.08	4.59					DN CLEARFIELD CF 3.7	
	P	11.36PM	9.16	5.07					ROY 5.1	
	COPT WYZ	A 12.05AM	9.40 10.05	5.35 ³⁰ 6.20					BRIDGE JCT. YL 1.0	
									DN-R OGDEN YL OG YD RD 0.7	
	122 P		10.15	6.30	6.20				D. & R. G. W. CROSSING YL 0.9	
	P		10.22	6.37	f 6.28				S. P. JCT. YL 3.1	
	120 P		10.28	6.43	f 6.36				HARRISVILLE 4.1	
	120 P		10.35	6.50	f 6.45				HOT SPRINGS 5.2	
	WS 114 ES 67 PWY		10.50	7.18 ³²	A 7.00AM				WILLARD 7.1	
	120 P		11.06	7.34					DN BRIGHAM YL BM 9.3	
	122 P		11.14	7.42					D HONEYVILLE HX 5.5	
	121 P		11.30PM	7.58					DEWEY 8.7	
	WS 106 ES 70 CP WYZ		12.01 ²⁷⁰ AM	8.35					WHEELON 4.2	
	123 P		12.17	8.51					DN CACHE JCT. YL CJ 8.1	
	P		12.22	8.56					D TRENTON ON 3.7	
	P		12.25	8.59					D CORNISH CG 1.8	
	121 P		12.30	9.04					UTIDA 2.7	
	121 P		12.43	9.17					D WESTON WI 5.9	
	PW		12.50	9.24					DN DAYTON CN 4.2	
	121 P		12.55	9.29					CLIFTON 3.1	
	P		1.00	9.34					COULAM 3.0	
	121 PW		1.06	9.40					OXFORD 3.4	
	121 PW		1.23	9.57					SWAN LAKE 10.3	
	P		1.31	10.05					DN DOWNEY DO 5.0	
	122 P		1.39	10.13					VIRGINIA 4.7	
	ES 123 WS 125 IPWY		A 1.55AM	A 10.30AM					D ARIMO A 6.5	
									DN-R McCAMMON YL MC	

(147.5)

(1.35)	(5.45)	(6.30)	(0.50)	..... Thru Time
21.3	25.2	22.3	25.3	..... Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 Between Salt Lake City and Ogden the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.—See instructions on page 3.
 Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden.
 For stations not shown on schedule pages.—See page 31.

WESTWARD		THIRD SUBDIVISION							Time-Table No. 4	
		FIRST CLASS							June 12, 1949	
Car capacity of sidings, etc. See Rule 6(A) Page 30.	Yard P	33	29	38	31	104	2	4	Time-Table No. 4 June 12, 1949	STATIONS
		Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger		
		Daily	Daily	Daily	Daily	Daily	Daily	Daily		
		11.30PM	8.00PM	5.50PM	5.35PM	8.45AM	6.20AM	5.30AM	0.0	DN-R SALT LAKE CITY YL SA 2.6
		11.40	8.10	6.00	5.45	8.53	6.30	5.40	2.6	DN-R NORTH YARD YL C 2.6
									5.3	NORTH SALT LAKE 0.1
		11.44	8.14	6.04	f 5.49	8.56	6.33	5.43	8.2	BAMBERGER R. R. CROSS. 2.9
		11.50	8.20	6.10	5.55		6.39	5.49	15.0	D WOODS CROSS WC 6.8
		11.56	8.26	6.15	6.00	9.04	6.43	5.53	19.8	FARMINGTON 4.6
		11.58PM	8.28	6.18	6.02		6.45	5.55	21.8	D KAYSVILLE K 2.2
		12.03AM	8.33	6.22	f 6.08	9.09	6.49	5.59	26.5	D LAYTON NY 4.7
		12.07	8.37	6.26	6.13	9.12	6.52	6.02	30.2	DN CLEARFIELD CF 3.7
		12.12	8.42	6.31	6.18	9.16	6.57	6.07	35.3	ROY 5.1
		12.30	9.00	A 6.45PM	6.35	A 9.30AM	A 7.10AM	A 6.20AM	36.3	BRIDGE JCT. YL 1.0
		1.00	9.30		7.00				37.0	DN-R OGDEN YL OG YD RD 0.7
		1.07	9.37		7.07				37.9	D. & R. G. W. CROSSING YL 0.9
		1.11	9.40		7.10				41.0	S. P. JCT. YL 3.1
		f 1.16	9.44		7.14				45.1	HARRISVILLE 4.1
		f 1.22 ²⁷⁰	9.49		7.19				50.3	HOT SPRINGS 5.2
		s 1.37	s 10.05		s 7.34				57.4	WILLARD 7.1
		f 1.50	10.17		f 7.46				66.7	DN BRIGHAM YL BM 9.3
		f 1.57	10.24		f 7.53				72.2	D HONEYVILLE HX 5.5
		2.09	10.36		8.05 ³⁴				80.9	DEWEY 8.7
		s 2.33	s 10.55		s 8.30				85.1	WHEELON 4.2
		f 2.44	11.06 ²⁷⁰		f 8.42				93.2	DN CACHE JCT. YL CJ 8.1
		s 2.50	11.10		s 8.49				96.9	D TRENTON ON 3.7
		f 2.52	11.12		8.52				98.7	D CORNISH CG 1.8
		f 2.56	11.15		f 8.57				101.4	UTIDA 2.7
		f 3.06	11.23		f 9.07				107.3	D WESTON WI 5.9
		f 3.11	11.28		9.12				111.5	DN DAYTON CN 4.2
		f 3.15	11.31		9.15				114.6	CLIFTON 3.1
		f 3.20	11.35		9.19				117.6	COULAM 3.0
		f 3.25	11.39		9.23				121.0	OXFORD 3.4
		s 3.44 ³⁰	s 11.55PM		s 9.40 ²⁷⁰				131.3	SWAN LAKE 10.3
		f 3.52	12.01AM		9.47				136.3	DN DOWNEY DO 5.0
		f 3.59	12.07		f 9.54				141.0	VIRGINIA 4.7
		A s 4.10AM	A s 12.20AM		A s 10.10PM				147.5	D ARIMO A 6.5
										DN-R McCAMMON YL MC

(147.5)

(4.40)	(4.20)	(0.55)	(4.35)	(0.45)	(0.50)	(0.50) Thru Time
31.6	34.0	39.6	32.1	48.4	43.5	43.5 Average speed per hour

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 For stations not shown on schedule pages.—See page 31.

THIRD SUBDIVISION EASTWARD

Time-Table No. 4 June 12, 1949	Mile Post	FIRST CLASS						
		30 Passenger	37 Passenger	32 Passenger	1 Passenger	103 Streamliner Passenger	34 Passenger	3 Passenger
STATIONS								
DN-R SALT LAKE CITY YL SA 2.6	36.3	A 7.30AM	A 8.00AM	A 9.15AM	A 5.50PM	A 7.15PM	A 10.25PM	A 10.35PM
DN-R NORTH YARD YL C 2.6	33.7							
NORTH SALT LAKE 0.1	31.1	7.12	7.42	8.59	5.38	7.03	f 10.09	10.23
BAMBERGER R. R. CROSS. 2.9	31.0							
D WOODS CROSS WC 6.8	28.1	7.08	7.38	8.55	5.34	6.59	f 10.04	10.19
FARMINGTON 4.6	21.3	7.00	7.30	8.46	5.28		9.56	10.13
D KAYSVILLE K 2.2	16.7	6.55	7.25	8.39	5.24		f 9.51	10.09
D LAYTON NY 4.7	14.5	6.52	7.22	8.36	5.22	6.48	f 9.47	10.07
DN CLEARFIELD CF 3.7	9.8	6.47	7.17	8.29	5.17	6.44	f 9.42	10.02
ROY 5.1	6.1	6.42	7.12	8.22	5.12	6.41	9.37	9.57
BRIDGE JCT. YL 1.0	1.0	6.35	7.05	8.15	5.05	6.35	9.30	9.50
DN-R OGDEN YL OG 0.7	0.0	6.30 ³¹¹ 6.10 ²⁵¹	7.00AM	8.10 7.50	5.00PM	6.30PM	9.25 9.05	9.45PM
D. & R. G. W. CROSSING YL 0.9	0.7							
S. P. JCT. YL 3.1	1.6							
HARRISVILLE 4.1	4.7	5.57		7.38			8.53	
HOT SPRINGS 5.2	8.8	5.52		f 7.33			8.49	
WILLARD 7.1	14.0	5.46		f 7.27			8.44	
DN BRIGHAM YL BM 9.3	21.1	s 5.37		s 7.18 ²⁵¹			s 8.36	
D HONEYVILLE HX 5.5	30.4	5.21		f 7.00			f 8.21	
DEWEY 8.7	35.9	5.15		f 6.53			f 8.15	
WHEELON 4.2	44.6	5.05		f 6.41			f 8.05 ³¹	
DN CACHE JCT. YL CJ 8.1	48.8	s 4.50		s 6.27			s 7.50	
D TRENTON ON 3.7	56.9	4.35		s 6.07			f 7.32	
D CORNISH CG 1.8	60.6	s 4.30		s 6.02			s 7.27	
UTIDA 2.7	62.4	4.26		5.58			7.23	
D WESTON WI 5.9	65.1	4.23		s 5.55			f 7.20	
DN DAYTON CN 4.2	71.0	4.16		s 5.45			f 7.11	
CLIFTON 3.1	75.2	4.10		f 5.39			f 7.05	
COULAM 3.0	78.3	4.06		f 5.35			7.01	
OXFORD 3.4	81.3	4.02		f 5.31			f 6.57	
SWAN LAKE 10.3	84.7	3.58		f 5.27			f 6.53	
DN DOWNEY DO 5.0	95.0	s 3.44 ³³		s 5.15			s 6.40	
VIRGINIA 4.7	100.0	3.36		f 5.06			f 6.31	
D ARIMO A 6.5	104.7	3.30		f 5.00			f 6.25	
DN-R McCAMMON YL MC (147.5)	111.2	3.20AM		4.50AM			6.15PM	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time	(4.10)	(1.00)	(4.25)	(0.50)	(0.45)	(4.10)	(0.50)
Average speed per hour	35.4	36.3	33.4	43.6	48.4	35.4	43.6

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THIRD SUBDIVISION EASTWARD

Time-Table No. 4 June 12, 1949	SECOND CLASS				Car capacity of sidings, etc. See Rule 6(A) Page 30.
	278 Stock Special	259 Time Freight	312 Mixed	270 Time Freight	
STATIONS					
DN-R SALT LAKE CITY YL SA 2.6					Yard P
DN-R NORTH YARD YL C 2.6	A 9.30PM	A 5.00PM		A 4.00AM	Yard COPT WYZ
NORTH SALT LAKE 0.1	9.15	4.40		3.45	PX
BAMBERGER R. R. CROSS. 2.9					IX
D WOODS CROSS WC 6.8	9.10	4.35		3.40	ES 47 PX
FARMINGTON 4.6	8.58	4.23		3.28	ws72WFX
D KAYSVILLE K 2.2	8.50	4.15		3.20	cs 133PX
D LAYTON NY 4.7	8.45	4.10		3.15	ws 56 ES 115 PX
DN CLEARFIELD CF 3.7	8.35	4.00		3.05	ES 41 PX
ROY 5.1	8.25	3.50		2.55	P
BRIDGE JCT. YL 1.0	8.10	3.35		2.40	Yard COPT WYZ
DN-R OGDEN YL OG 0.7	8.00	3.30PM	A 6.00PM	2.30	
D. & R. G. W. CROSSING YL 0.9	6.30			2.00	
S. P. JCT. YL 3.1					122 P
HARRISVILLE 4.1	6.03		f 5.37	1.40	P
HOT SPRINGS 5.2	5.56		f 5.28	1.32	120 P
WILLARD 7.1	5.47		f 5.17	1.22 ³³	120 P
DN BRIGHAM YL BM 9.3	5.35		5.00PM	1.04	ws114 ES 67 PWY
D HONEYVILLE HX 5.5	5.15			12.44	120 P
DEWEY 8.7	5.06			12.35	122 P
WHEELON 4.2	4.50			12.20	121 P
DN CACHE JCT. YL CJ 8.1	4.30			12.01 ²⁷⁷	ws106 CPW ES 70 YZ
D TRENTON ON 3.7	3.52			11.06 ²⁹	123 P
D CORNISH CG 1.8	3.46			10.37	P
UTIDA 2.7	3.43			10.34	P
D WESTON WI 5.9	3.38			10.29	121 P
DN DAYTON CN 4.2	3.28			10.19	121 P
CLIFTON 3.1	3.21			10.12	PW
COULAM 3.0	3.16			10.07	121 P
OXFORD 3.4	3.11			10.02	P
SWAN LAKE 10.3	3.06			9.57	121 PW
DN DOWNEY DO 5.0	2.50			9.40 ³¹	121 PW
VIRGINIA 4.7	2.42			9.18	P
D ARIMO A 6.5	2.35			9.10	122 P
DN-R McCAMMON YL MC (147.5)	2.20PM			8.50PM	ES 123 ws 125 IPWY
	Daily	Daily	Daily Except Sunday	Daily	

Thru Time	(7.10)	(1.30)	(1.00)	(7.10)
Average speed per hour	20.2	22.4	21.1	20.2

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WESTWARD		WEST BELT BRANCH		EASTWARD		WESTWARD		EAST BELT BRANCH		EASTWARD	
		Time-Table No. 4 June 12, 1949		Mile Post		SECOND CLASS 392 Mixed		Time-Table No. 4 June 12, 1949		Mile Post	
		STATIONS						STATIONS			
60 PW	D-R	UCON	UN	0.0	A 1.40PM	17 PY	8.05AM	ORVIN	0.0		
		8.8						2.3			
21 P		LEWISVILLE		8.8	f 1.10	21	f 8.15	LINCOLN	2.3		
		1.7						0.8			
50 P	D	MENAN	MN	10.5	s 1.00	P		LINCOLN JCT.	3.1		
		1.0						2.6			
		ANNIS JCT.		11.5		46 P	s 8.27	IONA	5.7		
		13.5						10.7			
52 PW		PLANO		25.0	f 12.12	21 PW	s 9.05	RIRIE	16.4		
		1.7						5.0			
18		EDMONDS		26.7	f 12.05PM	13 P	f 9.18	BYRNE	21.4		
		2.6						4.2			
11 P		EGGIN		29.3	f 11.56AM	11 P	f 9.30	JENSON	25.6		
		2.3						2.6			
20		HEMAN		31.6	f 11.46	23 P	f 9.40	WALKER	28.2		
		1.9						4.3			
14 P		PARKER		33.5	f 11.40	40 P	f 9.52	PARKINSON	32.4		
		5.2						1.9			
118 PWY	D-R	ST. ANTHONY YL	SH	38.7	11.15AM	10 P	f 9.58	MOODY	34.3		
								3.8			
		(38.7)				12 P	s 10.20	NEWDALE	38.1		
								6.3			
					Daily Except Sunday	P	A 10.40AM	BELT YL	44.4		
								(44.4)			

..... Thru Time (2.25) Thru Time
 Average speed per hour 16.0 Average speed per hour 17.2

WESTWARD		MACKAY BRANCH				EASTWARD	
		Time-Table No. 4 June 12, 1949				Mile Post	
		SECOND CLASS				SECOND CLASS	
		321 Mixed		309 Mixed			
		Daily Except Sunday		Daily Except Sunday			
		STATIONS					
CPWY		8.15AM	7.30AM	DN-R	BLACKFOOT YL	0.0	A 2.20PM
					2.6		A 3.55PM
					GARDNER JCT.	2.6	
					1.7		
9		f 8.25	f 7.42		CLARKSON	4.3	f 2.00
					1.4		f 3.42
30		f 8.30	f 7.47		MORELAND	5.7	f 1.55
					0.2		f 3.37
					THOMAS JCT.	5.9	
					1.2		
P		A 8.35AM	f 7.51		ABERDEEN JCT. YL	7.1	1.45PM
					3.0		f 3.33
32 PW			f 8.24		TABER	20.1	f 3.00
					19.8		
20 PY			f 9.15		SCOVILLE	39.7	f 2.10
					19.4		
37 PWY			s 10.05	D	ARCO YL	59.1	s 1.20
					7.6		
21 P			s 10.27		MOORE	66.7	s 12.48
					5.9		
10			s 10.45		DARLINGTON	72.6	s 12.30
					4.7		
5			s 11.00		LESLIE	77.3	s 12.15PM
					8.0		
68 PWY		A 11.25AM		D-R	MACKAY YL	85.3	11.50AM
					(85.3)		

(0.20) (3.55) Thru Time (0.35) (4.05)
 21.3 21.7 Average speed per hour 12.2 20.9

WESTWARD		TETON VALLEY BRANCH				EASTWARD	
		Time-Table No. 4 June 12, 1949				Mile Post	
		SECOND CLASS		FIRST CLASS		SECOND CLASS	
		481 Local Freight		47 Passenger		48 Passenger	
		Daily Except Sunday		Daily		482 Local Freight	
		STATIONS					
46 copwy	7.00AM		5.20AM	DN-R	ASHTON YL	0.0	A 1.30PM
					1.8		
19	7.10		f 5.24		MARYSVILLE YL	1.8	f 9.45
					4.2		1.15
33	7.25		f 5.32		GRAINVILLE	6.0	f 9.37
					2.6		1.00
19 PW	7.40		s 5.38	D	DRUMMOND	8.6	s 9.32
					4.2		12.50
11	7.55		f 5.46		FRANCE	12.8	f 9.24
					3.0		12.35
33 P	8.05		s 5.53		LAMONT	15.8	s 9.18
					10.5		12.25PM
20	8.38		s 6.17		FELT	26.3	s 8.55
					4.0		11.50AM
22 PWY	8.53		s 6.27	D	TETONIA	30.3	s 8.47
					2.4		11.35
			f 6.32		DWIGHT	32.7	f 8.41
					4.5		
31	9.12		s 6.42	D	DRIGGS	37.2	s 8.33
					8.4		11.10
19 PWY	A 9.35AM		A 7.00AM	D-R	VICTOR YL	45.6	8.15PM
							10.40AM
					(45.6)		

(2.35) (1.40) Thru Time (1.40) (2.50)
 17.6 27.3 Average speed per hour 27.3 16.1

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.
 For stations not shown on schedule pages.—See page 31.

WESTWARD		ABERDEEN BRANCH		EASTWARD		WESTWARD		THOMAS BRANCH		EASTWARD	
		Time-Table No. 4 June 12, 1949		Mile Post		Time-Table No. 4 June 12, 1949		Mile Post			
		SECOND CLASS		SECOND CLASS		SECOND CLASS		SECOND CLASS			
		321 Mixed		322 Mixed							
		Daily Except Sunday		Daily Except Sunday							
		STATIONS						STATIONS			
P		8.35AM			0.0	A 1.45PM			0.0		
32	f 8.48		ABERDEEN JCT. YL		4.3	f 1.30		THOMAS JCT.	4.4		
			4.3					4.4			
17	f 8.53		ROCKFORD		4.3	f 1.20		THOMAS (Spur)	4.4		
			1.6					0.2			
29	P s 9.13	D	PINGREE	PG	10.2	f 12.58		END OF TRACK	4.6		
			6.3					(4.6)			
31	P f 9.33		SPRINGFIELD		16.5	f 12.40					
			3.2								
17	P s 9.50		STERLING		19.7	s 12.25PM					
			8.5								
32 PWY	A 10.25AM	D-R	ABERDEEN YL	BN	28.2	11.50AM					
			(28.2)								

(1.50) (1.55) Thru Time (1.55)
 15.4 Average speed per hour 14.7

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 For stations not shown on schedule pages.—See page 31.

WESTWARD KEMMERER BRANCH EASTWARD					WESTWARD CUMBERLAND BRANCH EASTWARD				
Time-Table No. 4 June 12, 1949					Time-Table No. 4 June 12, 1949				
STATIONS					STATIONS				
Car capacity of sidings, etc. See Rule 6(A) Page 80.	Distance from Kemmerer		Mile Post		Car capacity of sidings, etc. See Rule 6(A) Page 80.	Distance from Moyer Jct.		Mile Post	
Yard CPT WZ	0.0	DN-R	KEMMERER YL	Z	0.0			0.0	
	1.0		NO. KEMMERER JCT. YL		1.0			4.8	
	2.4		NO. KEMMERER YL		2.4			9.3	
	5.1		PHOSPHATE YL		5.1			13.0	
	9.2		QUEALY YL		9.2				
			(9.2)						(13.0)

WESTWARD ELKOL BRANCH EASTWARD				WESTWARD BLAZON BRANCH EASTWARD				WESTWARD GRACE BRANCH EASTWARD			
Time-Table No. 4 June 12, 1949				Time-Table No. 4 June 12, 1949				Time-Table No. 4 June 12, 1949			
STATIONS				STATIONS				STATIONS			
Car capacity of sidings, etc. See Rule 6(A) Page 80.	Distance from Glencoe Jct.		Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 80.	Distance from Blazon Jct.		Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 80.	Distance from Alexander		Mile Post
58	0.0		GLENCOE JCT. YL	0.0	0.0		BLAZON JCT.	0.0	112 PW	0.0	
	3.9		ELKOL		1.4		RADIANT	1.4	6.0		6.0
			(3.9)				(1.4)				(6.0)

WESTWARD GOSHEN BRANCH EASTWARD				WESTWARD ANNIS BRANCH EASTWARD			
Time-Table No. 4 June 12, 1949				Time-Table No. 4 June 12, 1949			
STATIONS				STATIONS			
Car capacity of sidings, etc. See Rule 6(A) Page 80.	Distance from Goshen Jct.		Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 80.	Distance from Annis Jct.		Mile Post
PY	0.0		GOSHEN JCT.	0.0			ANNIS JCT.
19	4.8		GOSHEN	4.8			0.5 GRAYS (Spur)
22	10.6		GERRARD	10.6			2.1 ANNIS (Spur)
11	12.4		INDIAN	12.4			(2.6)
14	15.2		HACKMAN	15.2			
	21.6		LINCOLN JCT.	21.6			
			(21.6)				

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
For stations not shown on schedule pages.—See page 31.

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 "Frnt."—Train with freight cars; train with caboose only; locomotive without cars.

When a Diesel-electric passenger 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.

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

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.

Where rules, special rules or bulletin require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Maximum speed.	90	75	50	Trains handling loaded wooden Hart convertible cars.			30
With Diesel-electric helper locomotive.	60	60		Trains handling company roadway machines on their own wheels on main line— Straight track.			30
DLS and Stock Specials Ogden to Salt Lake City: On straight track, where not otherwise restricted. On curves, where not otherwise restricted.			60 50	Curves. Yellowstone Branch between Idaho Falls and Ashton.			25 20
Mountain type engines.		70	50	On other branch lines.			15
3900 class engines.		65	50	Diesel-electric switch engines in road service.	35	35	35
3800 class engines. Between Idaho Falls and Silver Bow.		60 60	50 40	Within yard limits— Protected by continuous block signal system. Not protected by continuous block signal system.	60	50	25 25
4000, 9000, 2-10-2 and 4-10-2 type engines.		50	50	At Riverdale and North Yard. On branch lines.	50 30	40 30	25 15
When caboose is handled in train consisting of passenger train equipment.		55		Passing fueling stations— On main line. On branch lines.	50 30	40 30	25 15
Diesel-electric locomotives in road or helper service— Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling train. Backing up light.	40	40	40 40	Through tunnels.	40	40	25
Inspection bus cars.		40	40	When using cross-overs or turn-outs: 9000 class engines; Forward movement. Back-up movement.			10 6
Battery motor car 01886.		50		All other class engines; Forward movement. Back-up movement.	15 10	15 10	15 10
MacArthur type engines with 63-inch drivers. Between Idaho Falls and Silver Bow.		55 50	50 40	When using No. 14 turn-outs.	25	20	20
MacArthur type engines with 57-inch drivers.		35	35	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement or where movements is over facing point switch.	20	20	20
Ten Wheeler type engines 1575 to 1579.		55	40	On wye tracks.	6	6	6
Other Ten Wheeler type engines and Consolidation type engines.		35	35	Jordan spreaders and other machines of spreader type, when in operation.			15
Mallet type engines, 3500 to 3599 incl.		35	35	Trains handling air-dump cars.			35
0-6-0 and 0-8-0 type yard engines.		20	20	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch lines.			25 15
Steam engines running backward.		20	20	(Slower speed must be observed where conditions require.)			
Trains handling scale test cars— On main line also between Idaho Falls and Ashton. On branch lines.			30 20				
Diesel-electric locomotives running light, dynamic brake not in operation. Westward: between M.P. 43.8 and M.P. 49. Second Sub-division.			35				

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.
4000 class engines.		45	45	Outside of yard limits 1360 class Diesel-electric locomotives running light will be governed by speed restrictions for passenger trains but a speed of 45 MPH must not be exceeded. When more than 50% of the tonnage is gravel.			
Freight engines not otherwise shown.		50	50				
Light engines.			45				40
Between Green River and Evanston							
ON WESTWARD TRACK				ON EASTWARD TRACK			
Green River Between M.P. 817.0 and 818.5.	50	40	25	Evanston Between M.P. 915.6 and 915.4.	70	60	50
Between M.P. 819.3 and 820.7.	60	50	40	Between M.P. 913.4 and 913.1.	70	60	50
Riview Between M.P. 822.4 and 823.6.	60	50	40	Millis Between M.P. 910.4 and 909.3.	80	70	50
Peru Between M.P. 825.4 and 826.6.	70	60	50	Knight Between M.P. 908.6 and 906.3.	50	40	30
Between M.P. 827.9 and 828.4.	70	60	50	Between M.P. 905.3 and 904.9.	60	50	40
Bryan Between M.P. 831.2 and 831.5.	65	55	45	Altamont Aspen Tunnel.	25	15	15
Between M.P. 833.6 and 834.1.	70	60	50	Aspen Between M.P. 901.3 and 896.7.	60	50	40
Westvaco Between M.P. 844.9 and 845.3.	60	50	40	Ragan Between M.P. 894.4 and 894.0.	70	60	50
Granger Between M.P. 846.3 and 847.9.	60	50	25	Between M.P. 893.4 and 890.9.	70	60	50
Between M.P. 849.9 and 850.2.	70	60	50	Leroy Between M.P. 890.2 and 889.3.	50	40	35
Church Buttes Between M.P. 860.1 and 860.3.	70	60	50	Between M.P. 888.7 and 888.3.	70	60	50
Between M.P. 862.2 and 862.5.	70	60	50	Between M.P. 887.5 and 887.3.	65	55	45
Hampton Between M.P. 866.7 and 866.9.	75	65	50	Between M.P. 886.7 and 886.4.	70	60	50
Between M.P. 868.0 and 869.2.	65	55	45	Bridger Between M.P. 885.0 and 884.6.	60	50	40
Elkhurst Between M.P. 870.9 and 873.6.	70	60	50	Between M.P. 883.9 and 882.5.	60	50	40
Between M.P. 874.0 and 874.5.	70	60	50	Between M.P. 881.7 and 881.4.	70	60	50
Carter Between M.P. 878.2 and 878.5.	70	60	50	Antelope Between M.P. 880.3 and 880.1.	60	50	40
Between M.P. 880.1 and 880.3.	60	50	40	Between M.P. 878.5 and 878.2.	70	60	50
Antelope Between M.P. 881.4 and 881.7.	70	60	50	Between M.P. 874.5 and 874.0.	70	60	50
Between M.P. 882.5 and 883.9.	60	50	40	Carter Between M.P. 873.6 and 870.9.	70	60	50
Between M.P. 884.6 and 885.0.	60	50	40	Elkhurst Between M.P. 869.2 and 868.0.	55	45	35
Bridger Between M.P. 886.4 and 886.7.	70	60	50	Between M.P. 866.9 and 866.7.	75	65	50
Between M.P. 887.3 and 887.5.	65	55	45	Hampton Between M.P. 862.5 and 862.2.	70	60	50
Between M.P. 888.3 and 888.7.	70	60	50	Between M.P. 860.3 and 860.1.	70	60	50
Between M.P. 889.3 and 890.2.	50	40	35	Verne Between M.P. 850.2 and 849.9.	70	60	50
Leroy Between M.P. 891.6 and 895.1.	70	60	50	Granger Between M.P. 847.9 and 846.3.	60	50	25
Ragan Between M.P. 896.1 and 901.3.	60	50	40	Between M.P. 845.3 and 844.9.	60	50	40
Aspen Aspen Tunnel.	25	15	15	Westvaco Between M.P. 834.1 and 833.6.	70	60	50
Altamont Between M.P. 904.9 and 905.3.	60	50	40	Between M.P. 831.5 and 831.2.	65	55	45
Between M.P. 906.3 and 908.6.	50	40	30				

FIRST SUBDIVISION (Continued)

Location	Per Hour			Location	Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.
ON WESTWARD TRACK				ON EASTWARD TRACK			
Knight Between M.P. 909.3 and 910.4.	80	70	50	Bryan Between M.P. 828.4 and 827.9.	70	60	50
Millis Between M.P. 913.1 and 913.4.	70	60	50	Between M.P. 826.6 and 825.4.	70	60	50
Between M.P. 915.4 and 915.6.	70	60	50	Peru Between M.P. 823.6 and 822.4.	60	50	40
Between M.P. 915.9 and 919.1.	60	50	25	Riview Between M.P. 820.7 and 819.3.	60	50	40
Evanston				Between M.P. 818.5 and 817.0.	50	40	25
				Green River			
Between Ogden and Evanston							
Evanston Between M.P. 920.6 and 921.2.	70	60	50	Ogden Between M.P. 989.0 and 987.9.	65	55	45
Wyuta Between M.P. 925.9 and 926.2.	65	55	40	Between M.P. 985.7 and 985.4.	60	50	40
Between M.P. 926.5 and 928.8.	60	50	25	Uintah Between M.P. 984.8 and 984.4.	60	50	40
Between M.P. 928.8 and 935.8.	35	35	30	Gateway Between M.P. 983.5 and 981.0.	40	35	30
Castle Rock Between M.P. 937.0 and 939.4.	50	40	35	Between M.P. 981.0 and 980.7.	35	35	30
Between M.P. 941.1 and 941.9.	55	45	40	Between M.P. 980.7 and 978.7.	40	35	30
Emory Between M.P. 942.9 and 945.5.	50	40	35	Strawberry Between M.P. 977.3 and 977.0.	60	50	45
Between M.P. 946.9 and 951.1.	50	40	35	Between M.P. 976.1 and 974.1.	55	45	35
Between M.P. 952.1 and 952.5.	35	30	25	Peterson Between M.P. 972.6 and 972.4.	75	65	50
Echo Between M.P. 953.3 and 954.1.	60	50	25	Morgan Between M.P. 967.8 and 967.2.	60	50	40
Between M.P. 954.2 and 954.5.	55	50	45	Between M.P. 965.1 and 963.1.	45	35	30
Henefer Between M.P. 958.1 and 959.5.	70	60	45	Between M.P. 962.8 and 959.8.	60	50	40
Between M.P. 959.8 and 962.8.	60	50	45	Devil's Slide Between M.P. 959.5 and 958.1.	70	60	45
Between M.P. 963.1 and 965.1.	45	35	30	Henefer Between M.P. 954.5 and 954.2.	55	50	45
Between M.P. 967.2 and 967.8.	60	50	40	Between M.P. 954.1 and 953.3.	60	50	25
Stoddard Between M.P. 972.4 and 972.6.	75	65	50	Echo Between M.P. 952.5 and 952.1.	35	30	25
Between M.P. 974.1 and 976.1.	50	45	35	Between M.P. 951.1 and 946.9.	50	40	35
Between M.P. 977.0 and 977.3.	60	50	45	Between M.P. 945.5 and 942.9.	50	40	35
Strawberry Between M.P. 978.7 and 980.7.	40	35	30	Emory Between M.P. 941.6 and 940.9.	55	45	40
Between M.P. 980.7 and 981.0.	35	35	30	Between M.P. 939.1 and 929.2.	55	45	35
Between M.P. 981.0 and 983.7.	40	35	30	Curvo Between M.P. 928.8 and 927.6.	50	40	25
Uintah Between M.P. 985.5 and 985.8.	70	60	50	Wahsatch Between M.P. 927.6 and 927.4.	30	25	25
Between M.P. 987.9 and 989.0.	65	55	45	Between M.P. 927.4 and 926.5.	60	50	25
Ogden				Between M.P. 926.2 and 925.9.	65	55	40
				Wyuta Between M.P. 921.2 and 920.6.	70	60	50
				Between M.P. 919.1 and 915.9.	60	50	25
				Evanston			

SECOND SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Maximum Speed.	75	75	50				
Between Granger and Montpelier							
Granger Between M.P. 0.0 and 1.0.	50	40	25	Kemmerer 7000 and heavier type engines, turntable lead.			5
Between M.P. 3.4 and 3.7.	70	65	45	Between M.P. 43.2 and 44.0. Watch for rocks.	25	20	20
Moxa Between M.P. 12.2 and 12.3	70	65	45	Between M.P. 44.0 and 49.2.	50	40	25
Hassett Between M.P. 14.4 and 14.6.	70	65	45	Between M.P. 49.2 and 49.4.	40	40	25
Nutria Between M.P. 16.1 and 16.5.	70	65	45	Between M.P. 51.1 and 51.6.	50	40	25
Between M.P. 18.2 and 18.3.	60	50	40	Fossil Between M.P. 54.5 and 58.0.	40	35	25
Cosgriff Between M.P. 21.2 and 21.5.	70	65	45	Nugget Between M.P. 58.0 and 59.6.	70	65	45
Between M.P. 23.6 and 23.8.	70	65	45	Orr Between M.P. 60.8 and 61.2.	70	65	45
Opal Between M.P. 28.7 and 28.9.	70	65	45	Sage Between M.P. 63.6 and 65.4.	60	50	40
Folger Between M.P. 29.4 and 29.6.	70	65	45	Between M.P. 66.5 and 68.2.	70	65	45
Between M.P. 31.3 and 32.3.	50	40	30	Cokeville Over streets and alleys.	30	30	30
Between M.P. 33.0 and 33.1.	70	65	45	Between M.P. 87.4 and 87.7.	60	50	40
Waterfall Between M.P. 34.6 and 34.8.	60	50	40	Border Between M.P. 92.9 and 93.1.	60	50	40
Between M.P. 35.5 and 35.9.	50	40	30	Between M.P. 96.5 and 96.9.	70	65	45
Between M.P. 36.5 and 40.1.	45	35	25	Pegram Between M.P. 98.3 and 99.2.	60	50	40
				Between M.P. 99.5 and 99.7.	70	65	45
				Between M.P. 102.6 and 104.9.	60	50	40
				Harer Between M.P. 105.2 and 105.4.	70	65	45
				Montpelier Between M.P. 114.9 and 115.1.	50	40	25

Between Montpelier and Pocatello

Montpelier Between M.P. 115.9 and 116.1.	50	40	25	Cavanaugh Between M.P. 135.5 and 135.7.	70	65	45
Between M.P. 120.6 and 120.8.	70	65	45	Manson Between M.P. 138.6 and 139.2.	60	50	40
Between M.P. 121.1 and 121.7.	60	50	40	Rose Between M.P. 141.0 and 141.9.	60	50	40
Pescadero Between M.P. 121.8 and 122.4.	70	65	45	Between M.P. 142.4 and 143.4.	70	65	45
Between M.P. 122.5 and 122.8.	60	50	40	Between M.P. 143.7 and 143.9.	60	50	40
Between M.P. 123.0 and 123.4.	70	65	45	Between M.P. 144.5 and 145.3.	50	40	25
Between M.P. 125.0 and 125.3.	70	65	45	Soda Springs Over streets and alleys.	30	30	30
Between M.P. 125.8 and 126.1.	60	50	40	Between M.P. 148.0 and 148.3.	70	65	45
Between M.P. 126.2 and 126.8.	70	65	45	Alexander Between M.P. 152.1 and 152.4.	60	50	40
Georgetown Between M.P. 127.6 and 127.9.	70	65	45	Bancroft Over streets and alleys.	25	25	25
Between M.P. 128.2 and 128.6.	60	50	40	Between M.P. 164.2 and 164.6.	70	65	45
Between M.P. 129.5 and 130.0.	60	50	40				
Between M.P. 131.6 and 132.2.	70	65	45				

Between Montpelier and Pocatello (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Kinport Between M.P. 167.5 and 168.1.	70	65	45	Topaz Between M.P. 185.5 and 185.7.	70	65	45
Between M.P. 168.9 and 169.3.	60	50	40	Between M.P. 186.0 and 187.3.	50	40	30
Pebble Between M.P. 171.2 and 171.7.	60	50	40	Between M.P. 187.5 and 187.9.	60	50	40
Between M.P. 171.9 and 174.8.	70	65	45	Between M.P. 188.2 and 190.2.	70	65	45
Broxon Between M.P. 176.4 and 176.7.	70	65	45	McCammon Between M.P. 192.4 and 192.6.	60	50	40
Blaser Between M.P. 177.4 and 178.5.	60	50	40	Between M.P. 195.0 and 195.4.	60	50	40
M.P. 179.0 to 180.0 (Westward).	45	35	20	Onyx Between M.P. 197.7 and 200.3.	70	65	50
M.P. 180.0 to 179.0 (Eastward).	50	40	25	Between M.P. 200.3 and 201.1.	60	50	40
Lava Hot Springs Between M.P. 180.1 and 181.6.	70	65	45	Inkom Between M.P. 202.3 and 202.6.	60	50	40
Between M.P. 181.8 and 183.1.	60	50	40	Between M.P. 207.1 and 208.4.	70	65	50
Between M.P. 183.2 and 184.8.	70	65	45	Pocatello Within platform limits of passenger station.	6	6	6
				Between passenger station and M.P. 216.9.	20	20	20

THIRD SUBDIVISION

Between Salt Lake City and Ogden

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Salt Lake City Between Fifth North Street and passenger station.	12	12	12	Farmington Between M.P. 20.9. and 21.2.	70	60	50
North Salt Lake Between M.P. 34.9. and Fifth North Street.	30	30	20	Clearfield Naval Supply Depot wye.			8
Woods Cross Bamberger R. R. Crossing, M.P. 31.0.	65	50	40	Naval Supply Depot area.			12
Centerville Between M.P. 26.6 and 26.8.	70	60	50	Between M.P. 8.7 and 9.1.	85	65	50
Between M.P. 22.3 and 22.5.	70	60	50	Roy			

WITHIN OGDEN TERMINAL LIMITS, O.U.R.&D. SPEED RESTRICTIONS APPLY

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frnt.		Psgr.	Frnt.
At any point.	30	15	Slip switches, Cecil Jct.	10	10
Over spring switches, when not using turn-outs, 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
When using cross-overs or turn-outs.	15	15	U.P. and S.P. roundhouse and shop limits.	8	8
Over railroad crossings.	10	10	Over switches at 23rd and 26th Sts. and in Union Station passenger yard.	8	8

Between Ogden and McCammon

Location	Miles Per Hour			Location	Miles Per Hour	
	Str.	Psgr.	Fr.		Psgr.	Fr.
Maximum Speed.	70	70	50	Weston		
Ogden				Between M.P. 66.1 and 66.6.	60	50
Between M.P. 10.3 and 10.6.		60	50	Between M.P. 66.8 and 67.1.	40	30
Between M.P. 12.3 and 12.7.		60	50	Oxford		
Between M.P. 13.7 and 14.0.		60	50	Between M.P. 82.7 and 83.0.	40	30
Between M.P. 19.2 and 19.4.		60	50	Swan Lake		
Bushnell Hospital Spur.		10	10	Between M.P. 85.6 and 85.8.	60	50
Bushnell				Between M.P. 86.5 and 86.7.	60	50
Between M.P. 20.9 and 21.1.		35	25	Between M.P. 87.3 and 87.5.	60	50
Between M.P. 23.1 and 23.4.		60	50	Between M.P. 90.2 and 90.4.	50	40
Dewey				Between M.P. 92.3 and 92.8.	60	50
Between M.P. 37.8 and 38.0.		45	35	Between M.P. 93.6 and 93.9.	60	50
Between M.P. 41.0 and 41.4.		60	50	Downey		
Between M.P. 42.0 and 42.2.		40	30	Between M.P. 99.4 and 99.6.	50	40
Between M.P. 43.5 and 44.4.		40	30	Between M.P. 102.4 and 102.6.	60	50
Wheelon				Armo		
Between M.P. 44.6 and 46.4.		12	12	Between M.P. 107.4 and 107.7.	60	50
Between M.P. 46.5 and 47.1.		30	30	Between M.P. 110.8 and 111.3.	40	25
Cache Junction				McCammon		
Between M.P. 49.0 and 49.3.		30	25			
Between M.P. 51.1 and 51.4.		45	35			
Between M.P. 53.5 and 53.9.		60	50			
Between M.P. 64.1 and 64.5.		60	50			

FOURTH SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Fr.		Psgr.	Fr.
Maximum Speed.			Tenno		
Between Pocatello and Idaho Falls.	70	50	Between M.P. 208.4 and 210.1.	50	40
Between Idaho Falls and Silver Bow.	60	40	Hawgood		
Pocatello			Between M.P. 213.7 and 214.0.	50	40
Within platform limits of passenger station.	6	6	Hamer		
Between passenger station and M.P. 216.9.	20	20	Between M.P. 218.4 and 218.6.	50	40
Chubbuck			Dubois		
Between M.P. 139.9 and 140.2.	60	40	Between M.P. 236.0 and 236.6.	35	25
Tyhee			Between M.P. 237.8 and 238.0.	40	30
Between M.P. 142.3 and 142.5.	50	40	Between M.P. 239.0 and 239.2.	40	30
Between M.P. 143.4 and 143.5.	50	40	Highbridge		
Gibson			Between M.P. 244.5 and 246.6.	40	30
Between M.P. 152.6 and 152.9.	50	40	Spencer		
Blackfoot			Between M.P. 248.5 and 248.9.	45	30
Over streets and alleys.	20	20	Between M.P. 249.5 and 249.6.	40	30
Wapello			Between M.P. 251.0 and 251.4.	40	30
Between M.P. 166.8 and 167.0.	60	50	Between M.P. 252.7 and 257.5.	25	20
Firth			Humphrey		
Between M.P. 169.7 and 170.0.	60	50	Between M.P. 258.2 and 258.4.	35	25
Shelley			Between M.P. 258.6 and 259.2.	45	35
Over streets and alleys.	30	30	Between M.P. 262.9 and 267.6.	35	25
Idaho Falls			Between M.P. 269.7 and 269.9.	40	30
Over streets and alleys.	12	12	Between M.P. 271.0 and 271.7.	40	30
West Idaho Falls			Snowline		
Between M.P. 185.5 and 185.9.	15	5	Between M.P. 277.4 and 279.1.	35	25
Between M.P. 187.4 and 187.7.	40	30	Lima		
Between M.P. 188.4 and 188.7.	40	30	Over Center Street east of depot.	20	15
Between M.P. 190.7 and 190.9.	45	35	Westward within yard limits.	25	15
Roberts					
Between M.P. 205.5 and 206.2.	50	40			

Between Lima and Silver Bow

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Fr.		Psgr.	Fr.
Lima			Navy		
Westward within yard limits.	25	15	Between M.P. 351.0 and 354.4.	35	25
Armstead			Between M.P. 357.2 and 357.7.	40	30
Between M.P. 307.7 and 308.0.	40	30	Melrose		
Between M.P. 308.9 and 310.2.	35	25	Between M.P. 361.8 and 366.4, watch for rocks.	25	20
Between M.P. 310.4 and 310.6.	25	20	Maiden Rock		
Between M.P. 311.0 and 311.8.	45	35	Between M.P. 366.4 and 366.6.	20	20
Grayling			Curve M.P. 366.5, with 5000 and 5300 class engines.	10	10
Between M.P. 316.0 and 316.5, watch for rocks.	25	20	Between M.P. 366.7 and 368.2.	35	25
Dalys			Divide		
Between M.P. 316.5 and 318.7.	35	25	Between M.P. 373.5 and 374.6.	40	30
Dillon			Woodin		
Over streets and alleys.	20	20	Between M.P. 375.2 and 377.8.	40	30
Between M.P. 328.6 and 329.2.	35	25	Between M.P. 379.0 and 381.1.	40	30
Bond			Feely		
Between M.P. 337.0 and 337.2.	40	30	Between M.P. 382.4 and 383.9.	25	20
Apex			Between M.P. 384.5 and 385.2.	35	25
Between M.P. 341.1 and 341.4.	40	30	Buxton		
Between M.P. 342.7 and 346.3.	35	25	Between M.P. 386.6 and 388.1.	40	30
Glen			Between M.P. 389.9 and 390.2.	20	20
Between M.P. 347.9 and 348.2.	40	30	Silver Bow		
			On interchange tracks beyond N.P. crossing, with 3500, 3600, 5000 and 7000 class engines.	5	5

BRANCHES

Location	Miles Per Hour	Location	Miles Per Hour
Park City Branch.	25	Stokes Beet Spur.	6
Between M.P. 0.0 and 4.3.	15	Thatcher Branch.	10
Between M.P. 5.1 and 5.2.	15	Bear River Branch.	10
Between M.P. 13.2 and 13.5.	15	Kemmerer Branch.	15
Between M.P. 14.8 and 21.0.	15	Cumberland Branch.	15
Between M.P. 24.0 and 24.1.	15	Glencoe Branch.	15
Between M.P. 25.1 and 25.2.	15	Elkol Branch.	15
Between M.P. 26.3 and 28.4.	15	Blazon Branch.	15
Park City, all yard tracks between freight yard junction and depot, and all tracks above depot on highline.	5	Grace Branch.	
Ontario Branch.	15	Maximum speed.	20
Cranmer spur, between Keetley and end of track.	10	Bridge 5.33 with 2000 class engines.	10
Syracuse Branch.	15	Conda spur.	15
Malad Branch.		Leefe spur.	15
Between Brigham and Garland.	30	Sugar Factory Branch.	15
Between Garland and Malad.	20	Cache Valley Branch.	
Between Corine and Dathol.	10	Maximum speed.	25

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.
Nebeker Between M.P. 13.6 and 13.8.		15	Between Ashton and Gerrit, watch for rocks.	35	25
Wellsville Between M.P. 13.8 and 13.9.		15	Between Gerrit and Big Springs.	50	35
Hyrum Between M.P. 17.7 and 18.0.		15	Between Big Springs and West Yellowstone, watch for rocks.	35	25
Lewiston Between M.P. 43.0 and 43.8.		20	Rexburg, Sugar City and St. Anthony, over streets and alleys.	20	20
Franklin Between M.P. 43.8 and 44.0.		20	St. Anthony, over highway crossing just west of depot.	8	8
Benson Branch.		15	Between M.P. 55.4 and 55.6.	20	15
Gay Spur Maximum speed.		30	Between M.P. 59.4 and 66.0.	20	15
Between M.P. 3.1 and 3.4.		20	Through tunnel 16 M.P. 62.7.	10	10
Between M.P. 5.5 and 7.3.		20	Between M.P. 72.9 and 73.3.	35	25
Between M.P. 8.9 and 9.1.		20	Between M.P. 74.0 and 74.3.	45	35
Between M.P. 10.7 and 14.9.		20	Between M.P. 86.4 and 87.0.	20	15
Between M.P. 16.9 and 17.1.		20	Between M.P. 92.0 and 95.0.	20	15
Mackay Branch Between Blackfoot and M.P. 60.0.		25	Between M.P. 100.0 and 101.0.	20	15
Between M.P. 60.0 and Mackay.		20	East Belt Branch Maximum speed.		25
Mackay On curve on low line smelter.		6	1900 and 2000 class engine between Lincoln Jct. and Orvin.		20
Gardner Branch.		15	Truss bridges.		15
Thomas Branch.		15	West Belt Branch Maximum speed.		25
Aberdeen Branch.		25	Truss bridges.		15
Goshen Branch Maximum speed.		25	Annis Branch.		15
1900 and 2000 class engines.		20	Teton Valley Branch Maximum speed.	35	25
Yellowstone Branch Between Idaho Falls and Ashton.	50	35	Engines 1575 to 1579 incl.	25	25
Between Idaho Falls and Ashton with MacArthur type engines.	40	30	Bridges 4.48, 6.96 and 19.97.	12	12
			Between M.P. 19.1 and 19.4.	15	15
			Between M.P. 25.0 and 25.4.	15	15

SYMBOLS AND ABBREVIATIONS

(Rule 6 and 6(A))

Rule 6

Rule 6(A)

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; R—train register;
- N—night operator; YL—yard limits.
- DN—day and night operator;

The following letters placed in columns provided in time-table indicate:

- Z—track scales; C—coal;
- AI—automatic interlocking signals; I—interlocking;
- CS—center siding; O—oil;
- ES—eastward siding; P—dispatcher's telephone;
- WS—westward siding; T—turntable;
- RCS—remote control switch. W—water;
- X—cross-over;
- Y—wyee;

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity Etc. See Rule 6-A Page 30	Switch Connection	Location	Mile Post	Car Capacity Etc. See Rule 6-A Page 30	Switch Connection
First Subdivision				Conda Branch			
Almy Jct.	918.4	Spur 1.7 Mi.	East	Conda Jct.	0.0	Y	Both
Baskin	947.9	4	East	Formation	2.8	6	East
Stoddard (1) ...	970.6	{ 13	Both	Panting	5.6	6	Both
Strawberry	977.7	{ 11 PX	West	Conda	7.0	19 Y	Both
		{ 33 P	Both				
Second Subdivision				Malad Branch			
Leefe	64.8	Spur 2.4 Mi. Y	Both	Halbert	30.5	6	East
Onyx	197.5	14 P	West	Washakie	34.4	8	East
Inkom Ballast Quarry	202.9	140 P	East	Woodruff	40.5	8	East
Third Subdivision				Cache Valley Branch			
Becks	32.9	{ Old siding 88 P	Both	Mills spur	44.4	29	West
Onion spur	28.0	{ Advance track 68	Both				
Centerville	26.0	6	East	Yellowstone Branch			
Sugar factory spur ...	13.8	None	None	St. Leon	3.7	16	East
Browning	2.7	50 X	East	Mark	22.2	24	Both
Perry (2) ...	17.2	27	Both	Jolley	27.6	10	Both
		{ Old siding 52 P	Both	Wilford	32.9	7	East
		{ Team track 25	Both	Pineview	72.5	5 P	Both
		Spur 1.4 Mi.	East				
Bushnell	19.3	21	Both	Gay Spur			
Madsen	32.5	29 P	Both	Fort Hall	0.0	PW	East
Collinston (3) ...	40.1	22	Both	M.P. 9.1	9.1	42	Both
Cottle	55.7	14	Both	Gay	20.8	132 YZ	Both
Morton	58.2	15	Both				
Anderson	63.7	21	West	West Belt Branch			
Thorensen	68.5	9	East	Coltman spur (5) ...	2.8	19 P	East
Beers	72.3	2 Mi.	West	Grant spur (5) ...	4.8	18 P	East
Marsh Valley	103.0		West	Barlow spur	7.0	17	East
				Midway	9.4	{ 31	Both
				Pyke spur (5) ...	35.3	{ 19	West
						5	West
Fourth Subdivision				East Belt Branch			
Chubbuck	138.2	40	Both	Gale spur	27.5	10	East
Kimball	166.6	20	Both				
Monroe	172.2	15	Both	Teton Valley Branch			
Mitchell	176.9	22	Both	Judkins (6) ...	22.3	{ 6	East
Red Rock (4) ...	302.8	28	Both	Fox Creek ... (6) ...	42.3	{ 6	Both
Dalys (4) ...	316.4	19 P	Both			12	
Glen (4) ...	347.8	8	West	Mackay Branch			
Lavon (4) ...	351.7	None	None	Collins (7) ...	2.1	10	West
Maiden Rock (4) ...	366.0	None	None	Aiken (7) ...	3.8	{ spur 10	Both
							East
Park City Branch				Aberdeen Branch			
Beggs spur	26.0	3	West	Strang (8) ...	23.6	6	Both
Broadwater spur	27.2	47	West	Fingal	26.0	9	Both
				Goshen Branch			
Almy Branch				Cox	9.2	11	West
Stock Yards	1.5	33	East	Ammon	18.1	34	West
				Wilkinson	21.0	3	West
Glencoe Branch							
Glencoe	1.9	59	Both				
Evona Branch							
Ogden	0.0	3.3 Mi.	OUR&D Yard				

- (1) Flag stop for Nos. 225-226.
- (2) Flag stop for Nos. 32-311-312.
- (3) Flag stop for Nos. 31-32-33-34.
- (4) Flag stop for Nos. 33-34.
- (5) Flag stop for No. 392.
- (6) Flag stop for Nos. 47-48.
- (7) Flag stop for Nos. 309-310-321-322.
- (8) Flag stop for Nos. 321-322.