

UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT

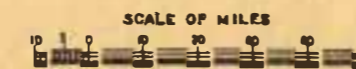


UTAH DIVISION
TIME-TABLE
No. 3

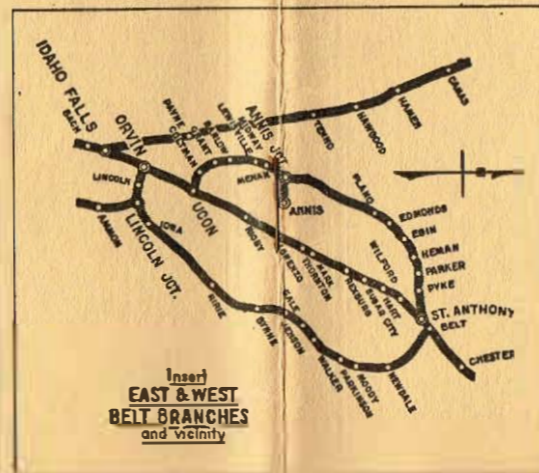
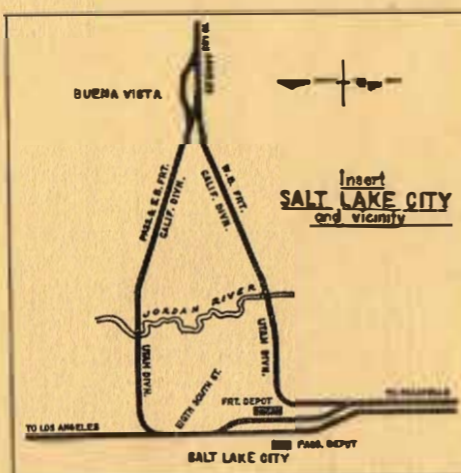
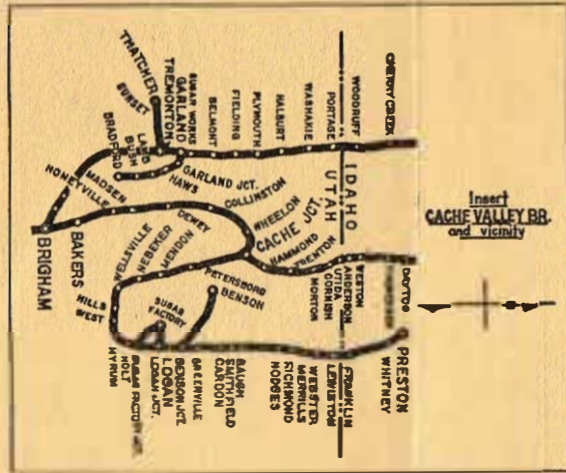
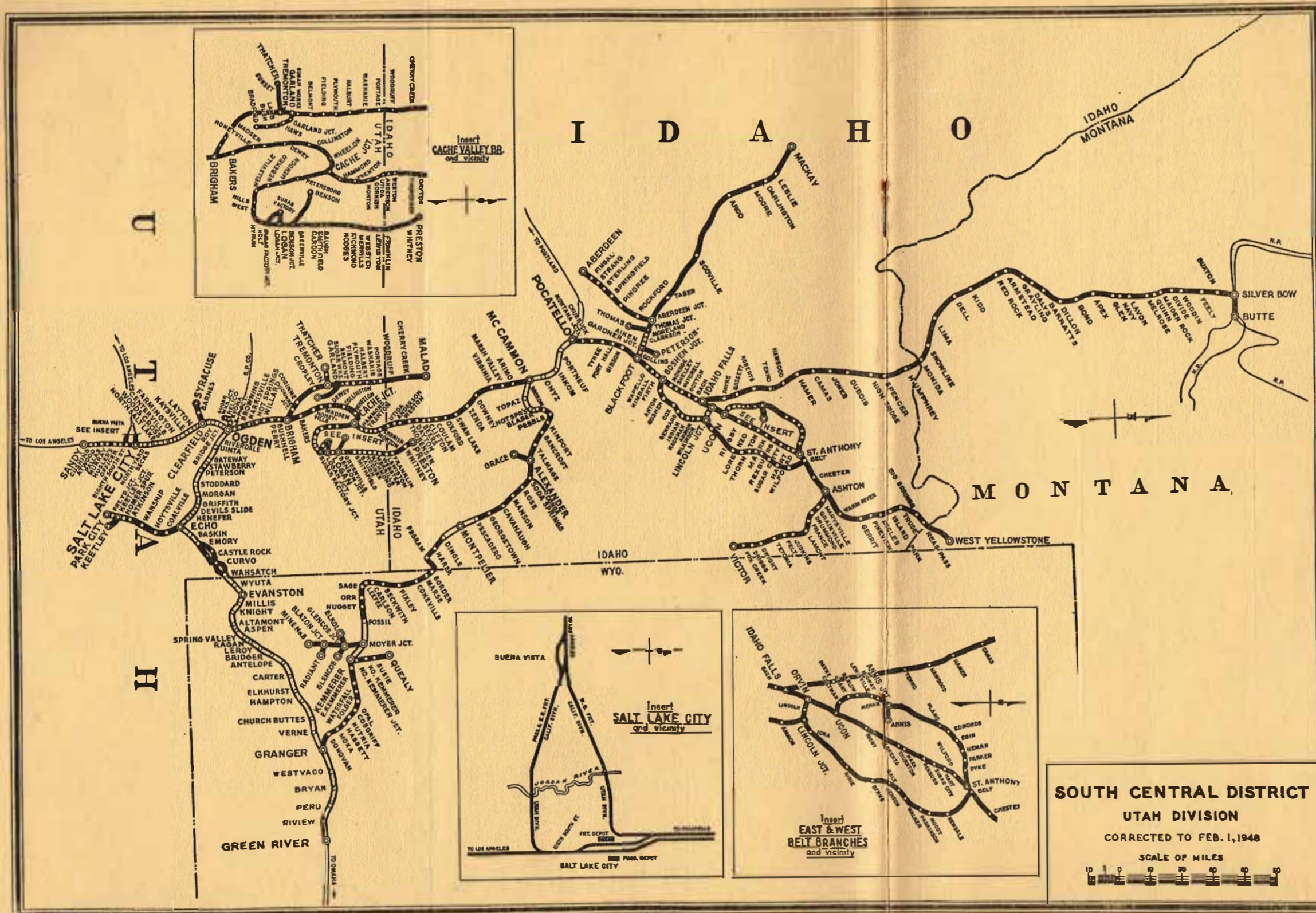
Effective Sunday,
January 16, 1949
at 12:01 A. M. Mountain Time

Be Careful Today

SOUTH CENTRAL DISTRICT
UTAH DIVISION
CORRECTED TO FEB. 1, 1948



FOR EMPLOYEES ONLY



F. C. PAULSEN
General Manager

A. D. HANSON
General Superintendent Transportation

B. F. WELLS
Assistant General Manager

V. W. SMITH
General Superintendent

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

C. D. WARING, Terminal Trainmaster . . . Pocatello, Idaho
H. L. CRANE, Master Mechanic . . . Pocatello, Idaho
A. R. NELSON, Master Mechanic . . . Los Angeles, Calif.
R. F. WEISS, Master Mechanic . . . Green River, Wyo.
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. M. HEMPHILL, Terminal Road Foreman of Engines . . . Pocatello, Idaho

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
R. R. JOHNSON, 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
K. G. JONES, Ass't. Chief Train Dispatcher . . . Salt Lake City, Utah
C. W. CARTER, Ass't Chief Train Dispatcher . . . Salt Lake City, Utah
J. L. RITTER, 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
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.
Sharpie Shaders	Surgeon	Salt Lake City	Vicinity Salt Lake City.
Scott C. Sharp	Surgeon	Salt Lake City	Vicinity Salt Lake City.
John K. 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.
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	Rock 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. Kink	Surgeon	Montpelier	Cokeville to McCammon.
H. C. Cowlishaw	Surgeon	Lava Hot Springs	Soda Springs to Inkom.
Inssoll Tigert	Surgeon	Soda Springs	Montpelier to McCammon.
P. H. Howard	Surgeon	Pocatello	Vicinity Pocatello.
K. M. Pearson	Surgeon	Pocatello	Vicinity Pocatello.
George F. Cox	Surgeon	Pocatello	Vicinity Pocatello.
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. Hix	Surgeon	Oerli's Slide	Devil's Slide to Ogden.
E. W. Oldham	Surgeon	Qualville	Echo to Park City.
E. L. Nelson	Surgeon	Downey	McCammon to Weston.
O. H. Mahay	Surgeon	Malad	Malad Branch.
S. M. Budge	Surgeon	Logan	Cache Valley Branch.
O. W. Budge	Surgeon	Logan	Cache Valley Branch.
J. C. Hayward	Surgeon	Logan	Cache Valley Branch.
K. C. Ritter	Surgeon	Logan	Cache Valley Branch.
G. L. Rees	Surgeon	Smithfield	Logan to Richmond.
W. G. Noble	Surgeon	Richmond	Vicinity of Richmond.
W. E. Cragan	Surgeon	Lewiston	Preston to Logan, Dayton and Cache Junction.
L. R. Hawkes	Surgeon	Preston	Preston to Logan.
H. L. Pease	Surgeon	Brigham	Willard to Croyley 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.
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. Jensen	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. Harris	Surgeon	Aberdeen	Aberdeen Branch.
M. T. Ross	Surgeon	Idaho Falls	Blackfoot to Roberts, Rigby and Ririe.
N. H. Battles	Oculist & Aurist	Idaho Falls	Idaho Falls.
C. M. Jenson	Surgeon	Driggs	Ashton to Victor.
E. L. Soule	Surgeon	St. Anthony	Ashton to Sugar City.
W. L. Sutherland	Surgeon	Rexburg	Rigby to St. Anthony, Ucon to Rexburg and East and West Belt Branches.
Aldon Tall	Surgeon	Rigby	Monida to Armstead.
A. S. Needles	Surgeon	Lima	Monida to Armstead.
C. L. Routledge	Surgeon	Dillon	Melrose to Armstead.
R. F. Boll	Surgeon	Dillon	Melrose to Armstead.
R. C. Monahan	Surgeon	Butte	Butte to Dillon.
H. L. Casbeer	Oculist & Aurist	Butte	Butte to Dillon.
R. L. Casbeer	Oculist & Aurist	Butte	Butte to Dillon.

Standard clocks are located as shown below:

Salt Lake City	Yardmaster's Office, 18th 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 Jet.	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"	46.
32"	112.6	54"	66.6	1'25"	42.8
33"	109.1	55"	66.4	1'30"	40.
34"	106.9	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"	78.6	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:

No. 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 Jet.

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.
23	Any station.	East of Cheyenne.	Ogden or beyond.
33	Any station.		Beyond Pocatello.
12	Any station.	Any station.	Any station.
18	Any station.	Pendleton or beyond.	Cheyenne or beyond.
24	Any station.	Ogden or beyond.	Green River or beyond.
30	Any station.	North of Pocatello.	

No. 24 stop daily except Sunday and holidays to exchange mail at North Salt Lake, Woods Cross, Farmington, Kaysville and Layton.

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

No. 23 stop daily except Sunday and holidays to exchange mail at Woods Cross and North Salt Lake and daily except Sunday at Roy.

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

WESTWARD

FIRST SUBDIVISION

Capacity of cars, etc. See Rule 6 (A) Page 80.	SECOND CLASS						Time-Table No. 3 January 16, 1949	FIRST CLASS	
	255 Time Freight	261 Time Freight	225 Mixed	263 Time Freight	259 Time Freight	257 Time Freight		27 Passenger	11 Passenger
	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily		Daily	Daily
Yard COPTWXYZ	10.00PM	12.05PM		8.45AM	5.05AM	1.10AM	DN-R GREEN RIVER YL GR	9.10PM	5.40PM
WS 61 PX							4.1 RIVIEW	9.17	5.47
CS 82 P							8.8 PERU	9.22	5.51
CS 81 P							5.8 BRYAN	9.27	5.57
CS 118 P							7.8 WESTVACO	9.34	6.05
WS 99 IPWXY ES 68 RCS				A 10.00AM		A 2.30AM	DN GRANGER YL GN	9.45	A 6.15PM
CS 126 P							6.8 VERNE	9.52	
CS 103 P							4.7 CHURCH BUTTES	9.56	
CS 103 P							7.2 HAMPTON	10.03	
CS 95 P							8.8 ELKHURST	10.07	
CS 135 CPWX							DN CARTER Q	10.13	
CS 103 P							5.6 ANTELOPE	10.19	
CS 131 P							4.7 BRIDGER	10.24	
WS 77 CS 83 PW							4.9 LEROY	10.31	
WS 71 PX							4.8 RAGAN	10.36	
WS 71 P CS 82							2.8 SPRING VALLEY	10.40	
WS 68 IPX ES 71							DN ASPEN YL WX	10.46	
ES 64 CS 84 ES 62 IPX							1.8 DN ALTAMONT YL AP	10.52	
ES 64 PX							5.1 KNIGHT	10.58	
CS 118 P							4.0 MILLIS	11.03	
Yard COPTWXYZ							DN-R EVANSTON YL NA	11.10	
CS 124 P							4.5 WYUTA	11.17	
CS 93 PWXY							DN WAHSATCH YL WH	11.22	
							5.9 CURVO	11.30	
WS 118 ES 101 PW							5.0 CASTLE ROCK	11.39	
CS 125 PWX							4.1 EMORY	11.45	
WS 120 CS 120 ES 101 CPWX							DN ECHO YL HO	11.54PM	
CS 118 PX							3.8 D HENEFER NF	12.08AM	
CS 118 PX							4.1 D DEVIL'S SLIDE ON	12.14	
CS 132 PWX							7.4 DN MORGAN WB	12.19	
CS 118 P							7.5 PETERSON	12.28	
							4.0 GATEWAY	12.36	
							5.0 UNTAH	12.42	
RS 62 PX							4.8 RIVERDALE YL	12.49	
Yard COPTWYZ	A 4.30AM	A 6.10PM	A 6.00PM		A 11.30AM		DN-R OGDEN YL OG	A 1.03AM	
							(175.6)		

(6.30) 27.0 (6.06) 27.9 (2.15) 17.7 (1.15) 24.1 (6.25) 27.4 (1.20) 22.6 Thru Time (3.52) 46.2 (0.35) 51.7
Average speed per hour.....

Westward trains must keep to the left from Mile Post 931.5 (located 1.1 miles east of Curvo) to Ogden.
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 stations not shown on schedule pages.—See page 31.

WESTWARD

FIRST SUBDIVISION

FIRST CLASS									Distance from Council Bluffs	Time-Table No. 3 January 16, 1949
3 Passenger	101 Streamliner Passenger	103 Streamliner Passenger	105 Streamliner Passenger	1 Passenger	17 Passenger	37 Passenger	5 Mail and Express	23 Passenger		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
5.25PM	3.20PM	3.10PM	2.50PM	12.50PM	3.15AM	2.45AM	2.25AM	2.10AM	817.0	DN-R GREEN RIVER YL GR
5.31	3.25	3.15	2.55	12.57	3.23	2.52	2.32	2.17	821.1	4.1 RIVIEW
5.35	3.29	3.19	2.59	1.01	3.28	2.57	2.37	2.22	824.0	5.8 PERU
5.40	3.34	3.24	3.04	1.06	3.34	3.02	2.42	2.27	830.2	6.3 BRYAN
5.47	3.40	3.30	3.10	1.13	3.41	3.09	2.49	2.34	837.8	7.8 WESTVACO
5.57	3.49	3.39	A 3.20PM	1.24	A f 3.55AM	3.20	3.00	f 2.45	847.2	9.4 DN GRANGER YL GN
6.04	3.55	3.45		1.31		3.26	3.06	2.51	854.0	6.8 VERNE
6.09	3.59	3.49		1.36		3.32	3.11	2.56	858.7	4.7 CHURCH BUTTES
6.16	4.05	3.55		1.43		3.39	3.19	3.04	865.9	7.2 HAMPTON
6.20	4.09	3.59		1.47		3.44	3.24	3.09	869.7	8.8 ELKHURST
6.26	4.14	4.04		1.53		3.51	3.30	f 3.15	875.4	DN CARTER Q
6.31	4.19	4.09		1.58		3.57	3.36	3.21	880.9	5.5 ANTELOPE
6.36	4.23	4.13		2.03		4.02	3.41	3.26	885.6	4.7 BRIDGER
6.42	4.29	4.19		2.09		4.08	3.47	3.32	890.5	4.9 LEROY
6.47	4.33	4.23		2.14		4.13	3.52	f 3.37	894.8	4.3 RAGAN
6.51	4.36	4.26		2.18		4.17	3.58	3.43	897.0	2.8 SPRING VALLEY
6.57	4.42	4.32		2.24		4.22	4.04	f 3.49	901.8	4.2 DN ASPEN YL WX
7.02	4.46	4.36		2.29		4.28	4.10	f 3.55	903.6	1.8 DN ALTAMONT YL AP
7.08	4.51	4.41		2.35		4.35	4.18	4.03	908.7	5.1 KNIGHT
7.12	4.55	4.45		2.39		4.39	4.23	4.08	912.7	4.0 MILLIS
7.18 7.25	s 5.01	s 4.51		s 2.50		4.45 4.50	4.30 4.40	4.15 4.25	917.2	4.5 DN-R EVANSTON YL NA
7.30	5.06	4.56		2.55		4.57	4.47	4.32	921.7	4.5 WYUTA
7.38	5.12	5.02		3.03		5.05	4.55	f 4.40	927.6	5.0 DN WAHSATCH YL WH
7.45	5.19	5.09		3.10		5.12	5.02	4.47	932.0	5.0 CURVO
7.53	5.26	5.16		3.18		5.20	5.10	4.55	936.7	4.1 CASTLE ROCK
8.02	5.35	5.25		3.27		5.29	5.19	5.04	943.8	6.0 EMORY
8.15	5.47	5.37		3.40		5.42	5.32	f 5.17	952.7	0.4 DN ECHO YL HO
8.21	5.51	5.41		3.46		5.47	5.37	5.22	950.5	3.8 D HENEFER NF
8.26	5.55	5.45		3.51		5.52	5.42	5.27	960.6	4.1 D DEVIL'S SLIDE ON
8.35	6.04	5.54		4.01		6.01	5.51	f 5.36	968.0	7.4 DN MORGAN WB
8.44	6.12	6.02		4.10		6.09	5.59	5.44	976.5	7.5 PETERSON
8.50	6.17	6.07		4.16		6.15	6.05	5.50	980.1	4.6 GATEWAY
8.57	6.23	6.13		4.23		6.22	6.12	5.57	985.1	5.0 UNTAH
A 9.15PM	A 6.35PM	A 6.25PM		A 4.40PM		A 6.35AM	A 6.25AM	A 6.15AM	990.9	4.8 RIVERDALE YL
									992.8	2.7 DN-R OGDEN YL OG
										(175.6)

(3.50) 46.8 (3.15) 54.1 (3.15) 54.1 (0.30) 60.4 (3.50) 45.8 (0.40) 46.3 (3.50) 45.8 (4.00) 43.9 (4.06) 43.0 Thru Time Average speed per hour.....

Westward trains must keep to the left from Mile Post 931.5 (located 1.1 miles east of Curvo) to Ogden.
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.
*Note—Times shown at Ogden for No. 1 and No. 103 apply at the wye.
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

Time-Table No. 3 January 16, 1940	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					★See note	★See note				
DN-R GREEN RIVER YL GR 4.1	817.0	A 10.10AM	A 10.30AM	A 10.35AM	A 11.10AM	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	10.53	12.40	12.55	1.07	10.53	11.05
PERU 5.8	824.0	9.53	10.14	10.19	10.49	12.36	12.51	1.03	10.49	11.01
BRYAN 7.6	830.2	9.48	10.09	10.14	10.44	12.31	12.46	12.58	10.44	10.55
WESTVACO 9.4	837.8	9.40	10.02	10.07	10.37	12.25	12.40	12.51	10.37	10.48
DN GRANGER YL GN 6.8	847.2	9.30AM	9.53	9.58	10.28	12.17	12.32	12.42PM	10.28	10.38PM
VERNE 4.7	854.0		9.46	9.51	10.21	12.11	12.26		10.21	
CHURCH BUTTES 7.2	858.7		9.41	9.46	10.17	12.07	12.22		10.16	
HAMPTON 3.8	865.0		9.35	9.40	10.10	12.02PM	12.17		10.08	
ELKHURST 5.7	869.7		9.31	9.36	10.06	11.59AM	12.13		10.04	
DN CARTER Q 5.5	875.4		9.25	9.30	10.00	11.54	12.08		9.57	
ANTELOPE 4.7	880.9		9.18	9.24	9.53	11.49	12.03PM		9.51	
BRIDGER 4.9	885.6		9.14	9.20	9.49	11.45	11.59AM		9.46	
LERROY 4.5	890.5		9.09	9.15	9.44	11.41	11.55		9.41	
RAGAN 2.8	894.8		9.04	9.11	9.39	11.37	11.51		9.36	
SPRING VALLEY 4.2	897.6		9.01	9.08	9.36	11.34	11.48		9.32	
DN ASPEN YL WX 1.8	901.8		8.57	9.04	9.32	11.30	11.44		9.28	
DN ALTAMONT YL AP 5.1	908.6		8.51	8.58	9.26	11.25	11.39		9.22	
KNIGHT 4.0	908.7		8.44	8.51	9.19	11.20	11.34		9.15	
MILLIS 4.5	912.7		8.39	8.47	9.14	11.16	11.30		9.09	
DN-R EVANSTON YL NA 4.5	917.2		8.32	8.40	s 9.07	s 11.09	s 11.23		9.02	
WYUTA 5.9	921.7		8.21	8.28	8.59	11.02	11.16		8.49	
DN WAHSATCH YL WH 5.0	927.6		8.15	8.22	8.53	10.56	11.11		8.43	
CURVO 4.1	932.6		8.07	8.14	8.45	10.49	11.04		8.36	
CATTLE ROCK 6.6	936.7		8.00	8.07	8.37	10.44	10.59		8.30	
EMORY 9.4	943.3		7.50	7.57	8.26	10.36	10.51		8.19	
DN ECHO YL HO 3.8	952.7		7.36	7.42	8.10	10.23	10.38		8.05	
D HENEFER NP 4.1	956.5		7.31	7.37	8.04	10.19	10.34		8.00	
D DEVIL'S SLIDE CN 7.4	960.6		7.27	7.32	7.59	10.15	10.30		7.55	
DN MORGAN WB 7.5	968.0		7.18	7.23	7.49	10.08	10.23		7.46	
PETERSON 4.6	975.5		7.10	7.15	7.41	10.02	10.17		7.39	
GATEWAY 5.9	980.1		7.04	7.09	7.35	9.57	10.12		7.33	
UINTAH 4.8	985.1		6.57	7.02	7.28	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	7.15AM	9.40AM	9.55AM		7.15PM	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time..... (0.40) (3.45) (3.45) (3.55) (3.10) (3.10) (0.33) (3.50) (0.37)
Average speed per hour..... 45.3 46.8 46.8 44.8 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 8-72.
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.
★Note—Times shown at Ogden for No. 2 and No. 104 apply at the wye.
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		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	256 Time Freight		258 Time Freight
Time-Table No. 3 January 16, 1940		STATIONS						
A 11.35PM	A 12.15AM	A 3.00AM	A 9.00AM	A 8.15AM		A 7.00PM	A 2.00AM	
11.20	12.03AM							
11.16	11.59PM							
11.10	11.53							
11.03	11.45							
10.54	f 11.35	12.40AM		6.30AM				
10.47	11.26							
10.42	11.20							
10.34	11.12							
10.30	11.08							
s 10.22	f 11.00							
10.13	10.51							
10.09	10.46							
10.04	10.41							
9.59	10.36							
9.56	10.32							
9.52	f 10.26							
9.46	f 10.20							
9.39	10.10							
9.34	10.03							
9.27	9.55							
9.20	9.45							
9.14	9.38							
9.08	f 9.32							
8.58	9.21							
8.52	9.12							
8.42	9.00							
8.27	f 8.43							
8.22	8.37							
8.17	8.32							
8.08	f 8.22							
8.00	8.13							
7.54	8.05							
7.47	7.58							
7.35PM	7.45PM							
Daily	Daily							

Thru Time..... (4.00) (4.30) (2.20) (7.40) (1.45) (1.30) (8.00) (8.00)
Average speed per hour..... 43.9 39.0 12.9 22.9 17.2 27.3 21.9 21.9

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 8-72.
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.

WESTWARD

SECOND SUBDIVISION

Car capacity of sidings, etc. See Rule 6(A) Page 80.	SECOND CLASS					FIRST CLASS					
	265	263	251	257	277	11	29	105	17	33	
	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	
150 HCS		10.00AM		2.45AM		6.15PM		3.20PM	3.55AM		
70 IPWY		10.08		2.53		6.19		3.24	4.00		
114 P		10.14		2.59		6.23		3.27	4.04		
75 P		10.21		3.06		6.28		3.31	4.09		
117 P		10.26		3.11		6.31		3.34	4.12		
83 P		10.34		3.19		6.36		3.38	4.17		
125 P		10.41		3.26		6.40		3.42	4.25		
77 P		10.49		3.34		6.45		3.46	4.31		
130 PW		10.56		3.41		6.50		3.50	4.37		
		11.06		3.51		6.57		3.56	4.45		
Yard CPTWXZ		11.20		4.10		s 7.04		f 3.58	s 5.00		
ws71 PXY		11.27		4.17		7.08		4.02	5.06		
es70 PXY		11.47 ^{10G}		4.40		7.21		4.13	f 5.21		
ws72 PW		11.57 ^{AM}		4.50		7.28		4.20	5.29		
es76 XY		12.05 ^{PM}		4.58		7.32		4.24	5.34		
78 P		12.11		5.04		7.35		4.27	s 5.40		
63 P		12.18		5.11		7.39		4.31	5.46		
128 P		12.24		5.17		7.43		4.35	5.51		
78 P		12.32		5.25		7.48		4.40	5.57		
ws130 PW		12.42		5.35		s 7.56		4.45	s 6.10		
es125 P		12.50		5.43		8.01		4.49	6.18		
128 P		12.56		5.49		8.05		4.52	6.23		
77 PW		1.04		5.57		8.11		4.57	s 6.32		
92 P		1.12		6.05		8.17		5.02	6.39		
69 P		1.21		6.14		8.23 ¹⁸		5.07	6.47		
Yard CGPTWYZ		1.45		6.35		8.35		s 5.15	7.00		
		2.30		6.35 ¹⁷		8.45		s 5.15	7.00		
80 P		2.42		7.32		8.53		5.22	7.19		
109 PW		2.50		7.40		8.59		5.28	7.26		
127 P		2.57		7.47		9.05		5.33	7.32		
104 P		3.03		7.53		9.09		5.37	7.36		
77 P		3.08		7.58		9.13		5.40	7.41		
186 PWY		3.17		8.07		f 9.22		5.46	s 7.53		
113 PW		3.25		8.15		9.29		5.51	s 8.03		
116 P		3.32		8.22		9.34		5.55	8.09		
368 CPWY		3.50		8.40		f 9.43		6.00 ^{26G}	s 8.20		
116 P		3.56		8.46		9.48		6.04	8.25		
174 P		4.03		8.53		9.53		6.08	8.30		
104 P		4.10		9.00		9.58		6.12	8.35		
102 PW		4.16		9.06		10.01		6.15	8.38		
30 PX		4.24		9.14		f 10.07		6.19	s 8.45		
102 P		4.32		9.22		10.13		6.24	8.52		
226 P-WXY		8.05 ^{PM}	4.45	12.10 ^{PM}	9.35	1.55 ^{AM}	10.23	10.10 ^{PM}	6.32	s 9.05	4.10 ^{AM}
ws51 P-WX		8.22	5.01	12.27	9.51	2.12	10.35	f 10.23	6.43	f 9.21	f 4.23
es 91 P							10.41	10.29	6.48	9.27	4.29
Yard CPTWYZ		A 9.05 ^{PM}	A 6.00 ^{PM}	A 1.00 ^{PM}	A 10.45 ^{AM}	A 3.00 ^{AM}	A 10.55 ^{PM}	A 10.45 ^{PM}	A 7.00 ^{PM}	A 9.45 ^{AM}	A 4.45 ^{AM}

Time-Table No. 3

January 16, 1949

STATIONS

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

BLOCK SIGNALS

Thru Time
Average speed per hour

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, 33 and 34, and not less than fifteen minutes by second-class, extra trains and yard engines.
For conditional stops to discharge or pick up revenue passengers.—See page 3.
For stations not shown on schedule pages.—See page 31.

SECOND SUBDIVISION

EASTWARD

Time-Table No. 3

January 16, 1949

STATIONS

Mile Post	FIRST CLASS					SECOND CLASS					
	30	12	106	18	34	252	278	262	270	264	
	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Time Freight	Stock Special	Time Freight	Time Freight	Time Freight	
0.0											
4.1		9.23	12.37	10.33				12.26		6.21	
7.7		9.19	12.34	10.29				12.19		6.14	
12.5		9.14	12.30	10.24				12.11		6.06	
15.4		9.10	12.27	10.21				12.06 ^{AM}		6.01	
20.2		9.05	12.23	10.16				11.58 ^{PM}		5.53	
24.5		9.00	12.19	10.11				11.51		5.46	
29.3		8.54	12.15	10.06				11.43		5.38	
33.6		8.49	12.11	10.01				11.35		5.30	
39.0		8.42	12.05	9.54				11.25		5.20	
39.7		s 8.40	f 12.03 ^{PM}	s 9.52				11.20		5.15	
42.3		8.32	11.58 ^{AM}	9.44				10.55		4.50	
50.3		f 8.17	11.47 ^{26G}	9.29				10.32		4.27	
56.0		8.09	11.40	9.21				10.17		4.12	
59.6		8.04	11.36	9.16				10.09		4.04	
63.1		f 7.59	11.33	9.13				10.02		3.57	
67.3		7.54	11.29	9.09				9.54		3.49	
71.3		7.50	11.25	9.05				9.47		3.42	
77.4		7.44	11.20	9.00				9.37		3.32	
83.5		s 7.37	11.15	s 8.53				9.25		3.20	
88.2		7.27	11.10	8.45				9.06		3.01	
92.1		7.23	11.07	8.41				8.59		2.54	
97.7		f 7.17	11.02	8.35				8.51		2.46	
102.9		7.10	10.57	8.29				8.43		2.38	
108.0		7.04	10.52	8.23 ¹¹				8.35		2.30	
115.0		6.55	s 10.45	8.15 ^{26G}				8.30 ¹⁸		2.15	
121.3		6.45	10.45	8.05 ^{26G}				8.20 ¹⁸		2.15	
126.8		6.34	10.32	7.52				7.15		1.01	
131.9		6.27	10.27	7.44				7.06		12.52	
136.1		6.22	10.22	7.38				6.59		12.44	
140.0		6.18	10.18	7.33				6.53		12.37	
144.0		6.14	10.15	7.29				6.47		12.30	
151.0		s 6.05	10.09	s 7.20				6.38		12.20	
156.2		5.53	10.03	s 7.05				6.25		12.05 ^{AM}	
161.8		5.48	9.58	6.57				6.15		11.55 ^{PM}	
165.6		s 5.41	9.53	f 6.49				6.00 ^{10G}		11.40	
170.3		5.34	9.48	6.42				5.24		11.24	
174.8		5.28	9.43	6.36				5.16		11.16	
177.4		5.22	9.38	6.30				5.08		11.08	
180.0		5.17	9.35	6.25				5.01		11.01	
184.3		s 5.12	9.31	f 6.20				4.53		10.53	
191.2		5.04	9.26	6.12				4.38		10.38	
201.9		As 4.50 ^{PM}	s 4.55	9.19	6.03	As 6.15 ^{PM}	A 2.50 ^{AM}	A 2.20 ^{PM}	4.20	A 8.50 ^{PM}	10.20
207.7		s 4.36	4.40	9.08	5.50	f 6.01	2.25	1.55	3.55	8.25	9.55
213.9		4.29	4.34	9.02	5.44	5.54					
		4.20 ^{AM}	4.25 ^{AM}	8.55 ^{AM}	5.35 ^{PM}	5.45 ^{PM}	2.00 ^{AM}	1.30 ^{PM}	3.30 ^{PM}	8.00 ^{PM}	9.30 ^{PM}
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

BLOCK SIGNALS

Thru Time
Average speed per hour

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, 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.

THIRD SUBDIVISION EASTWARD

Time-Table No. 3
January 16, 1949

FIRST CLASS

STATIONS	Mile Post	FIRST CLASS						
		37 Passenger	23 Passenger	30 Passenger	1 Passenger ★ See note	103 Streamliner Passenger ★ See note	34 Passenger	3 Passenger
DN-R BALT LAKE CITY YL SA 2.6	36.3	A 7.45AM	A 8.15AM	A 9.15AM	A 5.35PM	A 7.05PM	A 10.25PM	A 10.35PM
DN-R NORTH YARD YL C 2.0	33.7							
NORTH SALT LAKE 0.1	31.1	7.32	f 7.58	9.01	5.13	6.52	f 10.09	10.22
BAMBERGER E. RY. CROSS. 2.9	31.0							
D WOODS CROSS WC 6.8	28.1	7.28	f 7.51	8.57	5.09	6.49	f 10.04	10.18
FARMINGTON 4.6	21.3	7.22	f 7.40	8.50	5.03		9.56	10.12
D KAYSVILLE K 2.2	16.7	7.18	f 7.32	8.46	4.59		f 9.51	1 0.08
D LAYTON NY 4.7	14.5	7.16	f 7.27	8.44	4.57	6.39	f 9.47	10.06
DN CLEARFIELD CF 3.7	9.8	7.12	s 7.19	8.39	4.53	6.36	f 9.42	10.02
ROY 6.1	6.1	7.08	f 7.13	8.35	4.49	6.33	9.37	9.58
BRIDGE JCT. YL 1.0	1.0	6.59	7.04	8.24	4.42	6.27	9.30	9.49
DN-R OGDEN YL YD RD 0.7	0.0	6.55AM	7.00AM	8.20 ²⁵² 8.00	4.40PM	6.25PM	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			7.42			8.51	
HOT SPRINGS 5.2	8.8		f 7.37				8.47	
WILLARD 7.1	14.0		f 7.30				8.42	
DN BRIGHAM YL BM 9.3	21.1		s 7.20				s 8.35	
D HONEYVILLE HX 6.5	30.4		f 7.03				f 8.19	
DEWEY 8.7	35.9		f 6.56				f 8.13	
WHEELON 4.2	44.6		f 6.44				f 8.03 ²⁵¹	
DN CACHE JCT. YL CJ 8.1	48.8		s 6.30				f 7.50	
D TRENTON ON 3.7	56.9		s 6.10				f 7.32	
D CORNISH CG 1.8	60.6		s 6.04				s 7.27	
UTIDA 2.7	62.4			6.00			7.23	
D WESTON WI 5.9	65.1		f 5.57				f 7.20	
DN DAYTON CN 4.2	71.0		s 5.48				f 7.11	
CLIFTON 3.1	75.2		f 5.42				f 7.05	
COULAM 3.0	78.3		f 5.37				7.00 ²⁶⁵	
OXFORD 3.4	81.3		f 5.34				f 6.56	
SWAN LAKE 10.3	84.7		f 5.30				f 6.52	
DN DOWNEY DO 5.0	95.0		s 5.17				s 6.40	
VIRGINIA 4.7	100.0		f 5.07				f 6.31	
D ARIMO A 6.5	104.7		f 5.00				f 6.25	
DN-R McCAMMON YL MC (147.5)	111.2			4.50AM			6.15PM	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time..... (0.50) (1.15) (4.25) (0.55) (0.40) (4.10) (0.50)
Average speed per hour..... 43.6 29.0 33.4 39.6 64.4 35.4 43.6

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
Between Ogden and Salt Lake City 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.
★Note—Times shown at Ogden for No. 1 and No. 103 apply at the wye.
For conditional stops to discharge or pick up revenue passengers.—See page 3.
For stations not shown on schedule pages.—See page 31.

THIRD SUBDIVISION EASTWARD

Time-Table No. 3
January 16, 1949

SECOND CLASS

STATIONS	SECOND CLASS							Capacity of sidings, etc. See Rule 6(A) Page 80.
	255 Time Freight	252 Time Freight	259 Time Freight	312 Mixed	261 Time Freight	278 Stock Special	270 Time Freight	
DN-R BALT LAKE CITY YL SA 2.6								Yard P
DN-R NORTH YARD YL C 2.0	A 6.00AM	A 10.45AM	A 1.00PM		A 8.05PM	A 9.30PM	A 4.00AM	Yard CPT WYZ
NORTH SALT LAKE 0.1	5.46	10.31	12.46		7.51	9.16	3.46	PX
BAMBERGER E. RY. CROSS. 2.9								JX
D WOODS CROSS WC 6.8	5.40	10.25	12.40		7.45	9.10	3.40	ES 47 PX
FARMINGTON 4.6	5.28	10.13	12.28		7.33	8.58	3.28	WS 72 WPX
D KAYSVILLE K 2.2	5.20	10.05	12.20		7.25	8.50	3.20	CS 133 PX
D LAYTON NY 4.7	5.15	10.00	12.15		7.20	8.45	3.15	WS 56 ES 115 PX
DN CLEARFIELD CF 3.7	5.05	9.50	12.05PM		7.10	8.35	3.05	ES 41 PX
ROY 6.1	4.55	9.40	11.55AM		7.00	8.25	2.55	P
BRIDGE JCT. YL 1.0	4.40	9.25	11.40		6.45	8.10	2.40	Yard CPT WYZ
DN-R OGDEN YL YD RD 0.7	4.30AM	9.15 ³⁰ 7.10	11.30AM	A 6.00PM	6.35PM	8.00 6.30	2.30 ³³ 1.00	122 P
D. & R. G. W. CROSSING YL 0.9								P
S. P. JCT. YL 3.1								P
HARRISVILLE 4.1		6.51		f 5.37		6.03	12.39	120 P
HOT SPRINGS 5.2		6.44		f 5.28		5.56	12.32	120 P
WILLARD 7.1		6.35 ³¹¹		f 5.17		5.47	12.23	121 P
DN BRIGHAM YL BM 9.3		6.23		5.00PM		5.35	12.11AM	WS 114 ES 67 PWY
D HONEYVILLE HX 6.5		6.04				5.15	11.53PM	120 P
DEWEY 8.7		5.56				5.06 ²⁶⁵	11.45	122 P
WHEELON 4.2		5.40				4.50	11.30 ²⁷⁷	121 P
DN CACHE JCT. YL CJ 8.1		5.20				4.30	11.10	WS 106 CPW ES 70 YZ
D TRENTON ON 3.7		4.46				3.52	10.43	123 P
D CORNISH CG 1.8		4.40				3.46	10.37	P
UTIDA 2.7		4.37				3.43	10.34	P
D WESTON WI 5.9		4.32				3.38	10.29	121 P
DN DAYTON CN 4.2		4.22				3.28	10.19	121 P
CLIFTON 3.1		4.15				3.21	10.12	PW
COULAM 3.0		4.10				3.16	10.07	121 P
OXFORD 3.4		4.05				3.11	10.02	P
SWAN LAKE 10.3		3.59				3.06	9.57	121 PW
DN DOWNEY DO 6.0		3.42 ³³				2.50	9.40 ²⁹	121 PW
VIRGINIA 4.7		3.17				2.42	9.18	P
D ARIMO A 6.5		3.10				2.35	9.10	122 P
DN-R McCAMMON YL MC (147.5)		2.50AM				2.20PM	8.50PM	ES 123 WS 126 PWY
	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	

Thru Time..... (1.30) (7.55) (1.30) (1.00) (1.30) (7.10) (7.10)
Average speed per hour..... 22.4 18.6 22.4 21.1 22.4 20.2 20.2

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
Between Ogden and Salt Lake City 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			MALAD BRANCH			EASTWARD		
Car capacity of sidings, etc. See Rule 6(A) Page 80.	SECOND CLASS		Distance from Brigham	Time-Table No. 3 January 16, 1940		Mile Post	SECOND CLASS	
		311 Mixed Daily Except Sunday			312 Mixed			
Yard PWY		8.00AM	0.0	DN-R BRIGHAM YL BM	0.0	A 4.00PM		
51	f	8.22	5.6	5.6 CORINNE	5.6	f 3.35		
10	f	8.45	13.7	8.1 CROPLEY	13.7	f 3.10		
46	s	9.15	17.8	4.1 TREMONTON YL MU	17.8	s 2.55		
19 WY	s	9.45	19.8	2.0 GARLAND YL AJ	19.8	s 2.20		
20	f	10.01	25.0	5.2 FIELDING	25.0	f 1.56		
14	f	10.40	36.7	11.7 PORTAGE	36.7	f 1.20		
12	f	11.05	44.5	7.8 CHERRY CREEK (Spur)	44.5	f 12.55		
30 CWY	A	11.30AM	51.5	7.0 MALAD YL MV	51.5	12.30PM		
				(61.5)		Daily Except Sunday		
	(3.30)			..... Thru Time	(3.30)			
	14.7			..... Average speed per hour	14.7			

SYRACUSE BRANCH			BEAR RIVER BRANCH			THATCHER BRANCH		
Car capacity of sidings, etc. See Rule 6(A) Page 30.	Time-Table No. 3 January 16, 1940		Distance from Echo	Time-Table No. 3 January 16, 1940		Distance from Kestley Jct.	Time-Table No. 3 January 16, 1940	
		STATIONS			STATIONS			STATIONS
P DN	CLEARFIELD YL CF	0.0	19 WY	D GARLAND YL AJ	0.0	46	D TREMONTON YL MU	0.0
	0.3 D. & R. G. W. CROSSING YL	0.3		1.1 GARLAND JCT. YL	1.1	10	SUNSET YL	5.1
45	1.8 BARNES YL (Spur)	2.1	9	2.3 HAWS YL	3.4		0.5 END OF TRACK YL	5.6
3	2.6 SYRACUSE YL	4.7	9	2.2 LAMB YL	5.6			
			11	1.9 BUSH YL	7.5			
			22	1.7 BRADFORD YL	9.2			
				0.7 END OF TRACK YL	9.9			
				(9.9)				
	(4.7)							(6.6)

PARK CITY BRANCH			ONTARIO BRANCH					
Car capacity of sidings, etc. See Rule 6(A) Page 80.	SECOND CLASS		Distance from Echo	Time-Table No. 3 January 16, 1940		Distance from Kestley Jct.	SECOND CLASS	
		226 Mixed Daily Except Sunday			225 Mixed			
ws120 cs120 ss 101 cprw	9.15AM	0.0	DN-R ECHO YL HO	0.0	A 3.10PM	10 PW	0.0	KEETLEY JCT. YL
18 RW	s 9.45	5.7	D COALVILLE YL VE	5.7	s 2.45	P 5.2	5.2	KEETLEY YL
10	f 10.20	13.4	7.7 WANSHIP	13.4	f 2.10		7.0	CRANMER YL
12	f 10.50	20.8	6.9 ATKINSON	20.3	f 1.40			
16	f 11.07	24.5	4.2 KEETLEY JCT. YL	24.5	1.20			
PWY	A 11.30AM	28.4	3.9 PARK CITY YL KD	28.4	1.00PM			
			(28.4)		Daily Except Sunday			
	(2.15)			..... Thru Time	(2.10)			
	12.6			..... Average speed per hour	13.1			

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				YELLOWSTONE BRANCH				EASTWARD										
Car capacity of sidings, etc. See Rule 6(A) Page 80.	SECOND CLASS			Distance from Kestley Jct.	FIRST CLASS			Mile Post	Time-Table No. 3 January 16, 1940			Mile Post	FIRST CLASS			SECOND CLASS		
		477 Local Freight Daily Except Sunday	391 Mixed Tuesday Thursday Saturday		397 Mixed Monday Wednesday Friday		45 Passenger Daily				46 Passenger			392 Mixed	398 Mixed	478 Local Freight		
Yard CO PTWYZ	9.15AM	7.55AM	7.55AM	0.0	DN-R IDAHO FALLS YL AK	0.0	A 2.45PM		A 2.00PM	A 2.10PM	A 8.00PM							
17 PY	9.25	A 8.05AM	f 8.05	3.0	ORVIN YL	3.0	2.28		f 1.50	1.55PM	7.10							
60 RW	9.40		A 8.15AM	4.6	UCON UN	7.6	s 2.20		1.40PM		7.00							
54 P	10.05			6.2	RIGBY RG	13.8	s 2.10				6.45							
36	10.20			4.3	LORENZO	18.1	s 2.03				5.45							
27 P	10.40			2.0	THORNTON	20.7	s 1.58				5.35							
67 P	11.10			5.3	REXBURG RX	26.0	s 1.50				5.15							
51 P	11.25			3.8	SUGAR CITY SC	29.8	s 1.43				4.15							
36 PY				1.1	HART	30.9												
118 RWY	11.40AM		10.40AM	5.9	ST. ANTHONY YL SH	36.8	s 1.33		A 10.50AM		3.50							
P			A 10.50AM	1.5	BELT YL	38.3			10.40AM									
43 P	12.05PM			4.5	CHESTER	42.8	s 1.22				2.45							
46 COR WY	A 12.30PM			8.2	ASHTON YL HN	51.0	1.10PM				2.30PM							
				1.5	INGLING	52.5												
				5.7	WARM RIVER	58.2												
				8.7	GERRIT	66.9												
				8.8	ECCLES	75.7												
				4.9	ISLAND PARK	80.6												
				4.8	TRUDE	85.4												
				5.3	BIG SPRINGS	90.7												
				6.5	REAS PASS	97.9												
				9.0	WEST YELLOWSTONE YL WS	107.1												
					(107.1)		Daily		Tuesday Thursday Saturday	Monday Wednesday Friday	Daily Except Sunday							
	(3.15)	(0.10)	(2.55)		..... Thru Time	(1.35)		(3.20)	(0.16)	(5.30)							
	15.7	18.0	16.4		..... Average speed per hour	32.2		14.3	12.0	9.3							

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.
No. 45 stop daily, except Sunday and holidays, to dispatch mail at Lorenzo and Chester.
For stations not shown on schedule pages.—See page 31.

WESTWARD		WEST BELT BRANCH		EASTWARD		WESTWARD		EAST BELT BRANCH		EASTWARD					
Car capacity of sidings, etc. See Rule 6(A) Page 80.	SECOND CLASS	Time-Table No. 3		Mile Post	SECOND CLASS	Car capacity of sidings, etc. See Rule 6(A) Page 80.	SECOND CLASS	Time-Table No. 3		Mile Post	SECOND CLASS				
	397 Mixed	January 16, 1940			392 Mixed		391 Mixed	January 16, 1940			398 Mixed				
	Monday Wednesday Friday	STATIONS			Tuesday Thursday Saturday		STATIONS			Monday Wednesday Friday					
60 PW	8.15AM	D-R	UCON 8.8	UN	0.0	A	1.40PM	17 PY	8.05AM	0.0	A	1.55PM			
21 P	f 8.41		LEWISVILLE 1.7		8.8	f	1.10	21	f 8.15	2.3	f	1.45			
50 P	s 9.00	D	MENAN 1.0	MN	10.5	s	1.00			3.1					
			ANNIS JCT. 13.5		11.5			46 P	s 8.27	5.7	s	1.25			
52 PW	f 9.40		PLANO 1.7		25.0	f	12.12	21 PW	h 9.05	D	RIRIE 5.0	RK	18.4	s	12.45
18	f 9.45		EDMONDS 2.6		26.7	f	12.05PM	13 P	f 9.18		BYRNE 4.2		21.4	f	12.13PM
11 P	f 9.52		EGIN 2.3		29.3	f	11.56AM	11 P	f 9.30		JENSON 2.6		25.6	f	11.58AM
30	f 9.59		HEMAN 1.9		31.0	f	11.46	23 P	f 9.40		WALKER 4.2		28.2	f	11.50
14 P	f 10.05		PARKER 5.2		33.5	f	11.40	40 P	f 9.52		PARKINSON 1.9		32.4	f	11.35
118PWY	A 10.25AM	D-R	ST. ANTHONY YL SH		38.7		11.15AM	10 P	f 9.58		MOODY 3.8		34.3	f	11.25
			(38.7)					12 P	s 10.20	D	NEWDALE 6.3	NE	38.1	s	11.15
								P	A 10.40AM		BELT YL		44.4		10.50AM
											(44.4)				Monday Wednesday Friday
(2.10)	..... Thru Time				(2.25)	..... Thru Time				(3.05)	..... Thru Time				(3.05)
17.9	..... Average speed per hour				16.0	..... Average speed per hour				17.2	..... Average speed per hour				14.4

WESTWARD		MACKAY BRANCH				EASTWARD				
Car capacity of sidings, etc. See Rule 6(A) Page 80.	SECOND CLASS	Time-Table No. 3		Mile Post	SECOND CLASS	SECOND CLASS				
	321 Mixed	January 16, 1940			309 Mixed	322 Mixed	310 Mixed			
	Daily Except Sunday	STATIONS			Daily Except Sunday	STATIONS				
CPWY	8.15AM		BLACKFOOT YL BF 2.6	0.0	A	2.20PM	A 3.55PM			
			GARDNER JCT. 1.7	2.6						
9	f 8.25	f	CLARKSON 1.4	4.3	f	2.00	f 3.42			
30	f 8.30	f	MORELAND 0.2	5.7	f	1.55	f 3.37			
			THOMAS JCT. 1.2	5.9						
	A 8.35AM	f	ABERDEEN JCT. YL 13.0	7.1		1.45PM	f 3.33			
32 PW		f	TABER 19.6	20.1			f 3.00			
20 PY		f	SCOVILLE 19.4	39.7			f 2.10			
37 PWY		s	ARCO YL RO 7.6	59.1		s	1.20			
21 P		s	MOORE 5.9	66.7		s	12.48			
10		s	DARLINGTON 4.7	79.6		s	12.30			
5		s	LESLIE 8.0	77.3		s	12.15PM			
68 PWY		A 11.25AM	D-R MACKAY YL MY	85.3			11.50AM			
			(85.3)							
(0.20) Thru Time				(0.35) Thru Time				(4.05)
21.3 Average speed per hour				21.7 Average speed per hour				20.9

WESTWARD		TETON VALLEY BRANCH				EASTWARD				
Car capacity of sidings, etc. See Rule 6(A) Page 80.	SECOND CLASS	FIRST CLASS		Mile Post	SECOND CLASS	FIRST CLASS				
	481 Local Freight Daily Except Sunday	Time-Table No. 3			482 Local Freight	Time-Table No. 3				
	Daily Except Sunday	STATIONS			Daily Except Sunday	STATIONS				
46 CPWY	7.00AM		ASHTON YL HN 1.8	0.0	A	1.05PM	A 1.40PM			
19	f 7.10		MARYSVILLE YL 4.2	1.8	f	12.54	1.25			
83	f 7.25		GRAINVILLE 2.0	6.0	f	12.44	1.10			
19 PW	7.40		DRUMMOND MD 4.2	8.6	s	12.38	1.01			
11	f 7.55		FRANCE 3.0	12.8	f	12.28	12.44			
33 P	8.05		LAMONT 10.5	15.8	s	12.22PM	12.35PM			
20	8.38		FELT 4.0	26.3	s	11.58AM	11.58AM			
23 PWY	8.55		TETONIA NA 2.4	30.3	s	11.50	11.35			
			DWIGHT 4.5	32.7	f	11.44				
31	9.12		DRIGGS DI 8.4	37.2	s	11.34	11.10			
19 PWY A	9.35AM		VICTOR YL VR 45.6	45.6		11.15AM	10.40AM			
			(45.6)				Daily Except Sunday			
(2.35) Thru Time				(1.50) Thru Time				(3.00)
17.6 Average speed per hour				24.8 Average speed per hour				15.2

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	
Car capacity of sidings, etc. See Rule 6(A) Page 80.	SECOND CLASS	Time-Table No. 3		Mile Post	SECOND CLASS	Car capacity of sidings, etc. See Rule 6(A) Page 80.	Distance from Thomas Jct.	Time-Table No. 3		Mile Post	
	321 Mixed	January 16, 1940			322 Mixed			January 16, 1940			
	Daily Except Sunday	STATIONS			Daily Except Sunday			STATIONS			
P	8.35AM		ABERDEEN JCT. YL 4.3	0.0	A	1.45PM			THOMAS JCT. 4.4	0.0	
32	f 8.48		ROCKFORD 1.6	4.3	f	1.30			THOMAS (Spur) 0.2	4.4	
17	f 8.52		LIBERTY 4.3	5.9	f	1.20			END OF TRACK (4.6)	4.6	
29 P	s 9.13	D	PINGREE PG 6.3	10.2	f	12.55					
31 P	f 9.33		SPRINGFIELD 3.2	16.5	f	12.40					
17 P	s 9.50		STERLING 8.5	19.7	s	12.25PM					
32 PWY	A 10.25AM	D-R	ABERDEEN YL BN (28.2)	28.2		11.50AM					
			(28.2)			Daily Except Sunday					
(1.50)	..... Thru Time				(1.55)	..... Thru Time				(3.00)
15.4	..... Average speed per hour				14.7	..... Average speed per hour				15.2

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

Car capacity of sidings, etc. See Rule 6(A) Page 80.		Distance from Kemmerer	Time-Table No. 3 January 16, 1949		Mile Post
			STATIONS		
Yard	CPT WZ	0.0	DN-R	KEMMERER YL	0.0
		1.0		NO. KEMMERER JCT. YL	1.0
		2.4		NO. KEMMERER YL	2.4
		5.1		PHOSPHATE YL	5.1
		9.2		QUEALY YL	9.2
(9.2)					

WESTWARD CUMBERLAND BRANCH EASTWARD

Car capacity of sidings, etc. See Rule 6(A) Page 80.		Distance from Moyet Jct.	Time-Table No. 3 January 16, 1949		Mile Post
			STATIONS		
WS	71 PY	0.0		MOYER JCT. YL	0.0
ES	70	4.8		GLENCOE JCT. YL	4.8
	53	9.3		BLAZON JCT.	9.3
		13.0		MINE NO. 8 YL	13.0
(13.0)					

WESTWARD ELKOL BRANCH EASTWARD

Car capacity of sidings, etc. See Rule 6(A) Page 80.		Distance from Glencoe Jct.	Time-Table No. 3 January 16, 1949		Mile Post
			STATIONS		
8		0.0		GLENCOE JCT. YL	0.0
		3.9		ELKOL	3.9
(3.9)					

WESTWARD BLAZON BRANCH EASTWARD

Car capacity of sidings, etc. See Rule 6(A) Page 80.		Distance from Blazon Jct.	Time-Table No. 3 January 16, 1949		Mile Post
			STATIONS		
		0.0		BLAZON JCT.	0.0
		1.4		RADIANT	1.4
(1.4)					

WESTWARD GRACE BRANCH EASTWARD

Car capacity of sidings, etc. See Rule 6(A) Page 80.		Distance from Alexander	Time-Table No. 3 January 16, 1949		Mile Post
			STATIONS		
113	PW	0.0		ALEXANDER YL	0.0
		6.0	D	GRACE	6.0
(6.0)					

WESTWARD GOSHEN BRANCH EASTWARD

Car capacity of sidings, etc. See Rule 6(A) Page 80.		Distance from Goshen Jct.	Time-Table No. 3 January 16, 1949		Mile Post
			STATIONS		
	PY	0.0		GOSHEN JCT.	0.0
19		4.8		GOSHEN	4.8
22		10.6		GERRARD	10.6
11		12.4		INDIAN	12.4
14		15.2		HACKMAN	15.2
		21.6		LINCOLN JCT.	21.6
(21.6)					

WESTWARD ANNIS BRANCH EASTWARD

Car capacity of sidings, etc. See Rule 6(A) Page 80.		Distance from Annis Jct.	Time-Table No. 3 January 16, 1949		Mile Post
			STATIONS		
		0.0		ANNIS JCT.	0.0
		0.5		GRAYS (Spur)	0.5
		2.6		ANNIS (Spur)	2.6
(2.6)					

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 "Frt."—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 "Frt." 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.	Frt.		Str.	Psgr.	Frt.
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			60	Curves.			25
On curves, where not otherwise restricted.			50	Yellowstone Branch between Idaho Falls and Ashton.			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.		60	50	Within yard limits—			
Between Idaho Falls and Silver Bow.		50	40	Protected by continuous block signal system	60	50	25
4000, 9000, 2-10-2 and 4-10-2 type engines.		50	50	Not protected by continuous block signal system	50	40	25
When caboose is handled in train consisting of passenger train equipment.		55		At Riverdale and North Yard	50	40	25
Diesel-electric locomotives in road or helper service—				On branch lines	30	30	15
Backing up shoving a train.	40	40	40	Passing fueling stations—			
(Speed of train being helped will govern.)			40	On main line.	50	40	25
Backing up pulling train.			40	On branch lines.	30	30	15
Backing up light.			40	Through tunnels.	40	40	25
Inspection bus cars.		40	40	When using cross-overs or turn-outs:			
Battery motor car 01886.		50		9000 class engines;			
MacArthur type engines with 63-inch drivers.		55	50	Forward movement		10	10
Between Idaho Falls and Silver Bow.		50	40	Back-up movement		6	6
MacArthur type engines with 57-inch drivers.		35	35	All other class engines;			
Ten Wheeler type engines				Forward movement	15	15	15
1573, 1575, 1577 to 1580.		55	40	Back-up movement	10	10	10
Other Ten Wheeler type engines and Consolidation type engines.		35	35	When using No. 14 turn-outs.	25	20	20
Mallet type engines, 3500 to 3599 incl.		35	35	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	20	20
0-6-0 and 0-8-0 type yard engines.		20	20	On wye tracks.	6	6	6
Steam engines running backward.		20	20	Jordan spreaders and other machines of spreader type, when in operation.			15
Trains handling scale test cars—				Trains handling air-dump cars.			35
On main line also between Idaho Falls and Ashton.			30	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power:			
On branch lines.			20	On main line.			25
Diesel-electric locomotives running light, dynamic brake not in operation. Westward: between M.P. 43.8 and M.P. 49. Second Subdivision.			35	On branch lines.			15
M.P. 264.2 to M.P. 279.6.			35	(Slower speed must be observed where conditions require.)			
M.P. 281.1 to M.P. 312.1.			35				
M.P. 380.8 to M.P. 386.7.			35				
Eastward:							
M.P. 396.9 to M.P. 390.8.			35				
M.P. 380.8 to M.P. 371.5.			35				
M.P. 339.5 to M.P. 332.5.			35				
M.P. 264.2 to M.P. 237.0.			35				

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pass.	Frt.		Str.	Pass.	Frt.
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					
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	80
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	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. 846.9 and 847.4.	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.	45	35	35
Church Bultes 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.	70	65	50	Between M.P. 886.7 and 886.3.	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.	75	65	50	Between M.P. 881.7 and 881.4.	70	60	50
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.	75	65	50
Between M.P. 882.5 and 883.9.	60	50	40	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.	70	60	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.	60	55	45	Between M.P. 860.3 and 860.1.	70	60	50
Between M.P. 889.3 and 890.2.	45	35	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. 847.4 and 846.9.	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 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 907.2.	70	60	50				
Between M.P. 907.5 and 908.6.	50	40	30				

FIRST SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pass.	Frt.		Str.	Pass.	Frt.
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. 926.9 and 928.7.	60	50	25	Uintah Between M.P. 984.8 and 984.4.	60	50	40
Between M.P. 928.8 and 935.8.	35	85	30	Gateway Between M.P. 983.5 and 981.0.	40	35	30
Castle Rock Between M.P. 937.0 and 989.4.	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	85	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 977.8.	60	50	45	Between M.P. 945.5 and 942.9.	50	40	35
Strawberry Between M.P. 978.7 and 980.7.	40	85	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 983.5.	40	85	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.	80	25	25
Between M.P. 987.9 and 989.0.	65	55	45	Between M.P. 927.4 and 926.9.	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.	Pass.	Fr.		Str.	Pass.	Fr.		
Maximum Speed.	75	75	50						
Between Granger and Montpelier									
Granger Between M.P. 0.2 and 1.0.	50	40	25	Fossil Between M.P. 54.7 and 56.0.	40	35	25		
Between M.P. 8.5 and 3.7.	70	65	45	Nugget Between M.P. 56.0 and 58.0.	40	35	25		
Moxa Between M.P. 12.2 and 12.3.	70	65	45	Between M.P. 58.0 and 58.3.	70	65	45		
Hassett Between M.P. 14.4 and 14.6.	70	65	45	Between M.P. 58.7 and 58.9.	70	65	45		
Nutria Between M.P. 16.2 and 16.4.	70	65	45	Between M.P. 59.4 and 59.6.	70	65	45		
Between M.P. 18.2 and 18.3.	60	50	40	Orr Between M.P. 60.8 and 61.2.	70	65	45		
Coogriff Between M.P. 21.2 and 21.5.	70	65	45	Sage Between M.P. 63.6 and 65.4.	60	50	40		
Between M.P. 23.6 and 23.8.	70	65	45	Between M.P. 66.6 and 66.8.	70	65	45		
Opal Between M.P. 28.7 and 28.9.	70	65	45	Between M.P. 67.8 and 67.7.	70	65	45		
Folger Between M.P. 29.4 and 29.6.	70	65	45	Carlson Between M.P. 67.8 and 68.2.	70	65	45		
Between M.P. 31.3 and 32.3.	50	40	25	Cokeville Over streets and alleys.	80	30	80		
Between M.P. 33.0 and 33.1.	70	65	45	Between M.P. 87.5 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	25	Between M.P. 96.5 and 96.9.	70	65	45		
Between M.P. 36.5 and 40.1.	45	40	25	Pegram Between M.P. 98.3 and 99.2.	60	50	40		
Kemmerer 7000 and heavier type engines, turntable lead.			5	Between M.P. 99.5 and 99.7.	70	65	45		
Between M.P. 43.2 and 44.0. Watch for rocks.	25	20	20	Between M.P. 102.6 and 102.9.	60	50	40		
Between M.P. 44.0 and 49.2.	50	40	25	Harer Between M.P. 103.4 and 104.9.	60	50	40		
Between M.P. 49.2 and 49.4.	40	40	25	Between M.P. 105.2 and 105.4.	70	65	45		
Between M.P. 51.1 and 51.6.	50	40	25	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. 131.9 and 132.2.	70	65	45		
Between M.P. 120.6 and 120.8.	70	65	45	Between M.P. 135.5 and 135.7.	70	65	45		
Between M.P. 121.2 and 121.3.	60	50	40	Manson Between M.P. 138.6 and 139.2.	60	50	40		
Pescadero Between M.P. 121.8 and 121.7.	60	50	40	Rose Between M.P. 141.0 and 141.9.	60	50	40		
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. 127.7 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. 129.6 and 130.0.	60	50	40						
Between M.P. 181.6 and 181.8.	70	65	45						

Between Montpelier and Pocatello (Continued)									
Location	Miles Per Hour			Location	Miles Per Hour				
	Str.	Pass.	Fr.		Str.	Pass.	Fr.		
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 169.8.	60	50	40	Between M.P. 186.0 and 187.3.	50	40	25		
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 172.5.	70	65	45	Between M.P. 188.2 and 190.2.	70	65	45		
Between M.P. 173.0 and 174.0.	70	65	45	McCammion Between M.P. 192.4 and 192.6.	60	50	40		
Between M.P. 174.6 and 174.8.	70	65	45	Between M.P. 195.0 and 195.4.	60	50	40		
Broxon Between M.P. 176.4 and 176.7.	70	65	45	Onyx Between M.P. 197.7 and 198.0.	70	65	45		
Blaser Between M.P. 177.4 and 178.5.	60	50	40	Between M.P. 198.8 and 199.0.	70	65	45		
M.P. 179.0 to 180.0 (Westward).	40	30	15	Between M.P. 199.7 and 200.3.	70	65	45		
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. 180.2 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 207.5.	70	65	45		
Between M.P. 183.2 and 183.4.	70	65	45	Portneuf Between M.P. 208.0 and 208.4.	70	65	45		
Between M.P. 183.9 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.	Pass.	Fr.		Str.	Pass.	Fr.		
Salt Lake City Between Fifth North Street and passenger station.	12	12	12	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	Between M.P. 18.2 and 18.7.	90	70	50		
Between M.P. 31.2 and 31.4.	90	70	50	Between M.P. 16.5 and 16.9.	90	70	50		
Woods Cross Bamberger R. R. Crossing, M.P. 31.0.	65	50	40	Between M.P. 14.5 and 15.2.	90	70	50		
Centerville Between M.P. 26.6 and 26.8.	70	60	50	Between M.P. 11.9 and 12.3.	90	70	50		
Farmington Between M.P. 22.3 and 22.5.	70	60	50	Clearfield, Naval Depot wye.			8		
				Clearfield, Naval Supply Depot area.			12		
WITHIN OGDEN TERMINAL LIMITS, O.U.R.&D. SPEED RESTRICTIONS APPLY									
Location	Miles Per Hour		Location	Miles Per Hour					
	Pass.	Fr.		Pass.	Fr.				
At any point.	30	15	Over railroad crossings.	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	Slip switches, Cecil Jet.	10	10				
When using cross-overs or turn-outs.	15	15	Wye and balloon track, Patterson Ave.	10	10				
			U.P. and S.P. roundhouse and shop limits.	8	8				
			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	Cache Jct. Between M.P. 49.0 and 49.3.	30	25
Bushnell Hospital Spur.		10	10	Between M.P. 51.1 and 51.5.	40	25
Bushnell Between M.P. 21.0 and 21.1.		30	25	Weston Between M.P. 66.9 and 67.1.	40	25
Dewey Between M.P. 37.8 and 38.0.		40	35	Oxford Between M.P. 82.7 and 83.0.	40	25
Collinston Between M.P. 42.0 and 42.2.		40	35	Swan Lake Between M.P. 90.2 and 90.4.	45	30
Between M.P. 43.5 and 44.1.		40	35	Downey Between M.P. 99.4 and 99.6.	45	30
Wheelon Between M.P. 44.7 and 46.4 (Bear River Canyon).		12	12	Arimo Between M.P. 110.6 and 111.1.	40	25
Between M. P. 46.5 and 47.1.		30	30			

FOURTH SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Fr.		Psgr.	Fr.
Maximum Speed. Between Pocatello and Idaho Falls.	70	50	Hawgood Between M.P. 213.7 and 213.9.	50	35
Between Idaho Falls and Silver Bow.	55	40	Hamer Between M.P. 218.4 and 218.6.	50	35
Pocatello Within platform limits of passenger station	6	6	Dubois Between M.P. 236.0 and 236.6.	40	25
Between passenger station and M.P. 216.9.	20	20	Between M.P. 237.8 and 238.0.	40	25
Chubbuck Between M.P. 139.9 and 140.2.	65	45	Between M.P. 239.0 and 239.2.	40	25
Tyhee Between M.P. 142.3 and 142.5.	50	35	Highbridge Between M.P. 244.5 and 246.4.	40	25
Between M.P. 143.4 and 143.5.	50	35	Spencer Between M.P. 248.6 and 248.8.	40	25
Gibson Between M.P. 152.7 and 152.9.	50	35	Between M.P. 249.5 and 249.6.	40	25
Blackfoot Over streets and alleys.	20	20	Between M.P. 251.0 and 251.3.	40	25
Wapello Between M.P. 166.8 and 167.0.	65	45	Between M.P. 252.7 and 257.5.	30	20
Firth Between M.P. 169.7 and 169.9.	65	45	Humphrey Between M.P. 258.2 and 258.4.	35	25
Shelley Over streets and alleys.	30	30	Between M.P. 262.9 and 263.1.	35	25
Idaho Falls Over streets and alleys.	12	12	Between M.P. 263.4 and 266.3.	35	25
West Idaho Falls Between M.P. 185.5 and 185.9.	15	5	Between M.P. 266.9 and 267.1.	35	25
Between M.P. 187.4 and 187.6.	40	25	Between M.P. 267.6 and 267.7.	35	25
Between M.P. 188.4 and 188.7.	40	25	Between M.P. 269.7 and 269.9.	40	25
Between M.P. 190.7 and 190.9.	40	25	Between M.P. 271.0 and 271.7.	40	25
Roberts Between M.P. 205.5 and 206.2.	50	35	Snowline Between M.P. 277.5 and 278.5.	40	25
Tenno Between M.P. 208.4 and 210.1.	50	35	Lima Over Center Street east of depot.	20	15
			Westward within yard limits.	25	15

Between Lima and Silver Bow

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Fr.		Psgr.	Fr.
Lima. Westward within yard limits.	25	15	Quinn. Between M.P. 365.1 and 365.9, watch for rocks.	30	20
Armstead. Between M.P. 307.8 and 308.0.	40	25	Maiden Rock. Between M.P. 366.0 and 366.4, watch for rocks.	30	20
Between M.P. 308.9 and 310.2.	40	25	Between M.P. 366.4 and 366.6.	20	20
Between M.P. 310.4 and 310.6.	25	20	Curve M.P. 366.5, with 5000 and 5300 class engines.	10	10
Between M.P. 311.0 and 311.8.	50	35	Between M.P. 366.7 and 367.7.	40	25
Grayling. Between M.P. 316.1 and 316.5, watch for rocks.	20	20	Between M.P. 367.9 and 368.1.	35	25
Dalys. Between M.P. 316.5 and 318.7.	40	25	Divide. Between M.P. 373.5 and 374.2.	40	25
Dillon. Over streets and alleys.	20	20	Woodin. Between M.P. 374.4 and 374.6.	40	25
Bond. Between M.P. 337.0 and 337.1.	40	25	Between M.P. 375.2 and 377.8.	40	25
Apex. Between M.P. 341.1 and 341.4.	40	25	Between M.P. 379.0 and 380.4.	40	25
Between M.P. 342.7 and 342.9.	40	25	Feely. Between M.P. 380.9 and 381.1.	40	25
Between M.P. 343.2 and 346.3.	35	25	Between M.P. 382.4 and 383.9.	30	20
Glen. Between M.P. 347.9 and 348.2.	40	25	Between M.P. 384.5 and 384.8.	40	25
Navy. Between M.P. 351.0 and 351.6.	40	25	Buxton. Between M.P. 384.9 and 385.2.	40	25
Between M.P. 352.2 and 352.5.	40	25	Between M.P. 386.8 and 387.2.	40	25
Between M.P. 353.2 and 354.3.	40	25	Between M.P. 387.8 and 388.2.	40	25
Between M.P. 357.2 and 357.7.	40	25	Between M.P. 389.9 and 390.2.	30	20
Melrose. Between M.P. 361.8 and 362.1.	40	25	Silver Bow. On interchange tracks beyond N.P. crossing, with 3500, 3600, 5000 and 7000 class engines.	5	5
Between M.P. 362.2 and 363.7.	30	20			
Between M.P. 363.9 and 364.8, watch for rocks.	35	25			

BRANCHES

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

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour	
	Pagr.	Frts.		Pagr.	Frts.
Nebeker. Between M.P. 13.6 and 13.8.		15	Rexburg, Sugar City and St. Anthony, over streets and alleys.	20	20
Wellsville. Between M.P. 13.8 and 13.9.		15	St. Anthony, over highway crossing just west of depot.	8	8
Hyrum. Between M.P. 17.7 and 18.0.		15	Between M.P. 55.4 and 55.6.	20	15
Lewiston. Between M.P. 43.0 and 43.8.		20	Between M.P. 59.4 and 66.0.	20	15
Franklin. Between M.P. 43.8 and 44.0.		20	Through tunnel 16 M.P. 62.7.	10	10
Benson Branch.		15	Between M.P. 72.9 and 73.3.	35	25
Gay spur.		15	Between M.P. 74.0 and 74.3.	45	35
Mackay Branch. Between Blackfoot and M.P. 60.0.		25	Between M.P. 86.4 and 87.0.	20	15
Between M.P. 60.0 and Mackay.		20	Between M.P. 92.0 and 95.0.	20	15
Mackay. On curve on low line smelter.		6	Between M.P. 100.0 and 101.0.	20	15
Gardner Branch.		15	East Belt Branch. Maximum speed.		25
Thomas Branch.		15	1900 and 2000 class engine between Lincoln Jct. and Orvin.		20
Aberdeen Branch.		25	Truss bridges.		15
Goshen Branch. Maximum speed.		25	West Belt Branch. Maximum speed.		25
1900 and 2000 class engines.		20	Truss bridges.		15
Yellowstone Branch. Between Idaho Falls and Ashton.	50	35	Annis Branch.		15
Between Idaho Falls and Ashton with MacArthur type engines.	40	30	Teton Valley Branch. Maximum speed.	35	25
Between Ashton and Gerrit, watch for rocks.	35	25	Engines 1573 to 1580 incl.	25	25
Between Gerrit and Big Springs.	50	35	Bridge 6.96.	12	12
Between Big Springs and West Yellowstone, watch for rocks.	35	25	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

The following letters placed before figures of a schedule indicate:

- s—regular stop;
- f—flag stop to receive or discharge traffic;
- A—arrive.

Rule 6(A)

The following letters placed in column with station name in time-table indicate:

- D—day operator;
- N—night operator;
- DN—day and night operator;
- R—train register;
- YL—yard limits.
- C—coal;
- I—interlocking;
- O—oil;
- P—dispatcher's telephone;
- T—turntable;
- W—water;
- X—cross-over;
- Y—wye;
- Z—track scales;
- AI—automatic interlocking signals;
- CS—center siding;
- ES—eastward siding;
- WS—westward siding;
- RCS—remote control switch.

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
				Woodruff	40.5	8	East
Third Subdivision				Cache Valley Branch			
Becks	32.9	{ Old siding 88 P	Both	Millspur	44.4	29	West
Onion spur	28.0	{ Advance track 68	Both				
Centerville (2) ...	26.0	6	East	Yellowstone Branch			
Sugar factory spur	13.8	None	None	Mark	22.2	24	Both
Browning	2.7	50 X	East	Jolley	27.6	10	Both
Perry (3)	17.2	27	Both	Wilford	32.9	7	East
Bushnell	19.3	{ Old siding 52 P	Both	Pineview	72.5	5 P	Both
Madsen	32.5	{ Team track 25	Both				
Collinston (4) ...	40.1	Spur 1.4 Mi.	East	Gay Spur			
Cottle	55.7	21	Both	Fort Hall	0.0	PW	East
Morton	58.2	29 P	Both	Gay	20.8	140	Both
Anderson	63.7	22	Both				
Thorensen	68.5	14	Both	West Belt Branch			
Beers	72.3	15	West	Coltman spur (7) ...	2.8	19 P	East
Zenda (5)	89.9	9	East	Grant spur (7) ...	4.8	18 P	East
Marsh Valley	103.0	None	None	Barlow spur	7.0	17	East
		2 Mi.	West	Midway	9.4	{ 31	Both
				Pyke spur (7) ...	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 (8) ...	22.3	{ 6	East
Red Rock (6) ...	302.8	28	Both	Fox Creek (8) ...	42.3	{ 6	Both
Dalys (6)	316.4	19 P	Both			12	Both
Glen (6)	347.8	8	West	Mackay Branch			
Lavon (6)	351.7	None	None	Collins (9) ...	2.1	10	West
Maiden Rock (6) ...	366.0	None	None	Aiken (9) ...	3.8	{ spur 10	Both
							East
Park City Branch				Aberdeen Branch			
Beggs spur	26.0	3	West	Strang (10) ...	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) Regular stop daily except Sunday and holidays for Nos. 23-24 to exchange mail.
- (3) Flag stop for Nos. 30-311-312.
- (4) Flag stop for Nos. 29-30-33-34.
- (5) Flag stop for Nos. 30-33.
- (6) Flag stop for Nos. 33-34.
- (7) Flag stop for Nos. 392-397.
- (8) Flag stop for Nos. 45-46.
- (9) Flag stop for Nos. 309-310-321-322.
- (10) Flag stop for Nos. 321-322.