



UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



UTAH DIVISION
TIME-TABLE
No. 5

Effective Sunday,
September 11, 1949
at 12:01 A. M.

Mountain time between Salt Lake City and McCammon
Pacific time between Salt Lake City and Las Vegas

Be Careful Today

FOR EMPLOYEES ONLY

SOUTH CENTRAL DISTRICT

UTAH DIVISION
CORRECTED TO AUG. 1 1949



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, Trainmaster Salt Lake City, Utah

H. W. STOKER, Trainmaster Salt Lake City, Utah

A. E. STRAND, Terminal Trainmaster
. Salt Lake City, Utah

G. H. BAKER, Trainmaster Milford, Utah

A. R. NELSON, Master Mechanic Pocatello, Idaho

R. F. WEISS, Master Mechanic Los Angeles, Calif.

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

C. F. BAILEY, Road Foreman of Engines
. Salt Lake City, Utah

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

J. J. SCHNACKENBERG, Road Foreman of Engines
. Milford, Utah

J. W. GODFREY, Acting Division Engineer
. Salt Lake City, Utah

B. ESBENSON, General Roadmaster . . Salt Lake City, Utah

First, Second and Third Subdivisions and Branches

McCammon to Caliente

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

R. D. BRINK, Ass't Chief Train Dispatcher
. Salt Lake City, Utah

C. W. CARTER, Ass't Chief Train Dispatcher
. Salt Lake City, Utah

L. E. STORRS, Ass't Chief Train Dispatcher
. Salt Lake City, Utah

F. P. CRISPINO, Ass't Chief Train Dispatcher
. Salt Lake City, Utah

Third Subdivision and Branches

Caliente to Las Vegas

R. A. FORBES, Chief Train Dispatcher Las Vegas, Nev.

R. L. GUNDY, Ass't Chief Train Dispatcher
. Las Vegas, Nev.

J. L. HULIHAN, Ass't Chief Train Dispatcher
. Las Vegas, Nev.

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

| NAME | TITLE | PLACE | 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. |
| DON B. GIBBONEY | District Surgeon | Los Angeles | Los Angeles and Vicinity. |
| 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 Berman | Oculist & Aurist | Salt Lake City | Vicinity Salt Lake City. |
| Alan S. Crandall | Oculist | Salt Lake City | Vicinity Salt Lake City. |
| F. H. Howard | Surgeon | Pocatello | Vicinity Pocatello. |
| Orville E. Merrill Jr. | Surgeon | Pocatello | Vicinity Pocatello. |
| George F. Cox | Surgeon | Pocatello | Vicinity Pocatello. |
| H. Dean Hartvigsen | Surgeon | Pocatello | Pocatello, Idaho. |
| 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. Riter | Surgeon | Logan | Cache Valley Branch. |
| R. S. Budge | Surgeon | Smithfield | 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. Pearce | 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. |
| Floyd W. Seager | Surgeon | Ogden | Kaysville and Brigham. |
| 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. 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. |
| T. M. Aldous | Surgeon | Tooele | Warner & Vicinity. |
| J. S. Alley | Surgeon | Midvale | Midvale to Murray & Sandy. |
| K. E. Noyes | Surgeon | American Fork | Draper to Vineyard. |
| B. C. Linebaugh | Surgeon | Pleasant Grove | Draper to Vineyard. |
| J. J. Weight | Surgeon | Provo | Spanish Fork to Vineyard. |
| J. B. Westwood | Surgeon | Provo | Spanish Fork to Vineyard. |
| Eldon D. Clark | Oculist & Aurist | Provo | Provo and Vicinity. |
| Max Stewart | Surgeon | Payson | Spanish Fork to Santaquin. |
| F. H. Beckstead | Surgeon | Nephi | Santaquin to Lyndyl. |
| M. E. Bird | Surgeon | Delta | Black Rock to Lyndyl. |
| L. A. Busch | Surgeon | Millford | Crestline to Clear Lake. |
| H. B. Fowler | Surgeon | Millford | Crestline to Clear Lake. |
| Thomas W. Auner | Surgeon | Caliente | Crestline to Moapa. |
| L. V. Broadbent | Surgeon | Cedar City | Cedar City to Avon. |
| P. K. Edmunds | Surgeon | Cedar City | Cedar City to Avon. |
| R. W. Farnsworth | Surgeon | Cedar City | Cedar City to Avon. |
| J. B. Demman | Surgeon | Las Vegas | Crestline to Moapa. |
| J. J. Hamill | Surgeon | Las Vegas | Roach to Dry Lake |
| C. G. Scruggs | Surgeon | Las Vegas | Las Vegas. |

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 |
| 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 |
| Provo | Joint Yard Telegraph Office |
| Provo | Joint Passenger Station |
| Provo | Yard Office |
| Lynnndyl | Telegraph Office |
| Milford | Engineman's Locker Room |
| Milford | Telegraph Office |
| Caliente | Telegraph Office |
| Las Vegas | Enginemen's Register Room |
| Las Vegas | Freight Enginemen's Locker Room |
| Las Vegas | Passenger Enginemen's Locker Room |
| Las Vegas | Conductor's Register Room |
| Las Vegas | Telegraph Office |
| Las Vegas | Yard Office |
| Las Vegas | Dispatcher's Office |

| 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 | 731.6 |
| Branches | 316.1 |
| Grand Total | 1047.7 |

ON THE FIRST SUBDIVISION BETWEEN OGDEN AND SALT LAKE CITY

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. 103 and 104 must be cleared not less than five minutes by first-class trains and not less than fifteen minutes by second-class, 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 |
|-------|--------------|---------------------------|--------------------------------|
| 30 | Any station. | Beyond Pocatello. | |
| 31 | Any station. | Any station. | Any station. |
| 32 | Any station. | Any station. | Any station. |
| 33 | Any station. | | Beyond Pocatello. |
| 37 | Any station. | Any station. | Any station. |
| 4 | Moapa. | Los Angeles. | Salt Lake City and beyond. |
| 38 | Any station. | Any station. | Any station. |

| WESTWARD | | | | CONDENSED TIME-TABLE | | | | EASTWARD | | | |
|-----------------|---------------------------------|-----------------|-----------------|----------------------|--|-----------------|-----------------|-----------------|---------------------------------|-----------------|--|
| FIRST CLASS | | | | Distance from Ogden | Time-Table No. 5 September 11, 1949 | Mile Post | FIRST CLASS | | | | |
| 3 Passenger | 103 Streamliner Passenger | 1 Passenger | 37 Passenger | | | | 4 Passenger | 2 Passenger | 104 Streamliner Passenger | 38 Passenger | |
| Daily | Daily | Daily | Daily | | STATIONS | | | | | | |
| 9.45 | 6.30 | 5.00 | 7.00 | 0.0 | MT OGDEN MT | 0.0 | A 6.20 | A 7.10 | A 9.30 | A 6.40 | |
| 10.35 9.55 | 7.10 6.20 | 5.50 5.00 | 8.00 8.40 | 36.3 | MT SALT LAKE CITY MT | 36.3 784.0 | 5.30 4.10 | 6.20 5.10 | 8.50 7.40 | 5.45 4.15 | |
| 12.10 | 8.15 | 7.20 | 11.45 | 154.4 | LYNNDYL | 665.9 | 2.00 | 2.50 | 5.51 | 1.30 | |
| 1.55 | 9.28 | 9.05 | 2.05 | 243.5 | MILFORD | 576.8 | 12.35 | 1.15 | 4.40 | 11.40 | |
| 2.33 | 9.56 | 9.40 | 2.50 | 278.9 | LUND | 541.4 | 11.45 | 12.30 | 4.12 | 10.50 | |
| 4.40 | 11.36 | 11.41 | 5.07 | 360.8 | CALIENTE | 459.5 | 9.55 | 10.35 | 2.35 | 8.40 | |
| 7.35 7.50 | 2.15 2.25 | 2.30 2.45 | 8.45 9.15 | 486.1 | LAS VEGAS | 334.2 | 7.05 6.50 | 7.40 7.25 | 11.55 11.45 | 5.30 5.00 | |
| 11.02 | 5.10 | 6.00 | 1.25 | 657.1 | YERMO | 163.2 | 3.32 | 4.11 | 8.45 | 12.30 | |
| 11.25 | 5.28 | 6.25 | 2.00 | 670.5 | BARSTOW | 150.1 | 3.08 | 3.52 | 8.27 | 12.01 | |
| 1.30 | 7.25 | 8.35 | 4.30 | 751.3 | SAN BERNARDINO | 67.3 | 1.05 | 1.50 | 6.38 | 9.55 | |
| 1.40 | 7.33 | 8.45 | 4.40 | 754.8 | COLTON | 64.5 | 12.52 | 1.37 | 6.25 | 9.32 | |
| 1.55 | 7.45 | 9.00 | 5.00 | 761.8 | RIVERSIDE | 57.5 | 12.40 | 1.25 | 6.13 | 9.15 | |
| 2.15 | 8.03 | 9.23 | 5.28 | 781.5 | ONTARIO | 37.8 | 12.17 | 1.02 | 5.53 | 8.45 | |
| 2.23 | 8.11 | 9.32 | 5.40 | 787.3 | POMONA | 32.0 | 12.10 | 12.54 | 5.46 | 8.35 | |
| A 3.20 | A 9.00 | A 10.40 | A 7.00 | 821.0 | PT LOS ANGELES PT | 0.0 | 11.15 | 12.01 | 5.00 | 7.30 | |
| | | | | | 821.0 | | Daily | Daily | Daily | Daily | |
| (18.35) 44.2 | (15.30) 52.9 | (18.40) 43.9 | (25.00) 32.8 | | Thru Time | (18.05) 45.4 | (18.09) 45.2 | (15.30) 52.9 | (22.10) 37.0 | | |
| | | | | | Average speed per hour | | | | | | |

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

| WESTWARD | | | | CONDENSED TIME-TABLE | | | | EASTWARD | | | |
|-----------------|-----------------|-----------------|-----------------|--|--|----------------|-----------------|-----------------|--------------|--|--|
| FIRST CLASS | | | | Distance from Salt Lake City New Main Line | Time-Table No. 5 September 11, 1949 | Mile Post | FIRST CLASS | | | | |
| 33 Passenger | 29 Passenger | 31 Passenger | 30 Passenger | | | | 32 Passenger | 34 Passenger | | | |
| Daily | Daily | Daily | Daily | | STATIONS | | | | | | |
| 11.30 | 8.00 | 5.35 | A 7.45 | 36.3 | SALT LAKE CITY | 36.3 | A 7.45 | A 9.15 | A 10.25 | | |
| 12.30 1.00 | 9.00 9.30 | 6.35 7.00 | 6.45 6.25 | 36.3 | OGDEN | 0.0 | 6.45 6.25 | 8.10 7.50 | 9.25 9.05 | | |
| 1.37 | 10.05 | 7.34 | 5.55 | 57.4 | BRIGHAM | 21.1 | 5.55 | 7.18 | 8.36 | | |
| 2.33 | 10.55 | 8.30 | 5.13 | 85.1 | CACHE JCT. | 48.8 | 5.13 | 6.27 | 7.50 | | |
| 4.10 | 12.20 | 10.10 | 3.35 | 147.5 | McCAMMON | 111.2 | 3.35 | 4.50 | 6.15 | | |
| A 4.45 | A 12.55 | A 10.45 | 3.05 | 170.2 | POCATELLO | 213.9 | 3.05 | 4.20 | 5.45 | | |
| | | | Daily | | (170.2) | | Daily | Daily | Daily | | |
| (5.15) 32.4 | (4.55) 34.6 | (5.10) 32.9 | (4.40) 36.4 | | Thru Time | (4.40) 36.4 | (4.55) 34.6 | (4.40) 36.4 | | | |
| | | | | | Average speed per hour | | | | | | |

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

| | | FIRST SUBDIVISION | | | | EASTWARD | | | |
|--|--------|-----------------------------|-----------------|-----------------------|----------------|---------------------------------|----------------------|----------------|--|
| Time-Table No. 5 September 11, 1949 | | FIRST CLASS | | | | | | | |
| STATIONS | | 30 Passenger | 37 Passenger | 32 Passenger | 1 Passenger | 103 Streamliner Passenger | 34 Passenger | 3 Passenger | |
| DN-R SALT LAKE CITY YL DS SA | 36.3 | A 7.45AM | A 8.00AM | A 9.15AM | A 5.50PM | A 7.10PM | A 10.25PM | A 10.35PM | |
| DN-R NORTH YARD YL C | 33.7 | | | | | | | | |
| NORTH SALT LAKE | 31.1 | 7.27 | 7.42 | 8.59 | 5.38 | 7.01 | f 10.09 | 10.23 | |
| BAMBERGER R. R. CROSS. | 31.0 | | | | | | | | |
| D WOODS CROSS WC | 28.1 | 7.23 | 7.38 | 8.55 | 5.34 | 6.58 | f 10.04 | 10.19 | |
| FARMINGTON | 21.3 | 7.15 | 7.30 | 8.46 | 5.28 | | 9.56 | 10.13 | |
| D KAYSVILLE K | 16.7 | 7.10 | 7.25 | 8.39 | 5.24 | | f 9.51 | 10.09 | |
| D LAYTON NY | 14.5 | 7.07 | 7.22 | 8.36 | 5.22 | 6.47 | f 9.47 | 10.07 | |
| DN CLEARFIELD CF | 9.8 | 7.02 | 7.17 | 8.29 | 5.17 | | f 9.42 | 10.02 | |
| ROY | 6.1 | 6.57 | 7.12 | 8.22 | 5.12 | 6.40 | 9.37 | 9.57 | |
| BRIDGE JCT. YL | 1.0 | 6.50 | 7.05 | 8.15 | 5.05 | | 9.30 | 9.50 | |
| DN-R OGDEN YL OG YD RD | 0.0 | 6.45 6.25 ²⁵¹ | 7.00AM | 8.10 7.50 | 5.00PM | 6.30PM | 9.25 9.05 | 9.45PM | |
| D. & R. G. W. CROSSING YL | 0.7 | | | | | | | | |
| S. P. JCT. YL | 1.6 | 6.17 ³¹¹ | | | | | | | |
| HARRISVILLE | 4.7 | 6.12 | | 7.38 | | | 8.53 | | |
| HOT SPRINGS | 8.8 | 6.08 | | f 7.33 | | | 8.49 | | |
| WILLARD | 14.0 | 6.03 | | f 7.27 | | | 8.44 | | |
| DN BRIGHAM YL BM | 21.1 | s 5.55 | | s 7.18 ²⁵¹ | | | s 8.36 | | |
| D HONEYVILLE HX | 30.4 | 5.43 | | f 7.00 | | | f 8.21 | | |
| DEWEY | 35.9 | 5.37 | | f 6.53 | | | f 8.15 | | |
| WHEELON | 44.6 | 5.27 | | f 6.41 | | | f 8.03 ³¹ | | |
| DN CACHE JCT. YL CJ | 48.8 | s 5.13 | | s 6.27 | | | s 7.50 | | |
| D TRENTON ON | 56.9 | 4.57 | | s 6.07 | | | f 7.32 | | |
| D CORNISH CG | 60.6 | 4.53 | | s 6.02 | | | s 7.27 | | |
| UTIDA | 62.4 | 4.51 | | 5.58 | | | 7.23 | | |
| D WESTON WI | 65.1 | 4.48 | | s 5.55 | | | f 7.20 | | |
| DN DAYTON CN | 71.0 | 4.39 | | s 5.45 | | | f 7.11 | | |
| CLIFTON | 75.2 | 4.34 | | f 5.39 | | | f 7.05 | | |
| COULAM | 78.3 | 4.30 | | f 5.35 | | | 7.01 | | |
| OXFORD | 81.3 | 4.26 | | f 5.31 | | | f 6.57 | | |
| SWAN LAKE | 84.7 | 4.22 | | f 5.27 | | | f 6.53 | | |
| DN DOWNEY DO | 95.0 | s 4.10 | | s 5.15 | | | s 6.40 | | |
| VIRGINIA | 100.0 | 4.00 | | f 5.06 | | | f 6.31 | | |
| D ARIMO A | 104.7 | 3.52 ³³ | | f 5.00 | | | f 6.25 | | |
| DN-R McCAMMON YL MC | 111.2 | 3.35AM | | s 4.50AM | | | s 6.15PM | | |
| (147.5) | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | |
| Thru Time | (4.10) | (1.00) | (4.25) | (0.50) | (0.40) | (4.10) | (0.50) | | |
| Average speed per hour | 35.4 | 36.3 | 33.4 | 43.6 | 54.4 | 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.
 For conditional stops to discharge or pick up revenue passengers.—See page 3.
 For stations not shown on schedule pages.—See Page 23.

| | | FIRST SUBDIVISION | | | | EASTWARD | | | |
|--|--------|-------------------------|------------------------|---------------------------|------------------------|----------|--|--|--|
| Time-Table No. 5 September 11, 1949 | | SECOND CLASS | | | | | | | |
| STATIONS | | 278 Stock Special | 259 Time Freight | 312 Mixed | 270 Time Freight | | | | |
| DN-R SALT LAKE CITY YL DS SA | 2.6 | | | | | | | | |
| DN-R NORTH YARD YL C | 2.6 | A 9.30PM | A 5.00PM | | A 4.00AM | | | | |
| NORTH SALT LAKE | 0.1 | 9.15 | 4.40 | | 3.45 | | | | |
| BAMBERGER R. R. CROSS. | 2.9 | | | | | | | | |
| D WOODS CROSS WC | 6.8 | | | | | | | | |
| FARMINGTON | 4.6 | 8.58 | 4.23 | | 3.28 | | | | |
| D KAYSVILLE K | 2.2 | 8.50 | 4.15 | | 3.20 | | | | |
| D LAYTON NY | 4.7 | 8.45 | 4.10 | | 3.15 | | | | |
| DN CLEARFIELD CF | 3.7 | 8.35 | 4.00 | | 3.05 | | | | |
| ROY | 5.1 | 8.25 | 3.50 | | 2.55 | | | | |
| BRIDGE JCT. YL | 1.0 | 8.10 | 3.35 | | 2.40 | | | | |
| DN-R OGDEN YL OG YD RD | 0.7 | 8.00 6.30 | 3.30PM | A 6.00PM | 2.30 2.00 | | | | |
| D. & R. G. W. CROSSING YL | 0.9 | | | | | | | | |
| S. P. JCT. YL | 3.1 | | | | | | | | |
| HARRISVILLE | 4.1 | | f 5.37 | | | | | | |
| HOT SPRINGS | 5.2 | 5.56 | f 5.28 | | 1.32 | | | | |
| WILLARD | 7.1 | 5.47 | f 5.17 | | 1.22 ³³ | | | | |
| DN BRIGHAM YL BM | 9.3 | 5.35 | | 5.00PM | 1.04 | | | | |
| D HONEYVILLE HX | 5.5 | 5.15 | | | 12.44 | | | | |
| DEWEY | 8.7 | 5.06 | | | 12.35 | | | | |
| WHEELON | 4.2 | 4.50 | | | 12.20 | | | | |
| DN CACHE JCT. YL CJ | 8.1 | 4.30 | | | 12.01 ²⁷⁷ | | | | |
| D TRENTON ON | 3.7 | 3.52 | | | 11.06 ²⁹ | | | | |
| D CORNISH CG | 1.8 | | | | | | | | |
| UTIDA | 2.7 | | | | | | | | |
| D WESTON WI | 5.9 | 3.38 | | | 10.29 | | | | |
| DN DAYTON CN | 4.2 | 3.28 | | | 10.19 | | | | |
| CLIFTON | 3.1 | | | | | | | | |
| COULAM | 3.0 | 3.16 | | | 10.07 | | | | |
| OXFORD | 3.4 | | | | | | | | |
| SWAN LAKE | 10.3 | 3.06 | | | 9.57 | | | | |
| DN DOWNEY DO | 5.0 | 2.50 | | | 9.40 ³¹ | | | | |
| VIRGINIA | 4.7 | | | | | | | | |
| D ARIMO A | 6.5 | 2.35 | | | 9.10 | | | | |
| DN-R McCAMMON YL MC | 6.5 | 2.20PM | | | 8.50PM | | | | |
| (147.5) | | 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 | | | | | |

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 23.

| WESTWARD | | SECOND SUBDIVISION | | | | | | Distance from Salt Lake City | Time-Table No. 5 September 11, 1949 | |
|--|------------------------|-------------------------|-------------------|---------------------------------|----------------|---------------------|----------|----------------------------------|--|----------------|
| Car capacity of units, etc. See Rule 6(A) Page 23. | SECOND CLASS | | FIRST CLASS | | | | STATIONS | | Freight Line | Passenger Line |
| | 259 Freight Time | 299 Stock Special | 3 Passenger | 103 Streamliner Passenger | 1 Passenger | 37 Passenger | | | | |
| Yard COPT WYZ | 8.00PM | 12.30PM | | | | | 0.0 | DN-R NORTH YARD YL C | | |
| | | | | | | | 1.1 | S. L. G. & W. CROSSING YL 0.1 | | |
| | | | | | | | 1.2 | D. & R. G. W. CROSSING YL 0.1 | | |
| I | | | | | | | 2.3 | WEST. PAC. CROSSING YL 1.1 | | |
| P | | | | | | | 4.4 | BUENA VISTA 2.1 | | |
| Yard P | | | 9.55PM | 6.20PM | 5.00PM | 8.40AM | 0.0 | DN-R SALT LAKE CITY YL 1.3 SA | | |
| P | | | | | | | 1.3 | EIGHTH SO. ST. YL 0.2 | | |
| I | | | | | | | 1.5 | D. & R. G. W. CROSSING YL 0.2 | | |
| I | | | | | | | 1.7 | D. & R. G. W. CROSSING YL 0.2 | | |
| 122 P | | | 10.06 | 6.31 | 5.11 | 8.55 | 4.8 | BUENA VISTA 3.1 | | |
| 125 PW | | | 10.15 | | 5.20 | s 9.07 | 15.7 | D GARFIELD GF 1.2 | | |
| AI | | | | | | | 16.8 | D. & R. G. W. CROSSING 2.7 | | |
| 122 P | | | 10.19 | 6.44 | 5.24 | 9.15 | 19.6 | LAKE POINT 8.0 | | |
| 122 PW | | | 10.28 | 6.51 | 5.33 | 9.28 | 27.6 | ERDA 8.2 | | |
| 122 PY | | | 10.38 | 6.59 | 5.43 | s 9.45 | 35.8 | D WARNER DU 5.6 | | |
| 131 PW | | | 10.46 | 7.05 | 5.51 | s 10.00 | 41.4 | D STOCKTON KN 6.5 | | |
| 122 P | | | 10.52 | 7.10 | 5.57 | f 10.10 | 47.9 | D ST. JOHN SJ 12.8 | | |
| 143 PW | | | 11.03 | 7.20 | 6.09 | f 10.25 | 60.7 | FAUST 6.1 | | |
| 122 P | | | 11.10 | 7.26 | 6.16 | 10.33 | 66.8 | PEHRSON 7.3 | | |
| 137 PW | | | 11.19 | 7.34 | 6.25 | 10.42 | 74.1 | LOFGREEN 5.7 | | |
| 122 P | | | 11.26 | 7.41 | 6.32 | 10.50 | 79.8 | BOULTER 5.6 | | |
| 122 PWYZ | | | 11.34 | 7.46 | 6.40 | s 11.00 | 85.4 | D TINTIC U 6.7 | | |
| 123 P | | | 11.42 | 7.52 | 6.48 | 11.10 | 92.1 | McINTYRE 6.6 | | |
| 126 PW | | | 11.49 | 7.58 | 6.55 | 11.20 | 98.7 | JERICHO 10.3 | | |
| 139 P | | | 11.59PM | 8.07 | 7.07 | 11.32 | 109.0 | CHAMPLIN 9.1 | | |
| Yard OPTWY | | | 12.10AM | 8.15 | 7.20 | s 11.45 | 118.1 | DN LYNN DYL NY 7.7 | | |
| 122 P | | | 12.17 | 8.21 | 7.27 | 11.53AM | 125.8 | STRONG 8.8 | | |
| 124 PWY | | | s 12.25 | 8.28 | 7.35 | s 12.08PM | 134.6 | DN DELTA AK 9.5 | | |
| 122 P | | | 12.35 | | 7.44 | 12.20 | 144.1 | VAN 8.9 | | |
| 122 P | | | 12.43 | 8.43 | 7.53 | 12.30 | 153.0 | CLEAR LAKE 5.1 | | |
| 123 P | | | 12.48 | 8.47 | 7.58 | 12.35 ³⁸ | 158.1 | NEELS 8.4 | | |
| 122 P | | | 12.56 | 8.54 | 8.08 | 12.50 | 166.5 | BLOOM 7.9 | | |
| 124 P | | | 1.04 ⁴ | 9.00 | 8.17 | 1.00 | 174.4 | CRUZ 10.2 | | |
| 123 PW | | | 1.16 | 9.08 | 8.28 | f 1.15 | 184.6 | BLACK ROCK 9.7 | | |
| 122 P | | | 1.30 ² | | 8.38 | 1.30 | 194.3 | READ 4.6 | | |
| 122 P | | | 1.35 | 9.19 | 8.43 | 1.37 | 198.9 | MURDOCK 8.3 | | |
| Yard OPTWYZ | A 4.00AM | A 5.45PM | A 1.45AM | A 9.27PM | A 8.55PM | A 1.50PM | 207.2 | DN-R MILFORD YL FD | | |
| | | | | | | | | (207.2) | | |

CENTRALIZED TRAFFIC CONTROL

| | | | | | | |
|--------|--------|--------|--------|--------|--------|------------------------------|
| (8.00) | (5.15) | (3.50) | (3.07) | (3.55) | (5.10) | Thru Time |
| 25.9 | 39.4 | 54.0 | 66.5 | 82.9 | 40.1 | Average speed per hour |

For conditional stops to discharge or pick up revenue passengers.—See Page 3.
For stations not shown on schedule pages.—See Page 23.

| | | SECOND SUBDIVISION | | | | EASTWARD | | |
|--|--|--------------------|-------------------|-------------------|---------------------------------|---------------------|------------------------|------------------------|
| Car capacity of units, etc. See Rule 6(A) Page 23. | Time-Table No. 5 September 11, 1949 | Mile Post | FIRST CLASS | | SECOND CLASS | | | |
| | | | 4 Passenger | 2 Passenger | 104 Streamliner Passenger | 38 Passenger | 260 Time Freight | 256 Time Freight |
| Yard COPT WYZ | | 35.3 | | | | | A 10.30AM | A 1.30AM |
| | | 36.4 | | | | | | |
| I | | 36.5 | | | | | | |
| P | | 781.3 | | | | | | |
| Yard P | | 779.2 | | | | | | |
| | | | | | | | | |
| P | | 86.3 | A 4.10AM | A 5.10AM | A 7.40AM | A 4.15PM | | |
| P | | 37.6 | | | | | | |
| I | | 37.8 | | | | | | |
| I | | 38.0 | | | | | | |
| 122 P | | 779.2 | 3.55 | 4.52 | | 3.57 | | |
| 125 PW | | 768.3 | 3.45 | 4.41 | 7.23 | f 3.44 | | |
| AI | | 767.1 | | | | | | |
| 122 P | | 764.4 | 3.41 | 4.36 | | 3.38 | | |
| 122 PW | | 756.4 | 3.33 | 4.28 | | 3.28 | | |
| 122 PY | | 748.2 | 3.25 | 4.20 | 7.06 | s 3.19 | | |
| 131 PW | | 742.6 | 3.20 | 4.14 | 7.01 | s 3.08 | | |
| 122 P | | 736.1 | 3.14 | 4.08 | 6.56 | f 2.59 | | |
| 143 PW | | 723.3 | 3.03 | 3.56 | 6.46 | 2.45 | | |
| 122 P | | 717.2 | 2.57 | 3.50 | | 2.37 | | |
| 137 PW | | 709.9 | 2.49 | 3.42 | | 2.27 | | |
| 122 P | | 704.2 | 2.41 | 3.33 | | 2.18 | | |
| 122 PWYZ | | 698.6 | 2.34 | 3.25 | 6.22 | s 2.10 | | |
| 123 P | | 691.9 | 2.27 | 3.18 | 6.15 | 2.01 | | |
| 126 PW | | 685.3 | 2.20 | 3.11 | 6.08 | 1.53 | | |
| 139 P | | 675.0 | 2.09 | 3.00 | 5.59 | 1.42 | | |
| Yard OPTWY | | 665.9 | f 2.00 | 2.50 | 5.51 | s 1.30 | | |
| 122 P | | 658.2 | 1.52 | 2.40 | 5.45 | 1.15 | | |
| 124 PWY | | 649.4 | s 1.42 | 2.30 | 5.38 | s 1.05 | | |
| 122 P | | 639.9 | 1.32 | 2.21 | 5.30 | 12.52 | | |
| 122 P | | 631.0 | 1.24 | 2.12 | 5.23 | 12.42 | | |
| 123 P | | 625.9 | 1.19 | 2.07 | 5.19 | 12.35 ³⁷ | | |
| 122 P | | 617.5 | 1.11 | 1.58 | 5.12 | 12.24 | | |
| 124 P | | 609.6 | 1.04 ³ | 1.50 | 5.06 | 12.15 | | |
| 123 PW | | 599.4 | 12.55 | 1.40 | 4.58 | f 12.05PM | | |
| 122 P | | 589.7 | 12.47 | 1.30 ³ | | 11.55AM | | |
| 122 P | | 585.1 | 12.43 | 1.24 | 4.47 | 11.50 | | |
| Yard OPTWYZ | | 576.8 | 12.35AM | 1.15AM | 4.40AM | 11.40AM | 1.50AM | 4.30PM |
| | | | Daily | Daily | Daily | Daily | Daily | Daily |

| | | | | | | |
|-----------------------------|--------|--------|--------|--------|--------|--------|
| Thru Time..... | (3.35) | (3.55) | (3.00) | (4.35) | (8.40) | (9.00) |
| Average speed per hour..... | 57.8 | 52.9 | 69.0 | 45.2 | 23.9 | 23.0 |

For conditional stops to discharge or pick up revenue passengers.—See Page 3.
For stations not shown on schedule pages.—See Page 23.

WESTWARD

THIRD SUBDIVISION

| Car capacity of sidings, etc. See Rule 6(A) Page 23. | SECOND CLASS | | FIRST CLASS | | | | Distance from Salt Lake City |
|--|-------------------|------------------|---------------------------|----------------------|-------------------|---------------------|------------------------------|
| | 299 Stock Special | 259 Time Freight | 103 Streamliner Passenger | 1 Passenger | 37 Passenger | 3 Passenger | |
| | Daily | Daily | Daily | Daily | Daily | Daily | |
| Yard OPTWYZ | 6.00PM | 4.40AM | 9.28PM | 9.05PM | 2.05PM | 1.55AM | 207.2 |
| 123 P | | | | 9.12 | 2.13 | 2.03 | 212.3 |
| 122 PW | | | 9.40 | 9.20 | 2.22 | 2.11 | 222.4 |
| 122 P | | | | 9.26 | 2.28 | 2.18 | 229.2 |
| 122 P | | | 9.49 | 9.30 | 2.32 | 2.22 | 233.5 |
| 122 188 PWY | | | 9.56 | 9.40 | s 2.50 | s 2.33 | 242.6 |
| 122 P | | | | 9.50 | 3.00 | 2.43 | 252.5 |
| 122 PW | | | | 9.55 | f 3.07 | 2.48 | 257.3 |
| 122 P | | | | 10.05 | 3.18 | 2.58 | 268.2 |
| 122 122 PWY | | | 10.21 | 10.12 | f 3.28 | 3.05 | 274.2 |
| 122 P | | | 10.28 | 10.20 | 3.40 | 3.15 | 282.8 |
| 127 PY | | | 10.39 ¹ | 10.39 ¹⁰³ | 3.55 | 3.30 ¹⁰⁴ | 290.3 |
| 122 P | | | 10.45 ⁴ | 10.47 ⁴ | 4.02 | 3.38 | 294.7 |
| 122 PW | | | 10.51 | 10.54 | 4.10 | 3.46 | 299.4 |
| 133 P | | | 11.05 ² | 11.10 ² | 4.26 | 4.02 | 308.7 |
| 83 P | | | 11.21 | 11.26 | 4.42 | 4.18 | 315.6 |
| 122 P | | | 11.28 | 11.33 | 4.50 | 4.25 | 319.7 |
| Yard OPTWYZ | | | 11.36 | 11.41 | s 5.07 | s 4.40 | 324.5 |
| 122 P | | | 11.42 | 11.47PM | 5.16 | 4.48 | 329.5 |
| 122 P | | | 11.58PM | 12.03AM | 5.33 | 5.04 | 339.1 |
| 122 PW | | | 12.09AM | 12.15 | 5.50 | 5.17 | 345.6 |
| 122 P | | | 12.24 | 12.30 | 6.05 | 5.32 | 354.9 |
| 102 77 PW | | | 12.34 | 12.42 | 6.20 | 5.44 | 364.9 |
| 122 P | | | 12.43 | 12.51 | 6.30 | 5.53 | 370.5 |
| 69 P | | | 12.51 | 12.59 | 6.38 | 6.01 | 375.5 |
| 122 P | | | 1.01 | 1.12 ¹⁰⁴ | 6.50 | 6.12 | 381.1 |
| 136 PW | | | 1.06 ¹⁰⁴ | 1.19 | 6.59 | 6.20 | 386.1 |
| 122 P | | | 1.12 | 1.25 | 7.10 | 6.26 | 390.6 |
| 122 PWY | | | 1.21 | 1.35 | s 7.30 | 6.36 ³⁸ | 400.9 |
| 122 P | | | 1.30 | 1.44 | 7.49 ⁴ | 6.46 | 410.5 |
| 122 PW | | | 1.39 | 1.53 | 7.59 | 6.56 | 421.0 |
| 74 P | | | 1.46 | 2.00 | 8.11 ² | 7.03 | 426.5 |
| 122 P | | | 1.53 | 2.07 | 8.20 | 7.10 | 432.0 |
| 122 P | | | 2.00 | 2.14 | 8.27 | 7.17 | 437.0 |
| 122 P | | | 2.07 | 2.23 | 8.37 | 7.27 | 445.3 |
| Yard OPTWYZ | A 1.00AM | A 1.30PM | A 2.15AM | A 2.30AM | A 8.45PM | A 7.35AM | 449.8 |

(7.00) (8.50) (4.47) (5.25) (6.40) (5.40) Thru Time
 34.7 27.4 50.7 44.7 36.4 42.8 Average speed per hour

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

No. 37 will not stop at Moapa on Sundays for mail and express.

For stations not shown on schedule pages.—See Page 23.

THIRD SUBDIVISION

EASTWARD

| Car capacity of sidings, etc. See Rule 6(A) Page 23. | FIRST CLASS | | SECOND CLASS | |
|--|---------------------|--|--|---------------------------|
| | 38 Passenger | 4 Passenger | 2 Passenger | 104 Streamliner Passenger |
| | Daily | Daily | Daily | Daily |
| Yard OPTWYZ | A 11.30AM | A 12.25AM | A 1.05AM | A 4.39AM |
| 123 P | 11.21 | 12.13 | 12.57 | |
| 122 PW | 11.12 | 12.04AM | 12.48 | |
| 122 P | 11.05 | 11.58PM | 12.42 | |
| 122 P | 11.00 | 11.54 | 12.38 | 4.19 |
| 122 188 PWY | s 10.50 | s 11.45 | 12.30 | 4.12 |
| 122 P | 10.34 | 11.33 | 12.20 | |
| 122 PW | f 10.29 | 11.29 | 12.15 | |
| 122 P | 10.18 | 11.19 | 12.05AM | |
| 122 122 OPWY | f 10.10 | 11.13 | 11.59PM | 3.48 |
| 122 P | 9.58 | 11.05 | 11.51 | 3.40 |
| 127 PY | 9.46 | 10.54 | 11.40 | 3.30 ³ |
| 122 P | 9.36 | 10.47 ¹ 10.45 ¹⁰³ | 11.33 | 3.23 |
| 122 PW | 9.28 | 10.37 | 11.26 | 3.17 |
| 133 P | 9.11 | 10.23 | 11.10 ¹ 11.05 ¹⁰³ | 3.03 |
| 83 P | 8.55 | 10.08 | 10.48 | 2.48 |
| 122 P | 8.48 | 10.02 | 10.42 | 2.42 |
| Yard OPTWYZ | s 8.40 | s 9.55 | 10.35 | 2.35 |
| 122 P | 8.28 | 9.43 | 10.22 | 2.28 |
| 122 P | 8.12 | 9.27 | 10.06 | 2.12 |
| 122 PW | f 8.00 | 9.15 | 9.54 | 2.01 |
| 122 P | 7.43 | 9.00 | 9.39 | 1.49 |
| 102 77 PW | f 7.30 | 8.49 | 9.28 | 1.39 |
| 122 P | 7.21 | 8.40 | 9.19 | 1.30 |
| 69 P | 7.11 | 8.31 | 9.09 | 1.21 |
| 122 P | 7.02 | 8.22 | 9.00 | 1.12 ¹ |
| 136 PW | f 6.55 | 8.15 | 8.53 | 1.06 ¹⁰³ |
| 122 P | 6.47 | 8.09 | 8.47 | 12.57 |
| 122 PWY | s 6.36 ³ | 7.59 | 8.37 | 12.48 |
| 122 P | 6.20 | 7.49 ³⁷ | 8.27 | 12.38 |
| 122 PW | 6.08 | 7.39 | 8.17 | 12.29 |
| 74 P | 6.00 | 7.33 | 8.11 ³⁷ | 12.22 |
| 122 P | 5.52 | 7.27 | 8.02 | 12.16 |
| 122 P | 5.44 | 7.19 | 7.54 | 12.09 |
| 122 P | 5.36 | 7.11 | 7.46 | 12.02AM |
| Yard OPTWYZ | 5.30AM | 7.05PM | 7.40PM | 11.55PM |

Thru Time (6.00) (5.20) (5.25) (4.44)
 Average speed per hour 40.4 45.4 44.8 51.2 (9.55) (10.00)
 24.4 24.2

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

No. 38 will not stop at Moapa on Sundays for mail and express.

For stations not shown on schedule pages.—See Page 23.

| WESTWARD | | | | PROVO SUBDIVISION | | | | EASTWARD | | | | | |
|----------------|-------------|---|---------|------------------------------|--|---------------------------|---------------------|----------|--------------|---------|--|--|--|
| SECOND CLASS | | | | Distance from Salt Lake City | Time-Table No. 5 September 11, 1949 | | | | SECOND CLASS | | | | |
| | | | | | Mile Post | 306 Mixed | | | | | | | |
| | | | | Mile Post | | STATIONS | | | | | | | |
| Yard | COPT WYZ | | 3.00AM | | 0.0 | DN R | SALT LAKE CITY YL C | 36.3 | A | 11.15PM | | | |
| | P | | 3.15 | 1.3 | | EIGHTH SOUTH ST. YL | 37.6 | | 10.55 | | | | |
| | IP | | | 2.1 | | D. & R. G. W. CROSSING YL | 38.4 | | | | | | |
| | | | | 3.4 | | D. & R. G. W. CROSSING YL | 39.7 | | | | | | |
| 47 | P | f | 3.35 | 7.3 | D | MURRAY YL FN | 43.6 | f | 10.40 | | | | |
| 60 | PW | | 3.40 | 7.9 | | PALLAS YL | 44.2 | | 10.35 | | | | |
| | P | | | 9.6 | | ATWOOD YL | 45.9 | | | | | | |
| | AI | | | 11.4 | | D. & R. G. W. GAUNTLET | 47.7 | | | | | | |
| | AI | | | 12.3 | | D. & R. G. W. CROSSING | 48.6 | | | | | | |
| 102 | P | f | 3.50 | 12.6 | | SANDY | 48.9 | f | 10.20 | | | | |
| 48 | PW | s | 4.20 | 17.1 | D | DRAPER A | 782.9 | s | 10.10 | | | | |
| ws 73 ES 70 | P | f | 4.50 | 24.5 | | MOUNT | 775.5 | f | 9.50 | | | | |
| 73 | PWY | f | 5.20 | 29.0 | | CUTLER YL | 771.0 | f | 9.30 | | | | |
| 81 | P | f | 5.40 | 30.5 | D | LEHI YL HI | 769.5 | f | 9.20 | | | | |
| 45 | P | f | 6.00 | 33.5 | D | AMERICAN FORK AF | 766.5 | f | 9.00 | | | | |
| 73 | P | f | 6.20 | 36.5 | D | PLEASANT GROVE GO | 763.5 | f | 8.40 | | | | |
| 73 | P | f | 6.30 | 42.0 | D | GENEVA G | 758.0 | f | 8.20 | | | | |
| | AI | | | 42.7 | | D. & R. G. W. CROSSING | 757.3 | | | | | | |
| Yard | COPT WYZ | s | 8.00 | 47.3 | DN-R | PROVO YL VO | 752.7 | s | 8.00 | | | | |
| 25 | | f | 8.10 | 52.0 | | SPRINGVILLE | 748.0 | f | 6.25 | | | | |
| 29 | P | s | 8.30 | 55.6 | D | SPANISH FORK SF | 744.4 | f | 6.15 | | | | |
| 52 | P | f | 8.35 | 58.4 | | BENJAMIN | 741.6 | f | 6.00 | | | | |
| 55 | PW | s | 9.00 | 63.2 | D | PAYSON CN | 736.8 | f | 5.50 | | | | |
| 52 | P | f | 9.20 | 69.3 | | SANTAQUIN | 730.7 | f | 5.32 | | | | |
| 60 | P | f | 9.30 | 72.0 | | YORK | 728.0 | f | 5.25 | | | | |
| 125 | PW | f | 9.50 | 78.0 | | STARR | 722.0 | f | 5.10 | | | | |
| 41 | P | f | 10.05 | 83.3 | | BURRISTON | 718.7 | f | 4.55 | | | | |
| 52 | PY | s | 10.40 | 89.2 | DN | NEPHI NI | 710.8 | s | 4.40 | | | | |
| 53 | P | f | 11.00 | 96.4 | | SHARP | 703.6 | f | 4.10 | | | | |
| 75 | P | f | 11.20 | 103.7 | | JUAB | 696.3 | f | 3.50 | | | | |
| 52 | PW | f | 11.40AM | 110.7 | | MILLS | 689.3 | f | 3.25 | | | | |
| 60 | P | f | 12.05PM | 118.9 | | PARLEY | 681.1 | f | 2.55 | | | | |
| 60 | P | f | 12.40 | 130.1 | | MACK | 669.9 | f | 2.10 | | | | |
| Yard | OPRWY | A | 1.00PM | 134.1 | DN-R | LYNNDYL YL NY | 665.9 | | 2.00PM | | | | |

(10.00) Thru Time (9.15)
13.4 Average speed per hour 14.5

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 305 is superior to No. 306.
—See Rule S-72.

Provo Subdivision trains register at Lynndyl by train registering ticket.

For stations not shown on schedule pages.—See Page 23.

| WESTWARD | | | | CACHE VALLEY BRANCH | | | | EASTWARD | | | | | |
|--------------|-------|---|--------|--------------------------|--|-----------------------|------------------|----------|--------------|--------|--|--|--|
| SECOND CLASS | | | | Distance from Cache Jct. | Time-Table No. 5 September 11, 1949 | | | | SECOND CLASS | | | | |
| | | | | | Mile Post | 304 Mixed | | | | | | | |
| | | | | Mile Post | | STATIONS | | | | | | | |
| Yard | CPWYZ | | 5.00AM | | 0.0 | DN-R | CACHE JCT. YL CJ | 0.0 | A | 3.00PM | | | |
| 10 | | | | 4.8 | | PETERSBORO (Spur) | 4.8 | | | | | | |
| 35 | | f | 5.25 | 8.6 | | MENDON | 8.6 | f | 2.15 | | | | |
| 7 | | | | 12.4 | | NEBEKER | 12.4 | | | | | | |
| 19 | w | f | 5.45 | 13.8 | D | WELLSVILLE WV | 13.8 | f | 1.55 | | | | |
| 25 | | | | 14.5 | | HILLS | 14.5 | | | | | | |
| 22 | | f | 5.59 | 17.6 | | HYRUM | 17.6 | f | 1.30 | | | | |
| 13 | | | | 20.2 | | HOLT | 20.2 | | | | | | |
| | | | | 21.7 | | SUGAR FACTORY JCT. YL | 21.7 | | | | | | |
| 85 | wyz | s | 6.30 | 24.1 | D | LOGAN YL Q | 24.1 | s | 1.10 | | | | |
| | | | | 24.4 | | BENSON JCT. YL | 24.4 | | | | | | |
| 20 | | | | 26.4 | | GREENVILLE | 26.4 | | | | | | |
| 15 | | f | 6.57 | 31.5 | D | SMITHFIELD YL SM | 31.5 | f | 12.30 | | | | |
| 9 | | | | 33.4 | | BAUGH (Spur) | 33.4 | | | | | | |
| 9 | | | | 36.5 | | HODGES (Spur) | 36.5 | | | | | | |
| 33 | w | f | 7.20 | 37.4 | D | RICHMOND YL RN | 37.4 | f | 12.01PM | | | | |
| 10 | | | | 39.6 | | MERRILLS YL | 39.6 | | | | | | |
| | | f | 7.29 | 41.0 | | WEBSTER YL | 41.0 | f | 11.30AM | | | | |
| | | | | 41.5 | | LEWISTON YL (Spur) | 41.5 | | | | | | |
| 35 | | f | 8.00 | 43.8 | D | FRANKLIN YL F | 43.8 | f | 11.20 | | | | |
| 24 | | f | 8.10 | 48.0 | | WHITNEY YL | 48.0 | f | 11.08 | | | | |
| 22 | wy | A | 9.00AM | 50.8 | D-R | PRESTON YL PN | 50.8 | | 11.00AM | | | | |

(4.00) Thru Time (4.00)
12.7 Average speed per hour 12.7

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
For stations not shown on schedule pages.—See Page 23.

| Westward | BENSON BRANCH | | Eastward |
|----------|--|--|----------|
| | Time-Table No. 5 September 11, 1949 | | |
| | STATIONS | | |
| | BENSON JCT. YL | | 0.0 |
| | BENSON YL | | 5.2 |
| | (5.2) | | |

| Westward | SUGAR FACTORY BRANCH | | Eastward |
|----------|--|--|----------|
| | Time-Table No. 5 September 11, 1949 | | |
| | STATIONS | | |
| | SUGAR FACTORY JCT. YL | | 0.0 |
| | SUGAR FACTORY YL | | 0.8 |
| | END OF TRACK | | 1.0 |
| | (1.0) | | |

| WESTWARD | | | MALAD BRANCH | | | EASTWARD | | |
|---|--|---------------------|--|-----------|---------------------|-----------------------------|--|--|
| SECOND CLASS | | | Time-Table No. 5 September 11, 1949 | | | SECOND CLASS | | |
| Car capacity of sidings, etc. See Rule 6 (A) Page 23. | | 311 Mixed | Distance from Brigham | Mile Post | 312 Mixed | | | |
| | | Daily Except Sunday | | | | | | |
| Yard PWY | | 8.00AM | 0.0 | 0.0 | A 4.00PM | | | |
| 51 | | f 8.22 | 5.6 | 5.6 | f 3.35 | | | |
| 10 | | f 8.45 | 13.7 | 13.7 | f 3.10 | | | |
| 46 | | s 9.15 | 17.8 | 17.8 | s 2.55 | | | |
| 19 WY | | s 9.45 | 19.8 | 19.8 | s 2.20 | | | |
| 20 | | f 10.01 | 25.0 | 25.0 | f 1.56 | | | |
| 14 | | f 10.40 | 36.7 | 36.7 | f 1.20 | | | |
| 12 | | f 11.05 | 44.5 | 44.5 | f 12.55 | | | |
| 30 CWY | | A 11.30AM | 51.5 | 51.5 | 12.30PM | | | |
| | | | | | Daily Except Sunday | | | |
| | | | Thru Time (3.30) 14.7 | | | Average speed per hour 14.7 | | |

| Westward | SYRACUSE BRANCH | | Eastward |
|--|-----------------|---------------------------|----------|
| Time-Table No. 5 September 11, 1949 | | | |
| STATIONS | | | |
| P | DN | CLEARFIELD YL CF | 0.0 |
| | | 0.3 | |
| I | | D. & R. G. W. CROSSING YL | 0.3 |
| | | 1.8 | |
| 45 | | BARNES YL (Spur) | 2.1 |
| | | 2.6 | |
| 3 | | SYRACUSE YL | 4.7 |
| (4.7) | | | |

| Westward | BEAR RIVER BRANCH | | Eastward |
|--|-------------------|-----------------|----------|
| Time-Table No. 5 September 11, 1949 | | | |
| STATIONS | | | |
| 19 WY | D | GARLAND YL AJ | 0.0 |
| | | 1.1 | |
| | | GARLAND JCT. YL | 1.1 |
| | | 2.3 | |
| 9 | | HAWS YL | 3.4 |
| | | 2.2 | |
| 9 | | LAMB YL | 5.6 |
| | | 1.9 | |
| 11 | | BUSH YL | 7.5 |
| | | 1.7 | |
| 22 | | BRADFORD YL | 9.2 |
| | | 0.7 | |
| | | END OF TRACK YL | 9.9 |
| (9.9) | | | |

| Westward | THATCHER BRANCH | | Eastward |
|--|-----------------|-----------------|----------|
| Time-Table No. 5 September 11, 1949 | | | |
| STATIONS | | | |
| 46 | D | TREMONTON YL MU | 0.0 |
| | | 5.1 | |
| 10 | | SUNSET YL | 5.1 |
| | | 0.5 | |
| | | END OF TRACK YL | 5.6 |
| (5.6) | | | |

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 23.

| Westward | FAIRFIELD BRANCH | | Eastward | Westward | PIOCHE BRANCH | | Eastward | Westward | FILLMORE BRANCH | | Eastward | | | |
|--|------------------|----------------|-----------------------|------------|---------------|--|--------------|----------|----------------------|---------|----------|---------------------|----------------|------|
| Time-Table No. 5 September 11, 1949 | | | SECOND CLASS | | | Time-Table No. 5 September 11, 1949 | | | SECOND CLASS | | | | | |
| STATIONS | | | 403 Local Freight | | | STATIONS | | | 404 Local Freight | | | | | |
| 73 PWY | R | CUTLER YL | 0.0 | Yard OPTWY | 6.30AM | DN-R | CALIENTE CS | 0.0 | A | 1.45PM | 124 PWY | DN-R | DELTA YL AK | 0.0 |
| | | 4.9 | | | | | 14.5 | | | | 186 Y | | 32.2 | |
| 15 | | CLINTON | 4.9 | 26 | s 7.20 | | PANACA | 14.5 | s | 12.30PM | 26 Y | D | FILLMORE YL FI | 32.2 |
| | | 15.4 | | | | | 18.2 | | | | | | | |
| 20 | | FAIRFIELD | 20.3 | 16 WY | A 8.45AM | D | PIOCHE YL RM | 32.7 | | 11.00AM | | | | |
| | | 3.3 | | | | | | | | | | | | |
| 16 | | FIVE MILE PASS | 23.6 | | | | | | | | | | | |
| 23.6 | | | (2.15) Thru Time 14.0 | | | Average speed per hour 11.9 | | | (2.45) 11.9 | | | Daily Except Sunday | | |

| Westward | CEDAR CITY BRANCH | | Eastward | Westward | IRON MOUNTAIN BRANCH | | Eastward | | | | |
|--|-------------------|----------|-----------------------|------------------|----------------------|--|----------|-----------|-------------|---------------------|------|
| Time-Table No. 5 September 11, 1949 | | | SECOND CLASS | | | Time-Table No. 5 September 11, 1949 | | | | | |
| STATIONS | | | 417 Local Freight | | | STATIONS | | | | | |
| 122 | OPWY | 2.00PM | DN-R | LUND YL UN | 0.0 | A | 12.05PM | Yard PWYZ | R | IRON SPRINGS YL | 0.0 |
| | | | | 9.4 | | | | | | 14.7 | |
| 75 | P | 2.25 | | AVON | 9.4 | | 11.20AM | Yard PY | DN | IRON MOUNTAIN YL MN | 14.7 |
| | | | | 11.6 | | | | | | | |
| Yard | PWYZ | 3.07 | R | IRON SPRINGS YL | 21.0 | | 10.50 | | | | |
| | | | | 4.2 | | | | | | | |
| 20 | P | 3.20 | | HALIVAH | 25.2 | | 10.20 | | | | |
| | | | | 7.3 | | | | | | | |
| Loop | OPW | A 3.45PM | DN-R | CEDAR CITY YL CD | 32.5 | | 10.00AM | | | | |
| | | | | | | | | | | | |
| 32.5 | | | (1.45) Thru Time 18.2 | | | Average speed per hour 15.6 | | | (2.05) 15.6 | | |

| Westward | IRON MOUNTAIN BRANCH | | Eastward |
|--|----------------------|---------------------|----------|
| Time-Table No. 5 September 11, 1949 | | | |
| STATIONS | | | |
| Yard PWYZ | R | IRON SPRINGS YL | 0.0 |
| | | 14.7 | |
| Yard PY | DN | IRON MOUNTAIN YL MN | 14.7 |
| 14.7 | | | |

| Westward | MEAD LAKE BRANCH | | Eastward |
|--|------------------|-----------------------|----------|
| Time-Table No. 5 September 11, 1949 | | | |
| SECOND CLASS | | | |
| 313 Mixed | | 314 Mixed | |
| STATIONS | | | |
| 122 | PWY | 8.00AM | 0.0 |
| | | 5.1 | |
| 11 | | 8.25 | 5.1 |
| | | 5.1 | |
| 9 | | 8.50 | 10.2 |
| | | 4.6 | |
| 11 | | 9.15 | 14.8 |
| | | 1.9 | |
| Y | A | 9.40AM | 16.7 |
| | | | |
| 16.7 | | (1.40) Thru Time 10.0 | |
| Average speed per hour 10.0 | | 10.0 | |

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 403 is superior to No. 404, and No. 313 is superior to No. 314.—See Rule S-72.
For stations not shown on schedule pages.—See Page 23.

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 locomotive 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. | 79 | 75 | 50 | Trains handling company roadway machines on their own wheels on main line— Straight track. On curves. On branch lines. | | | 30 25 15 |
| DLS and Stock Specials: Ogden to Las Vegas On straight track, where not otherwise restricted. On curves, where not otherwise restricted. | | | 60 50 | Diesel-electric switch locomotives in road service. | 35 | 35 | 35 |
| Mountain type locomotives. | | 70 | 50 | Within yard limits— Protected by continuous block signal system. Not protected by continuous block signal system. At North Yard. On branch lines. | 60 50 50 30 | 50 40 40 30 | 25 25 25 15 |
| 3900 class locomotives. | | 65 | 50 | Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent. | | | 35 |
| 3800 class locomotives. | | 60 | 50 | Through tunnels. | 40 | 40 | 25 |
| 4000, 9000, 2-10-2 and 4-10-2 type locomotives. | | 50 | 50 | When using cross-overs or turn-outs: 9000 class locomotives; Forward movement. Back-up movement. | | 10 6 | 10 6 |
| When caboose is handled in train consisting of passenger train equipment. | | 55 | | All other class locomotives; Forward movement. Back-up movement. | 15 10 | 15 10 | 15 10 |
| 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 | When using No. 14 turn-outs. | 25 | 20 | 20 |
| Inspection bus cars. | | 40 | 40 | 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 except at S.P. Jct. | 20 | 20 | 20 |
| Battery motor car 01886. | | 50 | | On wye tracks. | 6 | 6 | 6 |
| MacArthur type locomotives with 63-inch drivers. | | 55 | 50 | Jordan spreaders and other machines of spreader type, when in operation. | | | 15 |
| MacArthur type locomotives with 57-inch drivers. | | 35 | 35 | Trains handling air-dump cars. | | | 35 |
| Ten Wheeler type locomotives 1575 to 1579. | | 55 | 40 | Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch lines. (Slower speed must be observed where conditions require.) | | | 25 15 |
| Other Ten Wheeler type locomotives and Consolidation type locomotives. | | 35 | 35 | | | | |
| Mallet type locomotives, 3500 to 3599 incl. | | 35 | 35 | | | | |
| 0-6-0 and 0-8-0 type yard locomotives. | | 20 | 20 | | | | |
| Steam locomotives running backward. | | 20 | 20 | | | | |
| Trains handling scale test cars— On main line. On branch lines. | | | 30 20 | | | | |
| Trains handling 5 or more cars Iron Mountain ore: Between Lund and Lynndyl. Between Lynndyl and York. Between York and Provo. | | | 40 30 40 | | | | |

FIRST SUBDIVISION
Between McCammon and Ogden

| Location | Miles Per Hour | | Location | Miles Per Hour | |
|--|----------------|------|---|----------------|------|
| | Psgr. | Frt. | | Psgr. | Frt. |
| Maximum Speed. | 70 | 50 | Weston Between M.P. 64.5 and 64.1. | 60 | 50 |
| McCammon | | | Trenton Between M.P. 53.9 and 53.5. | 60 | 50 |
| Between M.P. 111.2 and 110.8. | 40 | 25 | Between M.P. 51.4 and 51.1. | 45 | 35 |
| Between M.P. 107.7 and 107.4. | 60 | 50 | Between M.P. 49.3 and 49.0. | 30 | 25 |
| Arimo Between M.P. 102.6 and 102.4. | 60 | 50 | Cache Jct. Between M.P. 47.1 and 46.5. | 30 | 30 |
| Virginia Between M.P. 99.6 and 99.4. | 50 | 40 | Between M.P. 46.4 and 44.6. | 12 | 12 |
| Downey Between M.P. 93.9 and 93.6. | 60 | 50 | Wheelon Between M.P. 44.4 and 43.5. | 40 | 30 |
| Between M.P. 92.8 and 92.3. | 60 | 50 | Between M.P. 42.2 and 42.0. | 40 | 30 |
| Between M.P. 90.4 and 90.2. | 50 | 40 | Between M.P. 41.4 and 41.0. | 60 | 50 |
| Between M.P. 87.5 and 87.3. | 60 | 50 | Between M.P. 38.0 and 37.8. | 45 | 35 |
| Between M.P. 86.7 and 86.5. | 60 | 50 | Honeyville Between M.P. 23.4 and 23.1. | 60 | 50 |
| Between M.P. 85.8 and 85.6. | 60 | 50 | Brigham Between M.P. 21.1 and 20.9. | 35 | 25 |
| Swan Lake Between M.P. 83.0 and 82.7. | 40 | 30 | Between M.P. 19.4 and 19.2. | 60 | 50 |
| Dayton Between M.P. 67.1 and 66.8. | 40 | 30 | Willard Between M.P. 14.0 and 13.7. | 60 | 50 |
| Between M.P. 66.6 and 66.1. | 60 | 50 | Between M.P. 12.7 and 12.3. | 60 | 50 |
| | | | Between M.P. 10.6 and 10.3. | 60 | 50 |
| | | | Hot Springs | | |

FIRST SUBDIVISION
Between Ogden and Salt Lake City

| Location | Miles Per Hour | | | Location | Miles Per Hour | | |
|---|----------------|-------|------|---|----------------|-------|------|
| | Str. | Psgr. | Frt. | | Str. | Psgr. | Frt. |
| Roy Between M.P. 8.7 and 9.1. | 79 | 65 | 50 | Farmington Between M.P. 22.3 and 22.5. | 70 | 60 | 50 |
| Naval Supply Depot area. | | | 12 | Between M.P. 26.6 and 26.8. | 70 | 60 | 50 |
| Naval Supply Depot wye. | | | 8 | Bamberger R. R. Crossing, M.P. 31.0. | 65 | 50 | 40 |
| Kaysville Between M.P. 20.9. and 21.2. | 70 | 60 | 50 | North Yard Between M.P. 34.9. and Fifth North Street. | 30 | 30 | 20 |
| | | | | Between Fifth North Street and passenger depot. Salt Lake City | 12 | 12 | 12 |

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

| Location | Miles Per Hour | | Location | Miles Per Hour | |
|--|----------------|------|--|----------------|------|
| | Psgr. | Frt. | | Psgr. | Frt. |
| 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 |

| SECOND SUBDIVISION | | | | | | | |
|--|----------------|-------|-----|---|----------------|-------|-----|
| Location | Miles Per Hour | | | Location | Miles Per Hour | | |
| | Str. | Psgr. | Fr. | | Str. | Psgr. | Fr. |
| Salt Lake City, when pushing cars between Fifth North and Twenty-first South Streets. | | | 5 | Warner Between M.P. 744.1 and 742.1. | 55 | 45 | 35 |
| Salt Lake City, between Fifth North and Ninth South Streets and between Third West and Fourth West Streets. | 12 | 12 | 12 | Faust Between M.P. 721.0 and 719.6. | 60 | 50 | 40 |
| All trains and engines using main tracks on Third West Street, Salt Lake City, must consume not less than 6 minutes between First South Street and Ninth South Street. | | | | Pehrson Between M.P. 715.8 and 705.8. | 55 | 45 | 35 |
| Western Pacific Railroad Crossing M.P. 36.0 (Freight Line). | 20 | 20 | 20 | Boulter Between M.P. 703.8 and 702.1. | 70 | 60 | 50 |
| D. & R. G. W. Railroad Crossing, Ninth South Street, M.P. 37.8. | 20 | 20 | 20 | Between M.P. 699.9 and 699.6. | 70 | 60 | 50 |
| Between Buena Vista and North Yard, (Freight Line). | 20 | 20 | 20 | Tintic Between M.P. 693.4 and 692.8. | 70 | 60 | 50 |
| Between M.P. 779.6 and 779.2. | 70 | 60 | 50 | McIntyre Between M.P. 688.9 and 685.7. | 60 | 50 | 40 |
| Buena Vista Between M.P. 770.6 and 770.1. | 70 | 60 | 50 | Jericho Between M.P. 684.5 and 682.5. | 60 | 50 | 40 |
| Garfield Between M.P. 767.5 and 767.2. | 65 | 55 | 45 | Between M.P. 681.0 and 680.5. | 60 | 50 | 40 |
| D. & R. G. W. Crossing M.P. 767.1. | 65 | 55 | 45 | Between M.P. 679.2 and 678.9. | 65 | 55 | 45 |
| American Smelting and Refining Co. High Line. | | | 15 | Lynndyl Over old cinder pit on inbound round-house lead. | | 5 | 5 |
| Lake Point Between M.P. 763.3 and 762.8. | 65 | 55 | 45 | Between M.P. 665.9 and 665.7. | 70 | 60 | 50 |
| Between M.P. 761.9 and 760.9. | 70 | 60 | 50 | Strong Between M.P. 656.4 and 655.8. | 70 | 60 | 50 |
| Between M.P. 758.8 and 757.1. | 55 | 45 | 35 | Between M.P. 653.2 and 652.9. | 70 | 60 | 50 |
| Erda Between M.P. 755.5 and 754.2. | 60 | 50 | 40 | Between M.P. 651.6 and 651.4. | 70 | 60 | 50 |
| | | | | Between M.P. 577.0 and 576.5. | 20 | 20 | 20 |
| | | | | Milford | | | |

| THIRD SUBDIVISION | | | | | | | |
|--|----------------|-------|-----|--|----------------|-------|-----|
| Location | Miles Per Hour | | | Location | Miles Per Hour | | |
| | Str. | Psgr. | Fr. | | Str. | Psgr. | Fr. |
| Milford Between M.P. 577.0 and 576.5. | 20 | 20 | 20 | Acoma Between M.P. 481.6 and 480.4. | 30 | 25 | 20 |
| Modena Between M.P. 502.4 and 502.0. | 70 | 60 | 50 | Between M.P. 480.0 and 479.8. | 50 | 40 | 25 |
| Uvada Between M.P. 499.9 and 499.7. | 70 | 60 | 50 | Between M.P. 479.4 and 479.1. | 40 | 30 | 25 |
| Between M.P. 498.5 and 497.6. | 70 | 60 | 50 | Between M.P. 477.2 and 469.1. | 30 | 25 | 20 |
| Maximum speed. Between M.P. 497.3 and Caliente. | 70 | 60 | 50 | Islen to Minto Steam engines backing up. | 12 | 12 | 12 |
| Between M.P. 497.3 and 495.0. | 30 | 25 | 20 | Minto Between M.P. 468.3 and 468.1. | 55 | 45 | 35 |
| Between M.P. 494.4 and 494.1. | 40 | 30 | 25 | Between M.P. 466.9 and 466.0. | 45 | 35 | 25 |
| Crestline Between M.P. 492.1 and 491.9. | 40 | 30 | 25 | Eccles Between M.P. 463.9 and 461.7. | 45 | 35 | 25 |
| Between M.P. 491.5 and 490.6. | 50 | 40 | 30 | Between M.P. 461.7 and 461.2. | 30 | 25 | 20 |
| Between M.P. 489.9 and 489.7. | 45 | 35 | 30 | Between M.P. 460.3 and 460.0. | 45 | 35 | 25 |
| Brown Between M.P. 489.2 and 489.1. | 50 | 40 | 30 | Caliente Caliente, between public crossing east of passenger depot and Signal 4592. | 20 | 20 | 20 |
| Between M.P. 488.7 and 486.8. | 30 | 30 | 25 | Between M.P. 455.9 and 454.5. | 35 | 35 | 25 |
| Between M.P. 486.6 and 484.5. | 50 | 40 | 30 | | | | |

| THIRD SUBDIVISION (Continued) | | | | | | | |
|--|----------------|-------|-----|---|----------------|-------|-----|
| Location | Miles Per Hour | | | Location | Miles Per Hour | | |
| | Str. | Psgr. | Fr. | | Str. | Psgr. | Fr. |
| Etna Between Etna and M.P. 425. Streamline trains must not exceed schedule time. | | 50 | | Between M.P. 398.6 and 397.6. | 45 | 35 | 25 |
| Between M.P. 454.5 and 430.1. | 35 | 35 | 25 | Rox Between M.P. 397.3 and 396.2. | 70 | 60 | 50 |
| Elgin Between M.P. 429.2 and 429.1. | 60 | 50 | 40 | Between M.P. 395.8 and 394.7. | 35 | 35 | 25 |
| Leith Between M.P. 428.2 and 428.0. | 55 | 45 | 35 | Between M.P. 394.2 and 394.0. | 60 | 50 | 40 |
| Between M.P. 427.6 and 426.4. | 60 | 50 | 40 | Moapa Between M.P. 380.9 and 380.4. | 65 | 55 | 45 |
| Between M.P. 426.2 and 425.5. | 55 | 45 | 35 | Between M.P. 379.6 and 379.2. | 60 | 50 | 40 |
| Between M.P. 425.1 and 425.0. | 60 | 50 | 40 | Ute Between M.P. 369.4 and 369.1. | 70 | 60 | 50 |
| Between M.P. 425.0 and 420.0. Streamline trains must not exceed schedule time. | | 60 | | Between M.P. 364.2 and 363.9. | 70 | 60 | 50 |
| Between M.P. 424.1 and 423.2. | 70 | 60 | 50 | Dry Lake Between M.P. 362.5 and 362.2. | 60 | 50 | 40 |
| Between M.P. 422.2 and 422.0. | 70 | 60 | 50 | Between M.P. 359.4 and 358.8. | 60 | 50 | 40 |
| Between M.P. 421.3 and 420.4. | 70 | 60 | 50 | Between M.P. 358.4 and 358.2. | 45 | 40 | 30 |
| Between M.P. 420.0 and Farrier. Streamline trains must not exceed schedule time. | | 50 | | Between M.P. 357.8 and 357.3. | 79 | 70 | 50 |
| Between M.P. 419.6 and 419.1. | 35 | 35 | 25 | Garnet Between M.P. 356.8 and 356.1. | 50 | 40 | 30 |
| Carp Between M.P. 418.5 and 403.7. | 35 | 35 | 25 | Apex Between M.P. 351.1 and 348.4. | 40 | 40 | 30 |
| Hoya Between M.P. 400.5 and 399.9. | 70 | 60 | 50 | Valley Airport spur. | | 25 | 25 |
| | | | | Wann Between M.P. 335.3 and 334.2. | 20 | 20 | 20 |
| | | | | Las Vegas | | | |

| PROVO SUBDIVISION | | | | | | | |
|--|----------------|-------|-----|---|----------------|-------|-----|
| Location | Miles Per Hour | | | Location | Miles Per Hour | | |
| | Str. | Psgr. | Fr. | | Str. | Psgr. | Fr. |
| Maximum speed. | 50 | 40 | 40 | Sugar Factory trackage. | | | 5 |
| Between Salt Lake City and Atwood. | 15 | 15 | 15 | American Fork City limits, between M.P. 767.5 and 765.8. | 20 | 20 | 20 |
| Between Atwood and Sandy. | 30 | 30 | 30 | Pleasant Grove City limits, between M.P. 764.0 and 762.9. Wasatch Oil spur. | 20 | 20 | 20 |
| Through interlocking. | 20 | 20 | 20 | Geneva Steel Plant Over road crossings. | | | 15 |
| All trains and engines using main tracks on Third West Street, Salt Lake City, must consume not less than 6 minutes between First South Street and Ninth South Street. | | | | Provo City limits, between M.P. 754.8 and 751.0. | 20 | 20 | 15 |
| Midvale All tracks except main track. | | | 12 | Payson Between M.P. 733.5 and 732.9. | 40 | 30 | 25 |
| Sandy From M.P. 784.0 to 781.0 westward. | 20 | 20 | 20 | Nephi City limits, between M.P. 711.8 and 710.0. | 20 | 20 | 20 |
| From M.P. 781.0 to 783.0 eastward. | 20 | 20 | 20 | Plaster mill spur. | | | 10 |
| Draper Between M.P. 778.0 and 773.5. | 40 | 30 | 20 | Juab Between M.P. 694.4 and 691.8. | 40 | 30 | 25 |
| Cutler Emsco spur, over No. 7 switch. | | | 5 | Mills Between M.P. 685.8 and 674.6. | 40 | 30 | 20 |
| Lehi Lehi Cereal Mills. | | | 10 | Lynndyl Between house track switch and standpipe. | 5 | 5 | 5 |

BRANCHES

| Location | Miles Per Hour | | Location | Miles Per Hour | |
|------------------------------|----------------|------|--|----------------|------|
| | Psg. | Frt. | | Psg. | Frt. |
| Bushnell Hospital spur. | 10 | 10 | Benson Branch. | | 15 |
| Syracuse Branch. | | 15 | Fairfield Branch | | 15 |
| Malad Branch. | | 30 | Eureka Branch | | 12 |
| Between Brigham and Garland. | | 20 | Eureka, within city limits. | | 6 |
| Between Garland and Malad. | | 20 | Fillmore Branch | | 30 |
| Between Corinne and Dathol. | | 10 | At M.P. 12.4, 12.8, 13.5 and 18.5, account drifting sand, all trains and engines must move prepared to stop if track is not clear. | | |
| Roche Beet Spur. | | 6 | Cedar City Branch | 30 | 30 |
| Thatcher Branch. | | 10 | Cedar City Loop. | 10 | 10 |
| Bear River Branch. | | 10 | Cedar City, oil track No. 12, Commissary spur and freight house lead. | | 5 |
| Sugar Factory Branch. | | 15 | Iron Mountain Branch | | 15 |
| Cache Valley Branch. | | 25 | Pioche Branch | | 25 |
| Nebeker | | 15 | Between M.P. 0.0 and 17.0. | | |
| Between M.P. 13.6 and 13.8. | | 15 | Between M.P. 17.0 and 22.0. | | 10 |
| Wellsville | | 15 | Between M.P. 22.0 and 32.7. | | 25 |
| Between M.P. 13.8 and 13.9. | | 15 | Prince Branch | | 15 |
| Hyrum | | 15 | Mead Lake Branch | | 25 |
| Between M.P. 17.7 and 18.0. | | 15 | Between M.P. 5.4 and 6.1. | | 15 |
| Lewiston | | 20 | | | |
| Between M.P. 43.0 and 43.8. | | 20 | | | |
| Franklin | | 20 | | | |
| Between M.P. 43.8 and 44.0. | | 20 | | | |

STATIONS NOT SHOWN ON SCHEDULE PAGES

| Location | Mile Post | Car Capacity Etc. See Rule 6-A Page 23 | Switch Connection | Location | Mile Post | Car Capacity Etc. See Rule 6-A Page 23 | Switch Connection |
|----------------------------|-----------|--|-------------------|------------------------------------|-----------|--|-------------------|
| First Subdivision | | | | Eureka Branch | | | |
| Marsh Valley | 103.0 | 2 Mi. | West | Eureka | 3.6 | 3.66 Mi. | East |
| Beers | 72.3 | 9 | East | Silver City Branch | | | |
| Thorensen | 68.5 | 21 | West | Silver City | 2.4 | 1.94 Mi. | East |
| Anderson | 63.7 | 15 | Both | Mammoth Branch | | | |
| Morton | 58.2 | 14 | Both | Mammoth Jct. to Mammoth Mine | | 3.66 Mi. | East |
| Cottle | 55.7 | 22 | Both | Mammoth Mine to Grand Central Mine | | 0.42 Mi. | East |
| Collinston (2) | 40.1 | 29 P | Both | Mammoth | 1.6 | 10 | Both |
| Madsen | 32.5 | 21 | Both | Fillmore Branch | | | |
| Bushnell | 19.3 | Spur 1.4 Mi. | East | Greenwood | 21.7 | 10 | East |
| Perry (1) | 17.2 | { Old siding 52P | Both | Cedar City Branch | | | |
| Browning | 2.7 | { Team track 25 | Both | Kaiser Siding | 22.5 | 48 | Both |
| Sugar factory spur | 13.8 | 50 X | East | Stock Yards | 29.9 | 50 P | East |
| Centerville | 26.0 | None | None | Pioche Branch | | | |
| Onion spur | 23.0 | 6 | East | Peck | 6.0 | | |
| Becks | 32.9 | { Old siding 88P | Both | Prince Branch | | | |
| | | { Advance track 68 | Both | Atlanta | 2.6 | 13 | Both |
| Second Subdivision | | | | Mendha | 4.2 | 3 | East |
| Small Arms spur | 779.9 | 64 P | West | Caselton | 6.5 | 22 | East |
| Bauer | 744.8 | 32 P | Both | Prince | 8.6 | 4 | Both |
| Clover USG Connection | 732.8 | Yard P | East | Mead Lake Branch | | | |
| Oasis (3) | 644.4 | 32 P | Both | Standard Oil Co. Spur | 3.1 | 1 | East |
| Borden | 620.9 | 3 P | West | Arrowhead | 3.3 | 18 | West |
| Pumice | 604.3 | 14 P | Both | Seven Arrow Gypsum | 9.3 | 7 | East |
| Third Subdivision | | | | Amber | 9.5 | 4 | East |
| Laho | 566.6 | 25 P | Both | Virgin | 12.8 | 6 | Both |
| Barclay | 478.7 | 16 P | Both | Glassand | 13.7 | 21 | West |
| Little Springs | 472.3 | 16 P | East | | | | |
| Hoya Gravel Pit | 401.5 | 64 P | Both | | | | |
| Arrolime | 353.8 | 31 P | Both | | | | |
| Lovell | 344.5 | 18 P | Both | | | | |
| McCarren Airport Spur | 342.6 | 38 P | West | | | | |
| Valley | 342.4 | 14 P | Both | | | | |
| Provo Subdivision | | | | | | | |
| Officer | 38.9 | 77 P | Both | | | | |
| Burton | 39.5 | 21 | Both | | | | |
| Husler's | 41.0 | 77 P | Both | | | | |
| Walton | 41.1 | 10 | West | | | | |
| Bentz | 42.2 | 7 | West | | | | |
| Fire Clay | 42.9 | 4 | West | | | | |
| Cushing | 47.5 | 27 | Both | | | | |
| Mellon Sand Spur | 781.3 | 10 | East | | | | |
| Rideout Spur | 778.0 | 7 | East | | | | |
| Mount Gravel Pit | 775.5 | 41 | Both | | | | |
| Lehi Sugar Spur | 769.1 | 98 | East | | | | |
| Utah Oil Co. Spur | 765.8 | 2 | West | | | | |
| Hardy Beet Spur | 761.8 | 27 | West | | | | |
| Bunker Spur | 759.9 | 12 | East | | | | |
| Provo-Cutting Spur | 754.8 | 38 | East | | | | |
| Ironton | 752.3 | 108 | East | | | | |
| Levan | 699.0 | 5 | East | | | | |
| Soma | 679.0 | 14 P | Both | | | | |
| UISCO Rock Spur | 676.3 | 12 | East | | | | |
| Leamington | 671.3 | 26 P | Both | | | | |
| Malad Branch | | | | | | | |
| Halbert | 30.5 | 6 | East | | | | |
| Washakie | 34.4 | 8 | East | | | | |
| Woodruff | 40.5 | 8 | East | | | | |
| Cache Valley Branch | | | | | | | |
| Millspur | 44.4 | 29 | West | | | | |
| Evona Branch | | | | | | | |
| Ogden | 0.0 | 3.3 Mi. | OUR&D Yard | | | | |
| Fairfield Branch | | | | | | | |
| Dahl Spur | 12.7 | 9 | East | | | | |
| Floyd Spur | 17.4 | 9 | West | | | | |

- (1) Flag stop for Nos. 32-311-312.
- (2) Flag stop for Nos. 31-32-33-34.
- (3) Flag stop for Nos. 37-38.

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.

The following letters placed in columns provided in timetable indicate:

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