

FIFTH SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Maximum speed.		60	40	Between M.P. 46.5 and 47.1.		30	30
Bushnell Hospital Spur.		10	10	Cache Jct.			
Brigham, wye.			5	Between M.P. 47.1 and 47.3.		40	25
Bushnell				Between M.P. 47.3 and 49.3.		30	20
Between M.P. 20.3 and 21.0.		40	25	Between M.P. 49.3 and 49.9.		40	25
Between M.P. 21.0 and 21.1.		30	20	Between M.P. 51.1 and 51.5.		40	25
Between M.P. 21.9 and 22.5.		40	25	Weston			
Dewey				Between M.P. 66.9 and 67.1.		40	25
Between M.P. 37.8 and 38.0.		40	25	Oxford			
Collinston				Between M.P. 82.7 and 83.0.		40	25
Between M.P. 42.0 and 42.2.		40	25	Zenda			
Between M.P. 43.5 and 44.1.		40	25	Between M.P. 90.2 and 90.4.		45	30
Wheelon				Downey			
Between M.P. 44.7 and 46.4 (Bear River Canyon).		12	12	Between M.P. 99.4 and 99.6.		45	30

BRANCHES

Syracuse Branch.		15	15	Cache Valley Branch.			
Malad Branch.				Maximum speed.		30	25
Motor Trains.		45		Motor trains.		45	
Between Brigham and Garland.		35	25	Nebeker			
Between Garland and Malad.		25	20	Between M.P. 13.6 and 13.8.		25	15
Corinne, between east and west switches.		10	10	Wellsville			
Between Corinne and Dathol.			10	Between M.P. 13.8 and 13.9.		25	15
Stokes Beet Spur.			6	Hyrum			
Thatcher Branch.			10	Between M.P. 17.7 and 18.0.		25	15
Bear River Branch.			10	Lewiston			
Urban Branch.			10	Between M.P. 43.0 and 43.8.		30	20
College Branch.			15	Franklin			
				Between M.P. 43.8 and 44.0.		30	20
				Benson Branch.			15

**F. C. PAULSEN,** General Manager  
**H. E. SHUMWAY,** General Superintendent Transportation

**A. D. HANSON,** General Superintendent

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

C. C. LARKIN, Ass't. Superintendent  
Salt Lake City, Utah

H. G. HAGGLUND, Terminal Trainmaster  
Salt Lake City, Utah

J. R. MORRIS, Trainmaster . . . . . Ogden, Utah

L. F. RACINE, Division Engineer . Salt Lake City, Utah

O. J. ROBINSON, Master Mechanic  
Salt Lake City, Utah

B. ESBENSON, Gen'l Roadmaster . Salt Lake City, Utah

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

Fourth and Fifth Subdivisions and Branches

D. DURHAM, Chief Train Dispatcher  
Salt Lake City, Utah

L. G. CAMPBELL, Ass't Chief Train Dispatcher  
Salt Lake City, Utah

E. C. BULLIS, Asst. Chief Train Dispatcher  
Salt Lake City, Utah

**Standard clocks are located as shown below:**

- Salt Lake City . . . . . 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 . . . . . Engineer's 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 Dispatcher's Office, Roundhouse
- Ogden . . . . . Enginemen's Wash Room
- Ogden . . . . . RD—28th St. Telegraph Office
- Brigham . . . . . Telegraph Office
- Malad . . . . . Telegraph Office
- Cache Jct. . . . . Telegraph Office
- Preston . . . . . Telegraph Office
- Pocatello . . . . . East Whiskers Yard Office
- Pocatello . . . . . East End Yardmaster's Office
- Pocatello . . . . . Dispatcher's Office
- Pocatello . . . . . Passenger Conductors' 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, Gould Street

UNION PACIFIC RAILROAD COMPANY  
SOUTH-CENTRAL DISTRICT



UTAH DIVISION  
FOURTH SUBDIVISION  
FIFTH SUBDIVISION  
AND BRANCHES

TIME-TABLE  
No. 11

Effective Sunday,  
**November 10, 1946**  
at 12:01 A. M. Mountain Time

TODAY IS SAFETY DAY

FOR EMPLOYEES ONLY

# CONDENSED TIME-TABLE

WESTWARD				Distance from Salt Lake City New Main Line	EASTWARD				
FIRST CLASS					Mile Post	FIRST CLASS			
45 Passenger	33 Passenger	29 Passenger	31 Passenger			32 Passenger	46 Passenger	34 Passenger	30 Passenger
Daily					Daily				
11.45PM	6.50PM	5.30PM	0.0		SALT LAKE CITY				
12.45AM 1.15	7.55 8.25	6.40 7.05	36.3		OGDEN				
1.53	9.05	7.42	57.4		BRIGHAM				
2.45	9.50	8.30	85.1		CACHE JCT.				
4.20	11.20	10.00	147.5		McCAMMON				
4.55 5.40	11.55PM 12.25AM	A 10.35PM	170.2		POCATELLO				
6.25	1.05		194.4		BLACKFOOT				
7.25AM	7.15AM	2.00	220.8		IDAHO FALLS				
9.05			271.8		ASHTON				
A 11.00AM			317.4		VICTOR				
			327.9		WEST YELLOWSTONE				
A 1.10PM	A 8.15AM		433.3		BUTTE				
					(433.3)				
(3.35) (13.25) (13.25) (5.05) Thru Time					(5.20) (3.30) (13.45) (13.00)				
26.9 32.3 32.3 33.5 Average speed per hour				31.9 27.6 31.5 33.3					

### Railroad Surgeons are located as shown below:

NAME	TITLE	PLACE	TERRITORY
SPENCER WRIGHT	Medical Director	Salt Lake City	
L. J. Tauber	Division Surgeon	Salt Lake City	Salt Lake City.
E. B. Fairbanks	Oculist & Aurist	Salt Lake City	Salt Lake City.
F. R. Slopansky	Oculist & Aurist	Salt Lake City	Salt Lake City.
F. J. Winget	Surgeon	Salt Lake City	Salt Lake City.
W. M. Clinger	Senior Internist	Salt Lake City	Salt Lake City.
Rulon E. Smith	Surgeon and Physical Examiner	Salt Lake City	Salt Lake City.
John R. Anderson	Surgeon	Salt Lake City	Salt Lake City.
Rees H. Anderson	Surgeon	Salt Lake City	Salt Lake City.
M. L. Crandall	Surgeon	Salt Lake City	Salt Lake City.
John S. Alley	Surgeon	Midvale	Midvale to Murray and Sandy.
F. E. Boucher	Surgeon	Murray	Sandy to Salt Lake.
J. E. Trowbridge	Surgeon	Bountiful	Farmington to North Salt Lake.
H. S. Jensen	Surgeon	Farmington	North Salt Lake to Kaysville.
G. D. Rutledge	Surgeon	Kaysville	Clearfield to Woods Cross.
Noall Z. Tanner	Surgeon	Layton	Roy to Layton.
J. R. Morrell	Surgeon	Ogden	Kaysville to Brigham.
R. F. Howe	Surgeon	Ogden	Kaysville to Brigham.
Leland S. Sycamore	Surgeon	Ogden	Kaysville to Brigham.
Keith A. Stratford	Surgeon	Ogden	Kaysville to Brigham.
LeRoy R. Pugmire	Oculist & Aurist	Ogden	Kaysville to Brigham.
R. W. Pugmire	Oculist & Aurist	Ogden	Kaysville to Brigham.
H. L. Pearse	Surgeon	Brigham	Willard to Cropley and Cache Jet.
O. H. Mabey	Surgeon	Malad	Malad Branch.
S. M. Budge	Surgeon	Logan	Cache Valley Branch.
G. L. Rees	Surgeon	Smithfield	Logan to Richmond.
W. G. Noble	Surgeon	Richmond	Richmond and Vicinity.
W. E. Cragun	Surgeon	Lewiston	Preston, Logan, Dayton and Cache Jet.
Leo R. Hawkes	Surgeon	Preston	Preston to Logan.
E. N. Roberts	Division Surgeon	Pocatello	Pocatello and Vicinity.
E. S. Bovenmyer	Surgeon	Pocatello	Pocatello and Vicinity.
J. V. Clothier	Oculist & Aurist	Pocatello	Pocatello and Vicinity.
W. L. Clothier	Oculist & Aurist	Pocatello	Pocatello and Vicinity.
John R. McMahon	Surgeon	Pocatello	Pocatello and Vicinity.
H. H. Hughart	Surgeon	Pocatello	Pocatello and Vicinity.

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"	28.6
41"	87.8	1' 3"	57.1	2'30"	27.
42"	85.7	1' 4"	56.2	2'45"	25.8
43"	83.7	1' 5"	55.3	3'	24.
44"	81.8	1' 6"	54.5	3'30"	22.8
45"	80.	1' 7"	53.7	4'	21.7
46"	78.3	1' 8"	52.9	5'	20.
47"	76.6	1' 9"	52.1	6'	18.9
48"	75.	1'10"	51.4	7'	17.8
49"	73.5	1'11"	50.7	8'	16.7
50"	72.	1'12"	50.	10'	15.6
51"	70.6				

### MILEAGE

Fourth and Fifth Subdivisions:

Main Line	147.5
Branches	148.5
<b>Grand Total</b>	<b>296.0</b>

WESTWARD			MALAD BRANCH			EASTWARD			
Car capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS	FIRST CLASS	Distance from Brigham	Time-Table No. 11		Mile Post	FIRST CLASS	SECOND CLASS	
	401 Local Freight	559 Motor Passenger		November 10, 1946			560 Motor Passenger	402 Local Freight	
	Daily Except Sunday	Daily		STATIONS					
Yard P W Y	8.15AM	9.45AM	0.0	DN-R	BRIGHAM YL BM	0.0	A 5.25PM	A 12.30PM	
	8.25	f 9.51	3.9		3.9	f 5.14			
51	8.37	f 9.55	5.6		CORINNE	5.6	f 5.11	12.10PM	
10	8.56	f 10.07	13.7		8.1	13.7	f 4.57	11.42AM	
46	9.30	s 10.20	17.8	D	4.1	17.8	s 4.49	11.30	
19	9.48	s 10.30	19.8	D	2.0	19.8	s 4.43	10.30 <sup>559</sup>	
23	9.59 <sup>402</sup>	f 10.35	23.4		3.6	23.4	f 4.36	9.59 <sup>401</sup>	
20	10.04	f 10.38	25.0		1.6	25.0	f 4.33	9.45	
14	10.41	f 11.03	36.7		11.7	36.7	f 4.10	9.06	
12	11.05	f 11.17	44.5		7.8	44.5	f 3.57	8.42	
30	A 11.30AM	A 11.40AM	51.5	D-R	7.0	51.5	3.45PM	8.20AM	
					MALAD YL MV			Daily Except Sunday	
					(51.5)				
	(3.15) 15.8	(1.55) 26.9		Thru Time			(1.40) 30.9	(4.10) 12.4	
	Average speed per hour								

Westward		SYRACUSE BRANCH		Eastward		Westward		BEAR RIVER BRANCH		Eastward		Westward		THATCHER BRANCH		Eastward	
Car capacity of sidings, etc. See Rule 6 (A).	Mile Post	Time-Table No. 11		Mile Post	Time-Table No. 11		Car capacity of sidings, etc. See Rule 6 (A).	Mile Post	Time-Table No. 11		Mile Post	Car capacity of sidings, etc. See Rule 6 (A).	Mile Post	Time-Table No. 11		Mile Post	
		November 10, 1946			November 10, 1946				November 10, 1946					November 10, 1946			
		STATIONS			STATIONS				STATIONS				STATIONS				
P	DN	CLEARFIELD YL CF	0.3	0.0	19	WY	D	GARLAND YL AJ	0.0	46	D	TREMONTON YL MU	0.0	5.1	5.1	5.1	
		D. & R. G. W. CROSSING YL	0.7	0.3				GARLAND JCT. YL	1.1			SUNSET YL	0.5	0.5	0.5	0.5	
12		MOBERLY YL (Spur)	1.1	1.0	9			HAWS YL	2.3	9		LAMB YL	1.9	1.9	1.9	1.9	
45		BARNES YL (Spur)	1.1	2.1	9			LAMB YL	2.2	9		BUSH YL	1.7	1.7	1.7	1.7	
19		STEED YL (Spur)	1.5	3.2	11			BRADFORD YL	0.7	11		END OF TRACK YL	0.7	0.7	0.7	0.7	
3		SYRACUSE YL	1.5	4.7	22			END OF TRACK YL	0.7	22			(5.6)				
		(4.7)						(9.9)									

Westward		SUGAR FACTORY BRANCH		Eastward		Westward		EVONA BRANCH		Eastward		Westward		URBAN BRANCH		Eastward	
Car capacity of sidings, etc. See Rule 6 (A).	Mile Post	Time-Table No. 11		Mile Post	Time-Table No. 11		Car capacity of sidings, etc. See Rule 6 (A).	Mile Post	Time-Table No. 11		Mile Post	Car capacity of sidings, etc. See Rule 6 (A).	Mile Post	Time-Table No. 11		Mile Post	
		November 10, 1946			November 10, 1946				November 10, 1946					November 10, 1946			
		STATIONS			STATIONS				STATIONS				STATIONS				
		SUGAR FACTORY JCT. YL	0.8	0.0	Yard	DN-R	OGDEN YL RD YD	0.0	86	P	BAKERS	2.6	0.0	2.6	2.6	2.6	
		SUGAR FACTORY YL	1.1	0.8	22		EVONA YL	0.7			TEAL	2.3	2.3	2.3	2.3	2.3	
		COLLEGE JCT. YL	0.6	1.9			RELICO YL	0.4			URBAN (Spur)	0.1	4.9	0.1	0.1	0.1	
		LOGAN JCT. YL	0.6	2.5			SUGAR WORKS YL	0.8			END OF TRACK		5.0	(5.0)			
		(2.5)					(2.4)										

Westward		COLLEGE BRANCH		Eastward		Westward		BENSON BRANCH		Eastward	
Car capacity of sidings, etc. See Rule 6 (A).	Mile Post	Time-Table No. 11		Mile Post	Time-Table No. 11		Car capacity of sidings, etc. See Rule 6 (A).	Mile Post	Time-Table No. 11		Mile Post
		November 10, 1946			November 10, 1946						

**WESTWARD**

**FOURTH SUBDIVISION**

**SECOND CLASS**

Car capacity of sidings, etc. See Rule 6 (A).								<b>277</b>	Mile Post	Time-Table No. 11 November 10, 1946
								Freight		
								Daily		<b>STATIONS</b>
									36.3	DN-R SALT LAKE CITY YL SA
									33.7	2.6
Yard COPT WYZ								8.00PM	32.9	DN-R NORTH YARD YL C
										0.8
P									31.1	BECKS YL
										1.8
PX								8.15	31.0	NORTH SALT LAKE
										0.1
EX									28.1	BAMBERGER E. RY. CROSS.
										2.9
47 PX								8.22	26.0	D WOODS CROSS WC
										2.1
									21.3	CENTERVILLE
										4.7
72 WPX								8.34	16.7	FARMINGTON
										4.6
133 PX								8.42	14.5	D KAYSVILLE K
										2.2
									9.8	D LAYTON NY
										4.7
56 WS 115 ES PX								8.57	6.1	DN CLEARFIELD CF
										3.7
41 PX								9.04	1.0	ROY
										5.1
P									0.0	BRIDGE JCT. YL
										1.0
Yard COPT WYZ								A 9.30PM		DN-R OGDEN YL YD RD
										OG YD RD

(1.30) ..... Thru Time  
24.2 ..... Average speed per hour

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

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

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

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

Rule D-83 will apply to all trains.

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

**WESTWARD**

**FOURTH SUBDIVISION**

**FIRST CLASS**

Distance from Salt Lake City										Time-Table No. 11 November 10, 1946
	<b>33</b>	<b>44</b>	<b>8</b>	<b>29</b>	<b>31</b>	<b>38</b>	<b>104</b>	<b>47</b>	<b>2</b>	<b>STATIONS</b>
	Passenger	Passenger	Challenger Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Tuesday, Thursday, Saturday	Daily	Daily	
	11.45PM	10.25PM	7.15PM	6.50PM	5.30PM	5.20PM	9.00AM	7.20AM	4.45AM	0.0
										2.6
										3.4
	11.56	f 10.37	7.27	7.02	f 5.42	5.32	9.08	7.32	4.56	5.2
										5.3
	11.59PM	f 10.40	7.30	f 7.06	s 5.47	5.35	9.11	f 7.35	4.59	8.2
										10.3
	12.07AM	f 10.47	7.37	7.14	f 5.55	5.42		f 7.43	5.05	15.0
										19.6
	12.12	f 10.52	7.42	7.19	f 6.01	5.47	9.19	7.48	5.10	21.8
										26.5
	12.15	f 10.55	7.44	7.23	f 6.04	5.49		7.51	5.13	30.2
										35.3
	12.20	f 11.01	7.49	s 7.30	s 6.12	5.54	9.24	f 7.58	5.18	36.3
	12.24	11.05	7.53	7.35	f 6.17	5.58	9.27	8.02	5.22	
	A 12.45AM	A 11.25PM	A 8.15PM	A 7.55PM	A 6.40PM	A 6.15PM	A 9.40AM	A 8.20AM	A 5.40AM	

(1.00) (1.00) (1.00) (1.05) (1.10) (0.55) (0.40) (1.00) (0.55) ..... Thru Time  
36.3 36.3 36.3 33.5 31.1 39.6 54.4 36.3 39.6 ..... Average speed per hour

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

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

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

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

Rule D-83 will apply to all trains.

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

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

WESTWARD		FOURTH SUBDIVISION								EASTWARD	
Time-Table No. 11 November 10, 1946		FIRST CLASS									
STATIONS		43	30	37	7	32	103	48	1	34	
		Passenger	Passenger	Passenger	Challenger Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Passenger	
DN-R SALT LAKE CITY YL DS SA	36.3	A 2.55AM	A 8.00AM	A 8.10AM	A 9.25AM	A 11.00AM	A 7.25PM	A 8.00PM	A 10.25PM	A 10.45PM	
DN-R NORTH YARD YL C	33.7										
BECKS YL	32.9										
NORTH SALT LAKE	31.1	2.40	7.48	7.56	9.11	f 10.42	7.15	7.40	10.08	f 10.29	
BAMBERGER E. RY. CROSS.	31.0										
D WOODS CROSS WC	28.1	2.37	7.44	7.53	9.08	s 10.37	7.13	f 7.35	10.05	f 10.24	
CENTERVILLE	26.0										
FARMINGTON	21.3	2.30	7.37	7.46	9.01	s 10.28		7.27	9.58	10.16	
D KAYSVILLE K	16.7	2.25	7.32	7.41	8.56	s 10.20		f 7.21	9.54	f 10.10	
D LAYTON NY	14.5	2.23	7.28	7.39	8.54	s 10.13	7.03	f 7.18	9.52	f 10.06	
DN CLEARFIELD CF	9.8	2.18	7.22	7.34	8.49	s 10.07	7.00	f 7.12	9.47	f 10.00	
ROY	6.1	2.14	7.15	7.30	8.45	f 9.59	6.57	7.06	9.43	9.55	
BRIDGE JCT. YL	1.0										
DN-R OGDEN YL OG YD RD	0.0	2.00AM	7.00AM	7.15AM	8.30AM	9.45AM	6.45PM	6.50PM	9.30PM	9.40PM	
(36.3)		Daily	Daily	Daily	Daily	Daily	Tuesday, Thursday, Saturday	Daily	Daily	Daily	
Thru Time.....	(0.55)	(1.00)	(0.55)	(0.55)	(1.15)	(0.40)	(1.10)	(0.55)	(1.05)		
Average speed per hour.....	39.6	36.3	39.6	39.6	29.0	54.4	31.1	39.6	34.2		

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

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

Rule D-83 will apply to all trains.

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

Conditional Stops to Discharge or Pick Up Revenue Passengers			
Train	At	Discharge passengers from	Pick up passengers destined to
7	Any station.	Cheyenne or beyond.	
30	Any station.	Pocatello or beyond.	
43	Any station.	Any station.	Any station.

WESTWARD		FOURTH SUBDIVISION								EASTWARD	
Time-Table No. 11 November 10, 1946		SECOND CLASS									
STATIONS		278									
		Freight									
DN-R SALT LAKE CITY YL DS SA	36.3										
DN-R NORTH YARD YL C	33.7	A 11.45PM									
BECKS YL	32.9										
NORTH SALT LAKE	31.1	11.23									
BAMBERGER E. RY. CROSS.	31.0										
D WOODS CROSS WC	28.1	11.13									
CENTERVILLE	26.0										
FARMINGTON	21.3	10.58									
D KAYSVILLE K	16.7	10.50									
D LAYTON NY	14.5	10.45									
DN CLEARFIELD CF	9.8	10.35									
ROY	6.1	10.25									
BRIDGE JCT. YL	1.0										
DN-R OGDEN YL OG YD RD	0.0	10.00PM									
(36.3)		Daily									
Thru Time.....	(1.45)										
Average speed per hour.....	20.7										

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

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

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

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

Rule D-83 will apply to all trains.

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



