

UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT

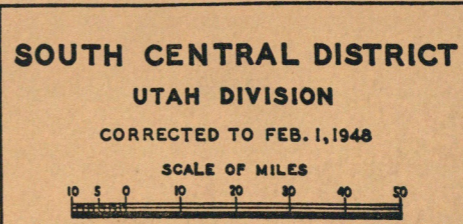
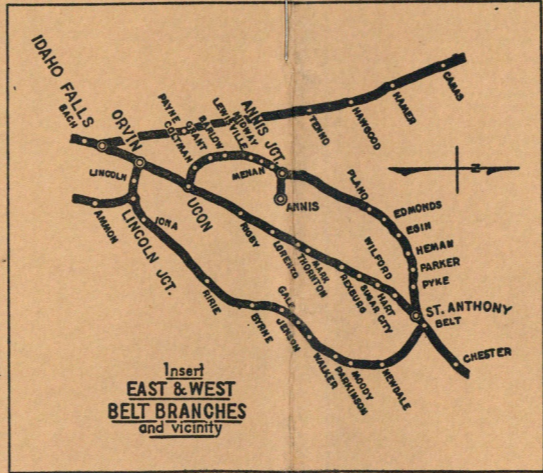
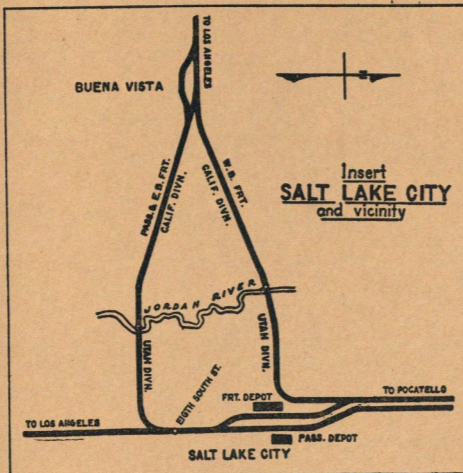
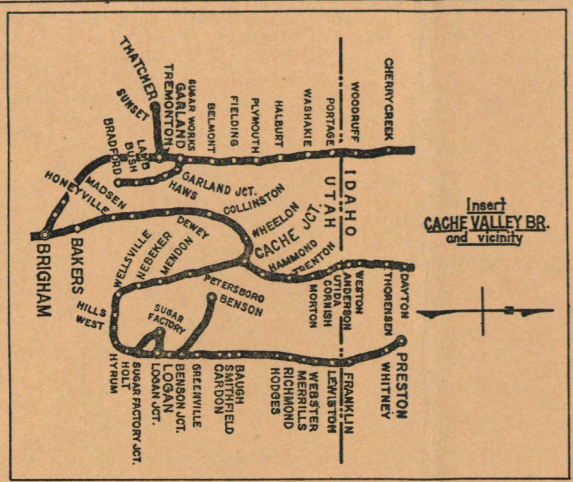
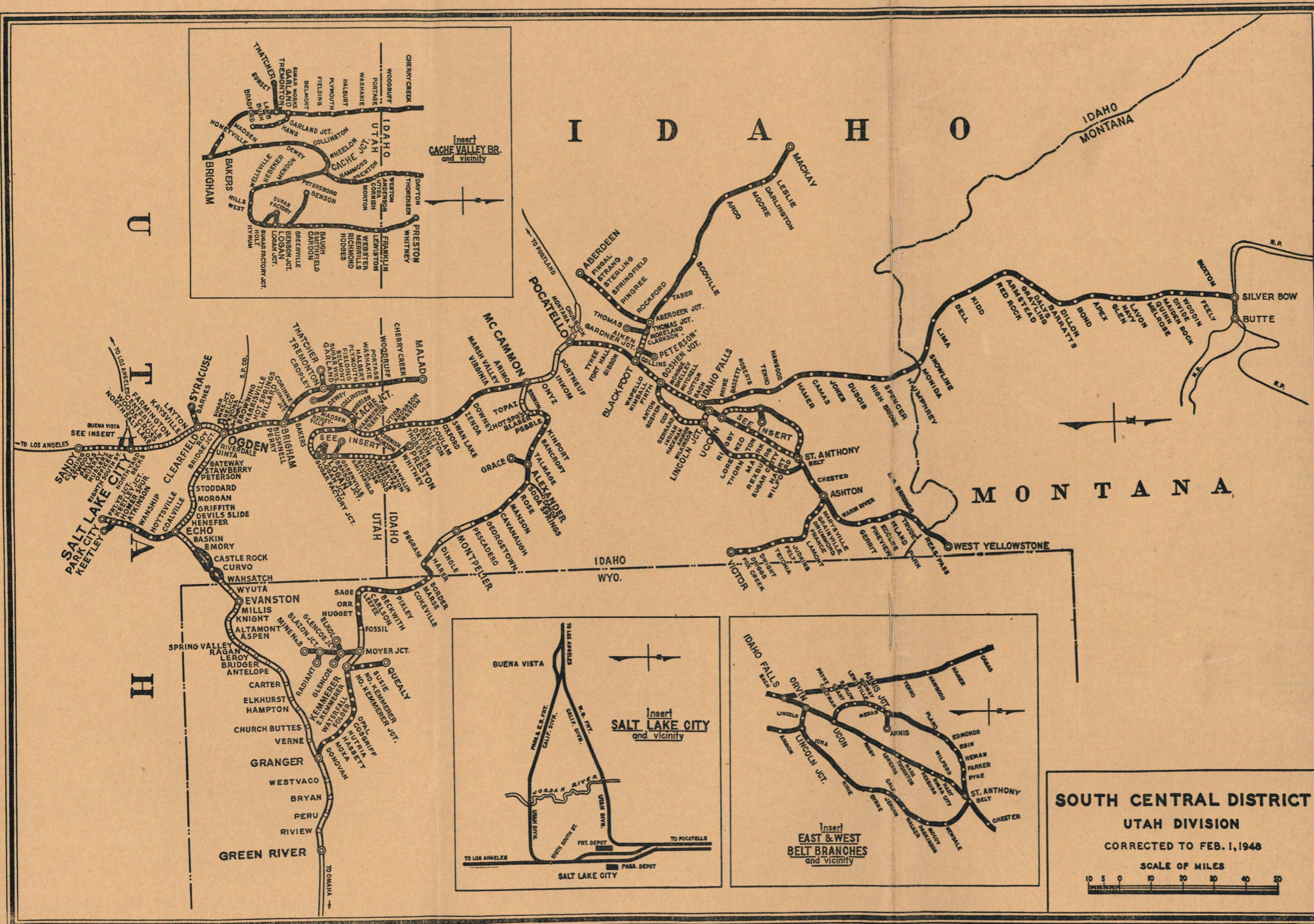


UTAH DIVISION
TIME-TABLE
No. 2

Effective Sunday,
June 20, 1948
at 12:01 A. M. Mountain Time

Be Careful Today

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

W. H. COKE, Terminal Trainmaster Pocatello, Idaho
H. L. CRANE, Master Mechanic Pocatello, Idaho
A. R. NELSON, Master Mechanic Salt Lake City, Utah
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

J. I. McPHIE, Road Foreman of Engines Evanston, Wyo.
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

E. F. KIDDER, Acting 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
E. R. GUYE, Ass't. Chief Train Dispatcher
Salt Lake City, Utah
C. W. CARTER, 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.
Sharpe Sanders	Surgeon	Salt Lake City	Vicinity Salt Lake City.
Eugene Y. Hall	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.
Harry Berman	Oculist & Aurist	Salt Lake City	Vicinity Salt Lake City.
Alan S. Crandall	Oculist	Salt Lake City	Vicinity Salt Lake City.
R. C. Stratton	Surgeon	Green River	Rock Springs to Evanston.
A. T. Sudman	Surgeon	Green River	Green River to Granger and Evanston.
R. O. Hummer	Surgeon	Kemmerer	Cokeville to Granger.
R. B. Lindsay	Surgeon	Montpelier	Cokeville to McCammon.
H. H. King	Surgeon	Montpelier	Cokeville to McCammon.
H. C. Cowlishaw	Surgeon	Lava Hot Springs	Soda Springs to Inkom.
Russell Tigert	Surgeon	Montpelier	Tigert to McCammon.
F. H. Howard	Surgeon	Pocatello	Vicinity Pocatello.
K. M. Pearson	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. High	Surgeon	Devil's Slide	Devil's Slide to Ogden.
E. W. Oldham	Surgeon	Coalville	Echo to Park City.
E. L. Nelson	Surgeon	Downey	McCammon to Weston.
O. H. Mabey	Surgeon	Malad	Malad Branch.
S. M. Budge	Surgeon	Logan	Cache Valley Branch.
O. W. Budge	Surgeon	Logan	Cache Valley Branch.
G. L. Rees	Surgeon	Smithfield	Logan to Richmond.
W. G. Noble	Surgeon	Richmond	Vicinity Richmond.
W. E. Cragun	Surgeon	Lewiston	Preston to Logan, Dayton and Cache Junction.
L. R. Hawkes	Surgeon	Preston	Preston to Logan.
H. L. Pearse	Surgeon	Brigham	Willard to Cropley and Cache Junction.
R. F. Howe	Surgeon	Ogden	Ogden to Green River, Brigham and Kaysville.
L. S. Sycamore	Surgeon	Ogden	Ogden to Green River, Brigham and Kaysville.
K. A. Stratford	Surgeon	Ogden	Ogden to Green River, Brigham and Kaysville.
C. D. Van Hook	Surgeon	Ogden	Vicinity Ogden.
Harold V. DeMars	Oculist & Aurist	Ogden	Vicinity Ogden.
R. W. Pugmire	Oculist	Ogden	Vicinity Ogden.
N. Z. Tanner	Surgeon	Layton	Roy to Layton.
G. D. Rutledge	Surgeon	Kaysville	Clearfield to Woods Cross.
H. S. Jenson	Surgeon	Farmington	North Salt Lake to Kaysville.
J. E. Trowbridge	Surgeon	Bountiful	North Salt Lake to Farmington.
J. S. Alley	Surgeon	Midvale	Midvale to Murray and Sandy.
John M. Ball	Surgeon	Murray	Sandy to Salt Lake City.
I. R. Egbert	Surgeon	Arco	Mackay Branch.
F. L. Harms	Surgeon	Aberdeen	Aberdeen Branch.
M. T. Rees	Surgeon	Idaho Falls	Blackfoot to Roberts, Rigby and Ririe.
N. H. Battles	Oculist & Aurist	Idaho Falls	Idaho Falls.
F. E. Wallber	Oculist & Aurist	Idaho Falls	Idaho Falls.
E. L. Hargis	Surgeon	Ashton	St. Anthony to West Yellowstone.
G. 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	West Belt Branches.
A. S. Needles	Surgeon	Lima	Monida to Armstead.
G. L. Routledge	Surgeon	Dillon	Melrose to Armstead.
R. F. Bell	Surgeon	Dillon	Melrose to Armstead.
R. C. Monahan	Surgeon	Butte	Butte to Dillon.
H. L. Casebeer	Oculist & Aurist	Butte	Butte to Dillon.
R. L. Casebeer	Oculist & Aurist	Butte	Butte to Dillon.

Standard clocks are located as shown below:

Salt Lake City	Yardmaster's Office, 13th North
Salt Lake City	South Yard Office, First North Street
Salt Lake City	Telegraph Office, Passenger Station
Salt Lake City	Train Dispatcher's Office
Salt Lake City	North Yard Telegraph Office
Salt Lake City	Engineers' Register Room, Roundhouse, North Yard
Salt Lake City	Switchman's Register Room, North Yard
Ogden	Telegraph Office, Union Depot
Ogden	YD—21st St. Telegraph Office
Ogden	Engine Crew Dispatcher's Office, Roundhouse
Ogden	Enginemen's Wash Room
Ogden	RD—28th St. Telegraph Office
Brigham	Telegraph Office
Malad	Telegraph Office
Cache Jct.	Telegraph Office
Preston	Telegraph Office
Pocatello	Tower Locker Room
Pocatello	Train Dispatcher's Office
Pocatello	Passenger Conductor's Register Room, Passenger Station
Pocatello	Yard Telegraph Office
Pocatello	Switchmen's Locker Room
Pocatello	Engine Crew Dispatcher's Office
Pocatello	Train Crew Dispatcher's Office
Pocatello	West End Yardmaster's Office
Kemmerer	Telegraph Office
Montpelier	Engineers' Register Room
Montpelier	Telegraph Office
Green River	Train Dispatcher's Office
Green River	Telegraph Office
Green River	Engine Crew Dispatcher's Office
Green River	Switchmen's Locker Room
Evanston	Telegraph Office
Evanston	Engine Crew Dispatcher's Office
Blackfoot	Telegraph Office
Idaho Falls	Telegraph Office
Idaho Falls	Yard Office
Idaho Falls	Enginemen's Register Room
Lima	Telegraph Office
Silver Bow	Telegraph Office
Ashton	Telegraph Office
West Yellowstone	Telegraph Office

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
30"	120.	52"	69.2	1'15"	48.
31"	116.1	53"	67.9	1'20"	45.
32"	112.5	54"	66.6	1'25"	42.3
33"	109.1	55"	65.4	1'30"	40.
34"	105.9	56"	64.2	1'35"	37.9
35"	102.9	57"	63.1	1'40"	36.
36"	100.	58"	62.	1'45"	34.3
37"	97.3	59"	61.	1'50"	32.7
38"	94.7	1'	60.	1'55"	31.8
39"	92.3	1' 1"	59.	2'	30.
40"	90.	1' 2"	58.	2'15"	26.6
41"	87.8	1' 3"	57.1	2'30"	24.
42"	85.7	1' 4"	56.2	2'45"	21.8
43"	83.7	1' 5"	55.3	3'	20.
44"	81.8	1' 6"	54.5	3'30"	17.1
45"	80.	1' 7"	53.7	4'	15.
46"	78.3	1' 8"	52.9	5'	12.
47"	76.6	1' 9"	52.1	6'	10.
48"	75.	1'10"	51.4	7'	8.6
49"	73.5	1'11"	50.7	8'	7.5
50"	72.	1'12"	50.	10'	6.
51"	70.6				

MILEAGE

Main Line	815.15
Branches	580.60
Grand Total	1395.75

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

The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254. When necessary to provide single track operation on double track, and for operation of trains against the current of traffic, and for operation of work trains, train order authority must be obtained.

The movement of trains will be supervised by the train dispatcher, and oral and message instructions issued by him must be complied with.

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

When instructed by train dispatcher to clear a train or trains, the following will govern:
Nos. 101, 102, 103, 104, 105 and 106 must be cleared not less than five minutes by first-class trains and not less than fifteen minutes by second-class and extra trains and yard engines; other first-class trains must be cleared not less than ten minutes by second-class, extra trains and yard engines except westward second-class and extra trains must clear first-class trains not less than twenty minutes at Bridge Jct.

Rule D-83 will apply to all trains.

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

WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

27 Passenger	3 Passenger	101 Streamliner Passenger	103 Streamliner Passenger	1 Passenger	23 Passenger	37 Passenger	5 Mail and Express	21 Passenger	Distance from Green River	Time-Table No. 2 June 20, 1948	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		STATIONS	
9.10PM	5.55PM	3.20PM	3.10PM	12.45PM	5.00AM	2.45AM	2.25AM	2.10AM	0.0	MT	GREEN RIVER
11.17PM	7.55	5.01	4.51	2.50	7.30	4.55	4.40	4.25	100.2		EVANSTON
A 1.03AM	9.45 10.10	A 6.35PM	6.25	4.35	A 9.30AM	6.35 7.15	A 6.25AM	A 6.15AM	175.6		OGDEN
	11.00 10.20PM		7.05 6.20	5.25 4.50		8.10 8.10			211.9	MT PT	SALT LAKE CITY
	12.37AM		8.15	7.00		11.25AM			380.0		LYNNDYL
	2.15		9.28	8.30		1.40PM			419.1		MILFORD
	2.58		9.54	9.00		2.30			454.5		LUND
	5.10		11.40PM	11.20PM		5.05			536.4		CALIENTE
	8.10		2.25AM	2.15AM		8.45PM			661.7		LAS VEGAS
	11.35		5.11	6.00		1.30AM			832.7		YERMO
	11.59AM		5.28	6.25		2.05			846.1		BARSTOW
	2.10PM		7.25	8.35		4.35			926.9		SAN BERNARDINO
	2 18		7.33	8.43		4.45			930.4		COLTON
	2.35		7.45	8.59		5.05			937.4		RIVERSIDE
	2.57		8.03	9.23		5.42			957.1		ONTARIO
	3.05		8.11	9.31		5.55			962.9		POMONA
	A 4.00PM		A 9.00AM	A 10.40AM		A 7.15AM			996.6	PT	LOS ANGELES
			★See Note	★See Note							996.6
(3.53) 45.2	(23.05) 43.1	(3.15) 54.0	(18.50) 52.9	(22.55) 43.5	(4.30) 39.0	(29.30) 33.7	(4.00) 43.9	(4.05) 43.0			Thru Time
											Average speed per hour

★Note—Times shown at Ogden for trains No. 1 and No. 103 apply at the wye.

CONDENSED TIME-TABLE

WESTWARD

EASTWARD

FIRST CLASS

FIRST CLASS

WESTWARD			Distance from Green River	Time-Table No. 2 June 20, 1948		EASTWARD		
11 Passenger	105 Streamliner Passenger	17 Passenger		12 Passenger	106 Streamliner Passenger	18 Passenger		
Daily	Daily	Daily						
6.00PM	2.20PM	3.15AM	0.0	GREEN RIVER	A 9.50AM	A 2.00PM	A 11.15PM	
6.35	2.50	3.55	30.2	GRANGER	9.13	1.25PM	10.38	
9.05	4.45	7.10	145.2	MONTPELIER	6.45	11.30AM	8.10	
10.43	6.02	9.05	221.4	McCAMMON	4.50	10.04	5.58	
A 11.15PM	A 6.30PM	A 9.45AM	244.1	POCATELLO	4.20AM	9.40AM	5.30PM	
					Daily	Daily	Daily	
(5.15) 46.5	(4.10) 58.6	(6.30) 37.6		Thru Time	(5.30) 44.4	(4.20) 56.3	(5.45) 42.5	
				Average speed per hour				

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Time-Table No. 2 June 20, 1948		Mile Post	FIRST CLASS								
4 Passenger	28 Passenger		2 Passenger	104 Streamliner Passenger	102 Streamliner Passenger	38 Passenger	24 Passenger	22 Passenger	6 Mail and Express		
STATIONS			★See Note	★See Note							
GREEN RIVER	MT	817.0	A 10.00AM	A 10.30AM	A 11.45AM	A 12.50PM	A 1.05PM	A 10.45PM	A 11.00PM	A 11.45PM	A 11.55PM
EVANSTON		917.2	8.01	8.38	9.47	11.12AM	11.27AM	8.51	9.04	9.25	10.00
OGDEN		992.6	6.05	6.45AM	7.55	9.40	9.55AM	6.50	7.00PM	7.15PM	8.00PM
SALT LAKE CITY	MT PT	992.6 0.0	5.40		5.40	7.10	7.45	5.20			
LYNNDYL		863.8	4.50		5.40	9.00		3.45			
LYNNDYL		784.0	3.30								
LYNNDYL		665.9	1.05AM			3.15	5.50	12.45PM			
MILFORD		576.8	11.35PM			1.45	4.40	10.45AM			
LUND		541.4	10.50			1.03AM	4.11				
CALIENTE		459.5	8.45			11.10PM	2.35AM	7.40			
LAS VEGAS		334.2	5.45			8.05	11.55PM	4.05AM			
YERMO		163.2	2.00			4.25	8.46	11.10PM			
BARSTOW		150.1	1.33PM			3.58	8.27	10.35			
SAN BERNARDINO		67.3	11.25AM			1.55	6.38	8.15			
COLTON		64.5	11.12			1.42	6.25	7.55			
RIVERSIDE		57.5	11.00			1.30	6.12	7.40			
ONTARIO		37.8	10.33			1.03	5.53	7.10			
POMONA		32.0	10.25			12.55	5.46	7.00			
LOS ANGELES	PT	0.0	9.30AM			12.01PM	5.00PM	6.00PM			
996.6			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Thru Time			(23.30) 42.4	(3.45) 46.9	(22.44) 43.8	(18.50) 52.9	(3.10) 55.4	(27.45) 35.8	(4.00) 43.9	(4.30) 39.0	(3.55) 44.8
			Average speed per hour								

★Note—Times shown at Ogden for trains No. 2 and No. 104 apply at the wye.

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

FIRST CLASS

WESTWARD				Distance from Salt Lake City New Main Line	Time-Table No. 2 June 20, 1948		EASTWARD			
33 Passenger	29 Passenger	31 Passenger	35 Passenger		32 Passenger	36 Passenger	34 Passenger	30 Passenger		
Daily	Daily	Daily	Daily							
11.55PM	8.00PM	5.45PM		0.0	SALT LAKE CITY	A 9.45AM		A 10.15PM	A 8.00AM	
12.55AM	9.05	6.55		36.3	OGDEN	8.20		9.15	7.00	
1.25	9.35	7.20		57.4	BRIGHAM	8.00		8.55	6.35	
2.00	10.15	7.56		85.1	CACHE JCT.	7.28		8.25	6.05	
2.50	11.10PM	8.50		147.5	McCAMMON	6.37		7.40	5.22	
4.30	12.35AM	10.25		170.2	POCATELLO	5.00		6.05	3.45	
5.05	1.10	A 11.00PM	1.55AM	213.9	POCATELLO	4.30AM	A 1.40AM	5.35	3.15	
5.40	1.40			194.4	BLACKFOOT			4.55	2.40	
6.28	2.23		2.30	220.8	IDAHO FALLS			12.50	4.10	
7.25AM	3.10		3.25	271.8	ASHTON			12.05AM	3.25PM	
			5.00	327.9	WEST YELLOWSTONE			7.30PM		
			A 7.30AM	433.3	BUTTE				8.50AM	
A 2.00PM	A 9.30AM								6.45PM	
					(433.3)					
(14.05) 30.7	(13.30) 32.1	(5.15) 32.4	(5.35) 28.2		Thru Time	(5.15) 32.4	(6.10) 25.6	(13.25) 32.3	(13.15) 32.7	
					Average speed per hour					

WESTWARD

FIRST SUBDIVISION

SECOND CLASS

FIRST CLASS

Car capacity of sidings, etc. See Rule 6(A) Page 60.	Time-Table No. 2 June 20, 1948						STATIONS			Time-Table No. 2 June 20, 1948			
	255 Time Freight	261 Time Freight	225 Mixed	263 Time Freight	259 Time Freight	257 Time Freight	27 Passenger	11 Passenger	3 Passenger	27 Passenger	11 Passenger	3 Passenger	
	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	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	6.00PM	5.55PM
ws 61 FX							4.1 RIVIEW				9.17	6.07	6.02
cs 82 FX							3.8 PERU				9.22	6.11	6.07
cs 81 FX							5.3 BRYAN				9.27	6.17	6.12
cs 118 FX							7.6 WESTVACO				9.34	6.25	6.18
ws 99 IPWXY ES 60 ES 68				A 10.00AM		A 2.45AM	DN GRANGER YL GN				9.45	A 6.35PM	6.27
cs 125 FX							6.8 VERNE				9.52		6.33
cs 103 FX							4.7 CHURCH BUTTES				9.56		6.38
cs 103 FX							7.2 HAMPTON				10.03		6.44
cs 95 FX							3.8 ELKHURST				10.07		6.48
cs 135 CPWX							DN CARTER Q				10.13		6.54
cs 103 FX							5.5 ANTELOPE				10.19		7.00
cs 131 FX							4.7 BRIDGER				10.24		7.04
ws 77 cs 83 PWX							4.9 LEROY				10.31		7.10
ws 71 FX							4.3 RAGAN				10.36		7.15
ws 71 FX cs 82							2.8 SPRING VALLEY				10.40		7.18
ws 68 IPX ES 71							4.2 DN ASPEN YL WX				10.46		7.24
ES 64 CS 84 ES 62 IPX							1.8 DN ALTAMONT YL AP				10.52		7.30
ES 64 FX							5.1 KNIGHT				10.58		7.35
cs 118 FX							4.0 MILLIS				11.03		7.39
Yard CPTWXYZ							4.5 DN-R EVANSTON YL NA				11.10		7.45
cs 124 FX							4.5 WYUTA				11.17		7.55
cs 98 PWXY							5.9 DN WAHSATCH YL WH				11.22		8.02
							5.0 CURVO				11.30		8.10
ws 118 ES 101 PW							4.1 CASTLE ROCK				11.39		8.18
cs 125 PWX							6.6 EMORY				11.45		8.25
ws 120 CS 120 ES 101 CPTWX			3.45PM				9.4 DN ECHO YL HO				12.08AM		8.47
cs 118 FX			f 3.55				3.8 D HENEFER NF				12.14		8.51
cs 118 FX			s 4.26				4.1 D DEVIL'S SLIDE CN				12.19		8.57
cs 132 PW			s 4.55				7.4 DN MORGAN WB				12.28		9.07
			f 5.00				2.6 STODDARD						
cs 118 P			f 5.10				4.9 PETERSON				12.35		9.16
							2.2 STRAWBERRY						
							2.4 GATEWAY				12.41		9.22
ws 52 ES 62			f 5.38				5.0 UINTAH				12.48		9.30
							4.8 RIVERDALE YL						
Yard COPTWXYZ	A 4.30AM	A 6.10PM	A 6.00PM		A 11.30AM		DN-R OGDEN YL OG				A 1.03AM		A 9.45PM
							(175.6)						

(6.30) (6.05) (2.15) (1.15) (6.25) (1.35) Thru Time (3.53) (0.35) (3.50)
27.0 27.9 17.7 24.1 27.4 19.1 Average speed per hour 45.2 51.7 45.8

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.

WESTWARD

FIRST SUBDIVISION

FIRST CLASS

Time-Table No. 2 June 20, 1948									Distance from Council Bluffs	Time-Table No. 2 June 20, 1948			
101 Streamliner Passenger	103 Streamliner Passenger	105 Streamliner Passenger	1 Passenger	23 Passenger	17 Passenger	37 Passenger	5 Mail and Express	21 Passenger		STATIONS			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		DN-R GREEN RIVER YL GR	4.1 RIVIEW	3.8 PERU	5.3 BRYAN
3.20PM	3.10PM	2.20PM	12.45PM	5.00AM	3.15AM	2.45AM	2.25AM	2.10AM	817.0	DN-R GREEN RIVER YL GR	4.1 RIVIEW	3.8 PERU	5.3 BRYAN
3.25	3.15	2.25	12.52	5.08	3.23	2.52	2.33	2.17	821.1	4.7 CHURCH BUTTES	7.2 HAMPTON	3.8 ELKHURST	7.6 WESTVACO
3.29	3.19	2.29	12.57	5.14	3.28	2.57	2.39	2.22	824.9	5.7 DN CARTER Q	5.5 ANTELOPE	4.9 BRIDGER	4.3 LEROY
3.34	3.24	2.34	1.02	5.21	3.34	3.02	2.47	2.27	830.2	4.9 RAGAN	2.8 SPRING VALLEY	4.2 DN ASPEN YL WX	1.8 DN ALTAMONT YL AP
3.40	3.30	2.40	1.09	5.30	3.41	3.09	2.55	2.34	837.8	5.7 MILLIS	4.5 DN-R EVANSTON YL NA	5.9 WYUTA	5.0 DN WAHSATCH YL WH
3.49	3.39	A 2.50PM	1.19	f 5.41	A 3.55AM	3.20	3.05	2.45	847.2	4.5 CURVO	6.6 CASTLE ROCK	9.4 EMORY	9.4 DN ECHO YL HO
3.55	3.45		1.26	5.48		3.26	3.11	2.51	854.0	3.8 D HENEFER NF	4.1 D DEVIL'S SLIDE CN	7.4 DN MORGAN WB	4.9 STODDARD
3.59	3.49		1.31	5.54		3.32	3.16	2.56	858.7	2.2 PETERSON	2.2 STRAWBERRY	2.4 GATEWAY	5.0 UINTAH
4.05	3.55		1.39	6.03		3.37	3.24	3.04	865.9	4.8 RIVERDALE YL	2.7 DN-R OGDEN YL OG		
4.09	3.59		1.44	6.08		3.42	3.29	3.09	869.7				
4.14	4.04		1.50	f 6.16		3.50	3.35	3.15	875.4				
4.19	4.09		1.56	6.23		3.56	3.41	3.21	880.9				
4.23	4.13		2.01	6.29		4.01	3.46	3.26	885.6				
4.29	4.19		2.07	6.35		4.07	3.51	3.32	890.5				
4.33	4.23		2.13	f 6.42		4.12	3.57	3.37	894.8				
4.36	4.26		2.18	6.46		4.17	4.02	3.43	897.6				
4.42	4.32		2.24	f 6.53		4.22	4.08	3.49	901.8				
4.46	4.36		2.29	f 6.59		4.28	4.14	3.55	908.6				
4.51	4.41		2.35	7.06		4.32	4.21	4.03	908.7				
4.55	4.45		2.40	7.12		4.36	4.25	4.08	912.7				
s 5.01	s 4.51		2.48 2.50	7.20 7.30		4.45 4.55	4.30 4.40	4.15 4.25	917.2				
5.06	4.56		2.55	7.37		5.01	4.47	4.32	921.7				
5.12	5.02		3.03	f 7.46		5.07	4.55	4.40	927.6				
5.19	5.09		3.10	7.55		5.14	5.02	4.47	932.6				
5.26	5.16		3.18	8.03		5.21	5.10	4.55	936.7				
5.35	5.25		3.27	8.11		5.29	5.19	5.04	943.3				
5.47	5.37		3.40	f 8.26		5.41	5.32	5.17	952.7				
5.51	5.41		3.46	8.32		5.46	5.37	5.22	956.5				
5.55	5.45		3.51	8.38		5.51	5.42	5.27	960.6				
6.04	5.54		4.00	f 8.48		6.00	5.51	5.36	968.0				
									970.6				
6.12	6.02		4.08	8.58		6.08	5.59	5.44	975.5				
									977.7				
6.17	6.07		4.14	9.06		6.14	6.05	5.50	980.1				
6.23	6.13		4.21	9.14		6.21	6.12	5.57	985.1				
									989.9				
A 6.35PM	A 6.25PM		A 4.35PM	A 9.30AM		A 6.35AM	A 6.25AM	A 6.15AM	992.6				
	★See note		★See note										

(3.15) (3.15) (0.30) (3.50) (4.30) (0.40) (3.50) (4.00) (4.05) Thru Time
54.1 54.1 60.4 45.8 39.0 45.3 45.8 43.9 43.0 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.
For conditional stops to discharge or pick up revenue passengers.—See 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.

FIRST SUBDIVISION EASTWARD

Time-Table No. 2
June 20, 1948

FIRST CLASS

Mile Post	12 Passenger	4 Passenger	28 Passenger	2 Passenger	104 Streamliner Passenger	102 Streamliner Passenger	106 Streamliner Passenger	38 Passenger	24 Passenger
				★See note	★See note				
DN-R GREEN RIVER YL GR 4.1	A 9.50AM	A 10.00AM	A 10.30AM	A 11.45AM	A 12.50PM	A 1.05PM	A 2.00PM	A 10.45PM	A 11.00PM
RIVIEW 3.8	9.39	9.50	10.22	11.36	12.45	1.00	1.51	10.38	10.51
PERU 5.3	9.35	9.46	10.19	11.32	12.41	12.56	1.47	10.34	10.47
BRYAN 7.6	9.30	9.41	10.14	11.26	12.36	12.51	1.42	10.29	10.42
WESTVACO 9.4	9.22	9.35	10.07	11.19	12.30	12.45	1.35	10.22	10.35
DN GRANGER YL GN 6.8	9.13AM	9.26	9.59	11.10	12.22	12.37	1.25PM	10.13	10.26
VERNE 4.7		9.20	9.52	11.03	12.16	12.31		10.07	10.20
CHURCH BUTTES 7.2		9.16	9.48	10.59	12.12	12.27		10.03	10.16
HAMPTON 3.8		9.09	9.42	10.52	12.06	12.21		9.56	10.09
ELKHURST 5.7		9.05	9.38	10.48	12.02PM	12.17		9.52	10.05
DN CARTER 5.5		8.58	9.32	10.41	11.57AM	12.12		9.46	9.59
ANTELOPE 4.7		8.51	9.25	10.35	11.52	12.07		9.39	9.52
BRIDGER 4.9		8.45	9.21	10.30	11.48	12.03PM		9.34	9.47
LEROY 4.3		8.40	9.16	10.25	11.44	11.59AM		9.29	9.42
RAGAN 2.8		8.35	9.11	10.20	11.40	11.55		9.24	9.37
SPRING VALLEY 4.2		8.32	9.08	10.17	11.37	11.52		9.21	9.34
DN ASPEN YL WX 1.8		8.27	9.04	10.12	11.33	11.48		9.16	9.29
DN ALTAMONT YL AP 5.1		8.21	8.58	10.06	11.28	11.43		9.10	9.23
KNIGHT 4.0		8.14	8.50	9.58	11.23	11.38		9.03	9.16
MILLIS 4.5		8.08	8.45	9.53	11.19	11.34		8.58	9.11
DN-R EVANSTON YL NA 4.5		8.01	8.38	9.47	s 11.12	s 11.27		8.51	9.04
WYUTA 5.9		7.55	8.31	9.45				8.41	8.54
DN WAHSATCH YL WH 5.0		7.48	8.25	9.39	11.04	11.19		8.34	8.47
CURVO 4.1		7.42	8.19	9.33	10.58	11.13		8.28	8.41
CASTLE ROCK 6.6		7.34	8.11	9.25	10.50	11.05		8.20	8.31
EMORY 9.4		7.26	8.03	9.17	10.45	11.00		8.12	8.22
DN ECHO YL HO 3.8		7.15	7.53	9.06	10.37	10.52		8.01	8.11
HENEFER 4.1		6.59	7.37	8.50	10.23	10.38		7.45	7.55
DEVIL'S SLIDE 7.4		6.53	7.32	8.44	10.19	10.34		7.40	7.50
DN MORGAN WB 2.6		6.48	7.27	8.39	10.15	10.30		7.35	7.45
STODDARD 4.9		6.38	7.18	8.29	10.08	10.23		7.26	7.36
PETERSON 2.2		6.30	7.11	8.21	10.02	10.17		7.18	7.28
STRAWBERRY 2.4		6.24	7.05	8.15	9.57	10.12		7.09	7.20
GATEWAY 5.0		6.17	6.58	8.08	9.50	10.05		7.02	7.13
UINTAH 4.8		6.05AM	6.45AM	7.55AM	9.40AM	9.55AM		6.50PM	7.00PM
RIVERDALE YL 2.7									
DN-R OGDEN YL OG (175.6)	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time (0.37) (3.55) (3.45) (3.50) (3.10) (3.10) (0.35) (3.55) (4.00)
Average speed per hour 48.9 44.8 46.8 45.8 55.5 55.5 51.7 44.8 42.9

Eastward trains must keep to the left Ogden to Mile Post 931.5 (located 1.1 miles east of Curvo).
On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.—See instructions on page 3.
For conditional stops to discharge or pick up revenue passengers.—See page 3.
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★Note—Times shown at Ogden for No. 2 and No. 104 apply at the wye.

FIRST SUBDIVISION EASTWARD

FIRST CLASS

18 Passenger	22 Passenger	6 Mail and Express
A 11.15PM	A 11.45PM	A 11.55PM
11.05	11.35	11.50
11.01	11.30	11.46
10.55	11.23	11.41
10.48	11.15	11.34
10.38PM	f 11.05	11.25
	10.56	11.18
	10.50	11.14
	10.42	11.07
	10.38	11.03
	f 10.30	s 10.55
	10.21	10.47
	10.16	10.42
	10.11	10.38
	10.06	10.33
	10.02	10.30
	f 9.56	10.26
	f 9.50	10.20
	9.40	10.12
	9.33	10.07
	9.25	10.00
	9.15	9.50
	9.08	9.44
	f 9.02	9.38
	8.51	9.27
	8.42	9.21
	8.30	9.11
	f 8.13	8.55
	8.07	8.50
	8.02	8.45
	f 7.52	8.36
	7.43	8.28
	7.35	8.20
	7.28	8.13
	7.15PM	8.00PM
Daily	Daily	Daily

Time-Table No. 2
June 20, 1948

STATIONS

DN-R GREEN RIVER YL GR 4.1	A 3.00AM	A 9.00AM	A 8.15AM		A 7.00PM	A 2.00AM
RIVIEW 3.8						
PERU 5.3						
BRYAN 7.6						
WESTVACO 9.4						
DN GRANGER YL GN 6.8	12.45AM		6.30AM			
VERNE 4.7						
CHURCH BUTTES 7.2						
HAMPTON 3.8						
ELKHURST 5.7						
DN CARTER 5.5						
ANTELOPE 4.7						
BRIDGER 4.9						
LEROY 4.3						
RAGAN 2.8						
SPRING VALLEY 4.2						
DN ASPEN YL WX 1.8						
DN ALTAMONT YL AP 5.1						
KNIGHT 4.0						
MILLIS 4.5						
DN-R EVANSTON YL NA 4.5						
WYUTA 5.9						
DN WAHSATCH YL WH 5.0						
CURVO 4.1						
CASTLE ROCK 6.6						
EMORY 9.4						
DN ECHO YL HO 3.8				A 8.30AM		
HENEFER 4.1				f 8.20		
DEVIL'S SLIDE 7.4				s 8.10		
DN MORGAN WB 2.6				s 7.55		
STODDARD 4.9				f 7.42		
PETERSON 2.2				f 7.35		
STRAWBERRY 2.4				7.30		
GATEWAY 5.0				7.25		
UINTAH 4.8				f 7.15		
RIVERDALE YL 2.7						
DN-R OGDEN YL OG (175.6)	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily

BLOCK SIGNALS

(0.37) (4.30) (3.55) Thru Time (2.15) (8.00) (1.45) (1.30) (8.00) (8.00)
Average speed per hour 48.9 39.0 44.8 13.4 21.9 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 S-72.
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WESTWARD					SECOND SUBDIVISION					Time-Table No. 2	
SECOND CLASS					FIRST CLASS					June 20, 1948	
Cap. capacity of sidings (v. Section 6(A) Page 80.	263 Time Freight	251 Time Freight	257 Time Freight	277 Time Freight	11 Passenger	31 Passenger	105 Streamliner Passenger	17 Passenger	33 Passenger	29 Passenger	STATIONS
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
150 IPWY	10.00AM		2.45AM		6.35PM		2.50PM	f 3.55AM			DN-R GRANGER YL GN
70 P	10.08		2.53		6.39		2.54	4.00			DONOVAN
114 P	10.14		2.59		6.43		2.57	4.04			MOXA
75 P	10.21		3.06		6.48		3.01	4.09			HASSETT
117 P	10.26		3.11		6.51		3.04	4.12			NUTRIA
83 P	10.34		3.19		6.56		3.08	4.17			COSGRIFF
125 P	10.41		3.26		7.00		3.12	s 4.25			DN OPAL OW
77 P	10.49		3.34		7.05		3.16	4.31			FOLGER
130 PW	10.56		3.41		7.10		3.20	4.37			WATERFALL
	11.06		3.51		7.17		3.26	4.45			EAST KEMMERER YL
Yard CPTWXX	11.20		4.10		s 7.24		f 3.28	s 5.00			DN KEMMERER YL Z Double Track
ws71 PXY ES 70	11.27		4.17		7.28		3.32	5.06			MOYER JCT. YL
ws72 PW ES 76	11.47		4.40		7.41		3.43	f 5.21			DN FOSSIL YL FT
98 PW	11.57AM		4.50		7.48		3.50	5.29			NUGGET
78 P	12.20PM		4.58		7.52		3.54	5.34			ORR
116 P	12.30		5.04		7.55		3.57	s 5.40			SAGE
68 P	12.37		5.11		7.59		4.01	5.46			CARLSON
128 P	12.43		5.17		8.03		4.05	5.51			BECKWITH
78 P	12.51		5.25		8.08		4.10	5.57			PIXLEY
ws130 PW ES 125	1.01		5.35		s 8.16		4.15	s 6.10			DN COKEVILLE CK
77 P	1.09		5.43		8.21		4.19	6.18			MARSE
128 P	1.15		5.49		8.25		4.22	6.23			BORDER
77 PW	1.23		5.57		8.31 ¹⁸		4.27	s 6.32			PEGRAM
92 P	1.31		6.05		8.37		4.32	6.39			HARER
69 P	1.40		6.14		8.43 ²⁶²		4.37	6.47			DINGLE
Yard CPTWYZ	2.00		6.35		8.55		s 4.45	7.00			DN-R MONTPELIER YL MX Double Track
	2.30		7.30 ¹⁷		9.05		s 4.45	7.10 ²⁵⁷			PESCADERO
80 P	2.42		7.42		9.13		4.52	7.19			GEORGETOWN
109 PW	2.50		7.50		9.19		4.58	7.26			CAVANAUGH
127 P	2.57		7.57		9.25		5.03	7.32			MANSON
104 P	3.03		8.03		9.29		5.07	7.36			ROSE
77 P	3.08		8.08		9.33		5.10	7.41			DN SODA SPRINGS SD
186 PWY	3.17		8.17		f 9.42		5.16	s 7.53			ALEXANDER
113 PW	3.25		8.25		9.49		5.21	s 8.03			TALMAGE
116 P	3.32		8.32		9.54		5.25	8.09			DN BANCROFT YL BN
368 CPWY	3.50		8.50		f 10.03		5.30	s 8.20			KINPORT
116 P	3.56		8.56		10.08		5.34	8.25			PEBBLE
174 P	4.03		9.03		10.13		5.38 ²⁶²	8.30			BROXON
104 P	4.10		9.10		10.18		5.42	8.35			BLASER
102 PW	4.16		9.16		10.21		5.45	8.38			DN LAVA HOT SPGS. XY
30 PX	4.24		9.24		f 10.27		5.49	s 8.45			TOPAZ
cs162 P	4.32		9.32		10.33		5.54	8.52			DN McCAMMON YL MC Double Track
226 IPWXY	4.45	12.10PM	9.45	1.55AM	10.43	10.25PM	6.02	9.05	4.30AM	12.35AM	DN INKOM KO
ws51 PWS ES 91	5.01	12.27	10.01	2.12	10.55	f 10.38	6.13	f 9.21	f 4.43	12.47	PORTNEUF
					11.01	10.44	6.18	9.28	4.49	12.53	DN-R POCATELLO YL H CA
Yard CPTWYZ	A 6.00PM	A 1.00PM	A 11.00AM	A 3.00AM	A 11.15PM	A 11.00PM	A 6.30PM	A 9.45AM	A 5.05AM	A 1 10AM	

WESTWARD					SECOND SUBDIVISION					Time-Table No. 2	
SECOND CLASS					FIRST CLASS					June 20, 1948	
Cap. capacity of sidings (v. Section 6(A) Page 80.	263 Time Freight	251 Time Freight	257 Time Freight	277 Time Freight	11 Passenger	31 Passenger	105 Streamliner Passenger	17 Passenger	33 Passenger	29 Passenger	STATIONS
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
150 IPWY	10.00AM		2.45AM		6.35PM		2.50PM	f 3.55AM			DN-R GRANGER YL GN
70 P	10.08		2.53		6.39		2.54	4.00			DONOVAN
114 P	10.14		2.59		6.43		2.57	4.04			MOXA
75 P	10.21		3.06		6.48		3.01	4.09			HASSETT
117 P	10.26		3.11		6.51		3.04	4.12			NUTRIA
83 P	10.34		3.19		6.56		3.08	4.17			COSGRIFF
125 P	10.41		3.26		7.00		3.12	s 4.25			DN OPAL OW
77 P	10.49		3.34		7.05		3.16	4.31			FOLGER
130 PW	10.56		3.41		7.10		3.20	4.37			WATERFALL
	11.06		3.51		7.17		3.26	4.45			EAST KEMMERER YL
Yard CPTWXX	11.20		4.10		s 7.24		f 3.28	s 5.00			DN KEMMERER YL Z Double Track
ws71 PXY ES 70	11.27		4.17		7.28		3.32	5.06			MOYER JCT. YL
ws72 PW ES 76	11.47		4.40		7.41		3.43	f 5.21			DN FOSSIL YL FT
98 PW	11.57AM		4.50		7.48		3.50	5.29			NUGGET
78 P	12.20PM		4.58		7.52		3.54	5.34			ORR
116 P	12.30		5.04		7.55		3.57	s 5.40			SAGE
68 P	12.37		5.11		7.59		4.01	5.46			CARLSON
128 P	12.43		5.17		8.03		4.05	5.51			BECKWITH
78 P	12.51		5.25		8.08		4.10	5.57			PIXLEY
ws130 PW ES 125	1.01		5.35		s 8.16		4.15	s 6.10			DN COKEVILLE CK
77 P	1.09		5.43		8.21		4.19	6.18			MARSE
128 P	1.15		5.49		8.25		4.22	6.23			BORDER
77 PW	1.23		5.57		8.31 ¹⁸		4.27	s 6.32			PEGRAM
92 P	1.31		6.05		8.37		4.32	6.39			HARER
69 P	1.40		6.14		8.43 ²⁶²		4.37	6.47			DINGLE
Yard CPTWYZ	2.00		6.35		8.55		s 4.45	7.00			DN-R MONTPELIER YL MX Double Track
	2.30		7.30 ¹⁷		9.05		s 4.45	7.10 ²⁵⁷			PESCADERO
80 P	2.42		7.42		9.13		4.52	7.19			GEORGETOWN
109 PW	2.50		7.50		9.19		4.58	7.26			CAVANAUGH
127 P	2.57		7.57		9.25		5.03	7.32			MANSON
104 P	3.03		8.03		9.29		5.07	7.36			ROSE
77 P	3.08		8.08		9.33		5.10	7.41			DN SODA SPRINGS SD
186 PWY	3.17		8.17		f 9.42		5.16	s 7.53			ALEXANDER
113 PW	3.25		8.25		9.49		5.21	s 8.03			TALMAGE
116 P	3.32		8.32		9.54		5.25	8.09			DN BANCROFT YL BN
368 CPWY	3.50		8.50		f 10.03		5.30	s 8.20			KINPORT
116 P	3.56		8.56		10.08		5.34	8.25			PEBBLE
174 P	4.03		9.03		10.13		5.38 ²⁶²	8.30			BROXON
104 P	4.10		9.10		10.18		5.42	8.35			BLASER
102 PW	4.16		9.16		10.21		5.45	8.38			DN LAVA HOT SPGS. XY
30 PX	4.24		9.24		f 10.27		5.49	s 8.45			TOPAZ
cs162 P	4.32		9.32		10.33		5.54	8.52			DN McCAMMON YL MC Double Track
226 IPWXY	4.45	12.10PM	9.45	1.55AM	10.43	10.25PM	6.02	9.05	4.30AM	12.35AM	DN INKOM KO
ws51 PWS ES 91	5.01	12.27	10.01	2.12	10.55	f 10.38	6.13	f 9.21	f 4.43	12.47	PORTNEUF
					11.01	10.44	6.18	9.28	4.49	12.53	DN-R POCATELLO YL H CA
Yard CPTWYZ	A 6.00PM	A 1.00PM	A 11.00AM	A 3.00AM	A 11.15PM	A 11.00PM	A 6.30PM	A 9.45AM	A 5.05AM	A 1 10AM	

Thru Time (8.00) (0.50) (8.15) (1.05) (4.40) (0.35) (3.40) (5.50) (0.35) (0.35) Thru Time
Average speed per hour 26.7 27.2 25.9 21.0 45.8 38.9 58.3 36.6 38.9 38.9

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 106 is superior to westward trains of the same class.—See Rule S-72.
The time of No. 105 and No. 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 29, 30, 31, 32, 33 and 34, and not less than fifteen minutes by second-class, extra trains and yard engines.
All trains must receive clearance at Montpelier.
For conditional stops to discharge or pick up revenue passengers.—See page 3.

Thru Time (0.30) (4.53) (0.30) (3.45) (5.08) (0.30) (0.50) (0.50) (9.15) (9.00)
Average speed per hour 45.4 43.8 45.4 57.0 41.6 45.4 27.2 27.2 23.1 23.7

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 106 is superior to westward trains of the same class.—See Rule S-72.
The time of No. 105 and No. 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 29, 30, 31, 32, 33 and 34, and not less than fifteen minutes by second-class, extra trains and yard engines.
All trains must receive clearance at Montpelier.
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.

THIRD SUBDIVISION

EASTWARD

Time-Table No. 2
June 20, 1948

Mile Post

FIRST CLASS

STATIONS	Mile Post	FIRST CLASS							
		30 Passenger	37 Passenger	32 Passenger	560 Motor Passenger	1 Passenger	103 Streamliner Passenger	34 Passenger	3 Passenger
DN-R SALT LAKE CITY YL SA	36.3	A 8.00AM	A 8.10AM	A 9.45AM		A 5.25PM	A 7.05PM	A 10.15PM	A 11.00PM
DN-R NORTH YARD YL C	33.7								
NORTH SALT LAKE	31.1	7.42	7.56	f 9.25		5.07	6.52	f 9.57	10.47
BAMBERGER E. RY. CROSS.	31.0								
D WOODS CROSS WC	28.1	7.38	7.52	s 9.18		5.03	6.49	f 9.53	10.43
FARMINGTON	21.3	7.30	7.45	s 9.03		4.57		9.45	10.37
D KAYSVILLE K	16.7	7.25	7.41	s 8.55		4.53		f 9.40	10.33
D LAYTON NY	14.5	7.22	7.39	s 8.50		4.51	6.39	f 9.37	10.31
DN CLEARFIELD CF	9.8	7.17	7.34	s 8.40		4.47	6.36	f 9.32	10.27
ROY	6.1	7.12	7.30	f 8.34		4.43	6.33	9.27	10.23
BRIDGE JCT. YL	1.0	7.04	7.19	8.24		4.37	6.27	9.20	10.14
DN-R OGDEN YL YD RD	0.0	7.00 6.35	7.15AM	8.20 8.00	A 5.45PM	4.35PM	6.25PM	9.15 8.55	10.10PM
D. & R. G. W. CROSSING YL	0.7								
S. P. JCT. YL	1.6								
HARRISVILLE	4.7	6.25		7.48	f 5.30			8.41	
HOT SPRINGS	8.8	6.20		f 7.43	f 5.24			8.37	
WILLARD	14.0	6.14		f 7.37	f 5.17			8.32	
PERRY	17.2	6.10		f 7.32	f 5.12			8.29	
DN BRIGHAM YL BM	21.1	s 6.05		s 7.28	5.05PM			s 8.25	
BAKERS	25.3	5.56		7.16				8.14	
D HONEYVILLE HX	30.4	f 5.50		f 7.10				f 8.09 ³¹	
DEWEY	35.9	5.44		f 7.03				f 8.03	
COLLINSTON	40.1	5.39		f 6.57				f 7.58	
WHEELON	44.6	5.34		f 6.51				f 7.53	
DN CACHE JCT. YL CJ	48.8	s 5.22		s 6.37				s 7.40	
HAMMOND	52.9	5.09		6.20				7.28	
D TRENTON ON	56.9	5.05		s 6.15				f 7.22	
D CORNISH CG	60.6	s 5.00		s 6.11				s 7.17	
UTIDA	62.4	4.55		6.08				7.13	
D WESTON WI	65.1	4.52		s 6.05				f 7.10	
D DAYTON CN	71.0	f 4.45		s 5.54				f 7.01	
CLIFTON	75.2	4.39		f 5.48				f 6.56 ²⁶⁵	
OXFORD	81.3	4.31		f 5.41				f 6.47	
SWAN LAKE	84.7	4.27		f 5.37				f 6.42	
ZENDA	89.9	4.21		f 5.31				6.36	
DN DOWNEY DO	95.0	s 4.15		s 5.25				s 6.31	
VIRGINIA	100.0	4.02 ³³		f 5.16				f 6.21	
D ARIMO A	104.7	3.55		f 5.10				f 6.15	
DN-R McCAMMON YL MC	111.2	3.45AM		5.00AM				6.05PM	
(147.5)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

No. 30 stop daily except Sunday and holidays to exchange mail at Woods Cross.
No. 32 will stop at Coalham and Centerville to pick up and discharge passengers.
No. 32 stop daily except Sunday and holidays to exchange mail at Centerville and North Salt Lake daily except Sunday at Roy.
No. 34 stop daily except Sunday to exchange mail at Dayton.
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 103 apply at the wye.

BLOCK SIGNALS

Double Track

Thru Time..... (4.15) (0.55) (4.45) (0.40) (0.50) (0.40) (4.10) (0.50)
Average speed per hour..... 34.7 39.6 31.0 31.6 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.
For conditional stops to discharge or pick up revenue passengers.—See page 3.
All trains must receive clearance at Ogden.

THIRD SUBDIVISION

EASTWARD

Time-Table No. 2
June 20, 1948

SECOND CLASS

STATIONS

STATIONS	SECOND CLASS						Car capacity of sidings, etc. See Rule 6(A) Page 80.
	255 Time Freight	252 Time Freight	259 Time Freight	261 Time Freight	278 Time Freight	270 Time Freight	
DN-R SALT LAKE CITY YL SA							Yard P
DN-R NORTH YARD YL C	A 6.00AM	A 10.45AM	A 1.00PM	A 8.05PM	A 9.30PM	A 4.00AM	Yard COPT WYZ
NORTH SALT LAKE	5.46	10.29	12.46	7.51	9.16	3.46	PX
BAMBERGER E. RY. CROSS.							IX
D WOODS CROSS WC	5.40	10.25	12.40	7.45	9.10	3.40	ES 47 PX
FARMINGTON	5.28	10.18	12.28	7.33	8.58	3.28	ws72WPX
D KAYSVILLE K	5.20	10.10	12.20	7.25	8.50	3.20	cs 133PX
D LAYTON NY	5.15	10.05	12.15	7.20	8.45	3.15	ws 56 PX
DN CLEARFIELD CF	5.05	10.00	12.05PM	7.10	8.35	3.05	ES 41 PX
ROY	4.55	9.50	11.55AM	7.00	8.25	2.55	P
BRIDGE JCT. YL	4.40	9.40	11.40	6.45	8.10	2.40	Yard COPT WYZ
DN-R OGDEN YL YD RD	4.30AM	9.30 7.45 ³²	11.30AM	6.35PM	8.00 6.30	2.30 1.15	
D. & R. G. W. CROSSING YL							75 P
S. P. JCT. YL							84 P
HARRISVILLE		7.33			6.03	12.34	105 P
HOT SPRINGS		7.26			5.56	12.27	84 P
WILLARD		7.17			5.47	12.18	52 P
PERRY		7.12			5.42	12.13	ws 83 PWY
DN BRIGHAM YL BM		7.05			5.35	12.06AM	86 P
BAKERS		6.56			5.25	11.57PM	52 P
D HONEYVILLE HX		6.47			5.15	11.48	77 P
DEWEY		6.39			5.06 ²⁶⁵	11.40	105 P
COLLINSTON		6.32			4.58	11.33	77 P
WHEELON		6.25			4.50	11.25 ²⁷⁷	ws 87 CP
DN CACHE JCT. YL CJ		6.10			4.35	11.10 ²⁹	ES 91WYZ
HAMMOND		5.40			3.57	10.42	52 P
D TRENTON ON		5.31			3.51	10.36	105 P
D CORNISH CG		5.26			3.45	10.30	77 P
UTIDA		5.23			3.42	10.27	54 P
D WESTON WI		5.18			3.37	10.22	87 P
D DAYTON CN		5.08			3.27	10.12	83 P
CLIFTON		5.01			3.20	10.05	77 PW
OXFORD		4.52			3.11	9.56	83 P
SWAN LAKE		4.47			3.06	9.51	77 PW
ZENDA		4.38			2.58	9.42 ³¹	94 P
DN DOWNEY DO		4.30			2.50	9.28	77 PW
VIRGINIA		4.20			2.42	9.18	83 P
D ARIMO A		4.10 ³³			2.35	9.10	82 P
DN-R McCAMMON YL MC		3.50AM			2.20PM	8.50PM	Yard IPWY
(147.5)	Daily	Daily	Daily	Daily	Daily	Daily	

BLOCK SIGNALS

Double Track

Thru Time..... (1.30) (6.55) (1.30) (1.30) (7.10) (7.10)
Average speed per hour..... 22.4 21.0 22.4 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.
All trains must receive clearance at Ogden.

WESTWARD					FOURTH SUBDIVISION					EASTWARD				
Car capacity of sidings, etc. See Rule 6 (A) Page 30.	SECOND CLASS		FIRST CLASS			Time-Table No. 2 June 20, 1948	Mile Post	FIRST CLASS			SECOND CLASS			
	251	277	33	35	29			36	34	30	252	278		
	Time Freight	Time Freight	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Time Freight	Time Freight		
	Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily		
Yard COPTWYZ	3.15PM	4.00AM	5.40AM	1.55AM	1.40AM ³⁶	DN-R POCATELLO YL ^{CA} PO	133.9	A 1.40AM ²⁹	A 4.55PM	A 2.40AM	A 1.00AM	A 11.00AM		
P	3.26	4.15	f 5.50	2.05	1.50	MONTANA JCT.	136.7	1.16	4.38	2.25	12.33	10.33		
73 P	3.32	4.21	f 5.54	2.09	1.54	TYHEE	140.4	1.12	f 4.34	2.21	12.26	10.26		
73 PW	3.40	4.29	s 6.02	2.15 ³⁰	f 2.00	D FORT HALL FH	145.7	1.05	s 4.27	f 2.15 ³⁵	12.18	10.18		
74 P	3.47	4.38	f 6.08	2.21	2.07 ³⁰	GIBSON	151.0	12.58	f 4.18	2.07 ²⁹	12.10AM	10.10		
WS 95 CPWY	4.10 ³⁴	4.50	s 6.33	s 2.30	s 2.23	DN BLACKFOOT YL BF	158.1	s 12.50	s 4.10 ²⁵¹	s 1.57	11.55PM	9.55		
74 P	4.20	5.01	f 6.41	2.37	2.30	WAPILLO	164.0	12.34	f 3.56	1.40	11.40	9.40		
74 PW	4.28	5.09	s 6.49	2.43	f 2.37	D FIRTH FR	169.4	12.27	s 3.49	f 1.33	11.30	9.30		
PY						GOSHEN JCT.	169.8							
105 P	4.38	5.20	s 6.59	f 2.50	f 2.45	DN SHELLEY SY	175.5	f 12.19	s 3.40	s 1.25	11.20	9.20		
73 P	4.44	5.26	f 7.05	2.55	2.50	COYON	179.3	12.13	f 3.33	1.19	11.13	9.13		
65 P	4.50	5.32	f 7.10	2.59	2.54	BACH YL	183.1	12.09	s 3.29	1.14	11.05	9.05		
Yard COPTWYZ	5.25	5.40 ³³	s 7.25 ²⁷⁷	A 3.15AM	s 3.10	DN-R IDAHO FALLS YL AK	184.5	12.05AM	s 3.25	s 1.10	11.00	9.00		
		7.35				WEST IDAHO FALLS YL	185.8		2.58	12.50				
53 P	5.45	7.55 ²⁷⁸	f 7.37		3.23	PAYNE	191.2	f 2.50	12.42	9.55	7.55 ²⁷⁷			
53 P	5.53	8.05	f 7.44 ²⁷⁸		3.29	BASSETT	196.5	f 2.44	12.36	9.45	7.44 ³³			
57 PW	6.02	8.15	s 7.53		3.38	D ROBERTS AR	202.0	s 2.37	s 12.29	9.35	7.25			
55 P	6.11	8.25	s 8.00		3.45	TENNO	207.0	2.28	12.21	9.25	7.15			
51 P	6.20	8.35	s 8.06		3.51	HAWGOOD	212.1	2.22	12.15	9.15	7.05			
53 P	6.29	8.45	s 8.14		3.58	HAMER	217.5	s 2.15	s 12.09	9.05	6.55			
52 PY	6.39	9.00	s 8.22		4.06	CAMAS	223.1	s 2.07	12.01AM	8.55	6.45			
50 P	6.48	9.10	s 8.29		4.13	JONES	228.2	1.59	11.54PM	8.43	6.33			
WS 51 CPWY	7.15	9.40	s 8.44		4.32	DN DUBOIS YL BO	234.9	s 1.50	s 11.45	8.30	6.20			
52 P	7.33	9.58	s 8.55		4.43	HIGHBRIDGE	242.9	1.33	11.30	8.00	5.55			
54 PW	7.45 ²⁵²	10.10	s 9.05		4.53	D SPENCER RC	248.5	s 1.25	s 11.22	7.45 ²⁵¹	5.40			
WS 55 PW	8.12	10.36	s 9.24		5.12 ²⁷⁸	HUMPHREY	258.0	s 1.06	11.03	7.15	5.12 ²⁹			
65 PY	8.27	10.55	s 9.37		5.25	D MONIDA YL MO	264.7	s 12.54	s 10.53	6.55	4.45			
54 PW	8.45	11.12	f 9.49		5.37	SNOWLINE	272.8	f 12.41	10.40	6.35	4.25			
Yard COPTWYZ	9.10	11.30AM	10.05		5.55	DN-R LIMA YL RD	279.9	12.30	10.30	6.00	4.00			
	10.30 ³⁰	2.00PM ³⁴	10.15		6.05	D DELL DE	288.0	12.15 ²⁷⁷	10.15 ²⁵¹	4.40	3.00			
52 P	10.50	2.20	s 10.27		6.17	D KIDD	294.0	s 12.01PM	s 9.58	4.10	2.15			
53 P	11.02	2.32	f 10.34		6.25	RED ROCK	302.8	f 11.53AM	9.49	3.55	2.00			
52 PW	11.16	2.46	f 10.44		6.36	D ARMSTEAD AD	307.0	f 11.41	9.39	3.35	1.40			
57 P	11.25	2.53	s 10.52		6.47	GRAYLING	312.9	s 11.35	s 9.33	3.25	1.30			
51 P	11.40	3.10 ²⁵²	f 11.01		6.56	BARRITTS	320.4	f 11.23	9.19	3.10 ²⁷⁷	1.15			
68 P	11.55PM	3.25	f 11.11 ³⁴		7.06	DN DILLON YL DN	328.0	f 11.11 ³³	9.09	2.55	1.00			
69 CPW	12.30AM ²⁷⁸	4.25	s 11.50		7.23	BOND	334.4	s 10.57	s 8.58	2.35	12.30 ²⁵¹			
39 P	12.45	4.38	f 11.59AM		7.31	APEX	340.3	f 10.42	8.40	2.05	12.15			
48 P	1.01	4.55	f 12.07PM		7.39	NAVY	348.7	f 10.34	8.32	1.55	12.05AM			
51 PY	1.30	5.20	f 12.23		7.55	LAYON	351.7	f 10.19	8.17	1.36	11.47PM			
53	1.36	5.26	f 12.28		7.59	D MELROSE VI	358.9	f 10.15	8.13	1.30	11.40			
65 CPW	2.00	5.47	s 12.39		8.10	QUINN	364.9	s 10.05	s 8.03	1.15	11.25			
41 P	2.20	6.05	f 12.49 ²⁵²		8.20	D DIVIDE J	370.1	f 9.51	7.50	12.49 ³³	11.06			
42 P	2.35	6.20	s 12.59		8.29	WOODIN	374.3	s 9.42	s 7.41	12.28	10.53			
69 P	2.45	6.30	f 1.07		8.38	FEELY	380.7	f 9.34	7.32	12.17	10.42			
46 P	3.05	6.50	f 1.19		8.50	BUXTON	384.6	f 9.25	7.23	12.02PM	10.27			
52 P	3.16	7.14 ³⁰	f 1.27		8.58	DN-R SILVER BOW YL SB	390.0	f 9.18	7.14 ²⁷⁷	11.50AM	10.15			
Yard PWY	4.00	7.30	s 1.40		9.10 ³⁴	D BUTTE YL BY	397.0	s 9.10 ²⁹	s 7.05	11.35	10.00			
	4.30	8.00						8.50AM	6.45PM	11.00AM	9.30PM			
						(263.1)		Daily	Daily	Daily	Daily	Daily		
	(13.45)	(17.00)	(8.20)	(1.20)	(7.50)	Thru Time	(1.35)	(8.05)	(7.55)	(14.00)	(13.30)			
	19.1	15.4	31.5	38.0	33.5	Average speed per hour	32.0	32.5	33.2	18.8	19.4			

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

WESTWARD					CACHE VALLEY BRANCH					EASTWARD				
Car capacity of sidings, etc. See Rule 6 (A) Page 30.	SECOND CLASS		Distance from Cache Jct.	Mile Post	SECOND CLASS			Mile Post	SECOND CLASS					
	303	Mixed			304	Mixed								
	Daily Except Sunday													
	5.00AM	0.0			0.0	3.00PM								
Yard CPWYZ			DN-R	CACHE JCT. YL CJ	0.0	A	3.00PM							
17		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							
14		14.5		HILLS (Spur)	14.5									
22	f 5.59	17.6		HYRUM	17.6	f	1.30							
		21.7		SUGAR FACTORY JCT. YL	21.7									
		23.7		LOGAN JCT. YL	23.7									
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									
41	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)		(50.8)			Daily Except Sunday							
	(4.00)	12.7	Thru Time	(4.00)	12.7	Average speed per hour								

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

Westward		BENSON BRANCH		Eastward	
Time-Table No. 2 June 20, 1948		STATIONS		Mile Post	
		BENSON JCT. YL	5.2		0.0
		BENSON YL	(5.2)		5.2

Westward		SUGAR FACTORY BRANCH		Eastward	
Time-Table No. 2 June 20, 1948		STATIONS		Mile Post	
		SUGAR FACTORY JCT. YL	0.8		0.0
		SUGAR FACTORY YL	1.7		0.8
		LOGAN JCT. YL	(2.5)		2.5

Westward		SALT LAKE CITY-SANDY		Eastward	
Time-Table No. 2 June 20, 1948		STATIONS		Mile Post	
		SALT LAKE CITY YL SA	1.3		36.8
		EIGHTH SOUTH ST. YL	0.8		37.6
		D. & R. G. W. CROSSING YL	0.5		38.4
		OFFICER YL	0.5		38.9
		D. & R. G. W. CROSSING YL	1.3		39.7
		HUSLER'S YL	2.6		41.0
		MURRAY YL FN	0.6		43.6
		PALLAS YL	1.7		44.2
		ATWOOD YL	1.6		45.9
		CUSHING	1.1		47.5
		D. & R. G. W. CROSSING	0.3		48.6
		SANDY	(12.6)		48.9

For information only. Between Salt Lake City and Sandy, trains will be governed by California Division timetable.

WESTWARD				MALAD BRANCH				EASTWARD			
Car capacity of sidings, etc. See Rule 6(A) Page 30.	SECOND CLASS	FIRST CLASS		Distance from Brigham	Time-Table No. 2 June 20, 1948	Mile Post	FIRST CLASS		SECOND CLASS		
	401 Local Freight	559 Motor Passenger					560 Motor Passenger	402 Local Freight			
	Daily Except Sunday	Daily									
Yard PWY	8.15AM	9.10AM		0.0	DN-R BRIGHAM YL BM	0.0	A 4.55PM	A 12.30PM			
51	8.37	f 9.20		5.6	5.6 CORINNE	5.6	f 4.41	12.10PM			
10	8.56	f 9.32		13.7	8.1 CROPLEY	13.7	f 4.27	11.42AM			
46	9.30	s 9.43		17.8	4.1 TREMONTON YL MU	17.8	s 4.19	11.30			
19 WY	9.48 ⁵⁵⁹	s 9.48 ⁴⁰¹		19.8	2.0 GARLAND YL AJ	19.8	s 4.13	10.40			
23	10.05 ⁴⁰²	f 9.59 ⁴⁰²		23.4	3.6 BELMONT	23.4	f 4.06	10.05 ⁴⁰¹ 9.59 ⁵⁵⁹			
20	10.10	f 10.03		25.0	1.6 FIELDING	25.0	f 4.03	9.45			
14	10.41	f 10.28		36.7	11.7 PORTAGE	36.7	f 3.40	9.06			
12	11.05	f 10.42		44.5	7.8 CHERRY CREEK (Spur)	44.5	f 3.27	8.42			
30 CWY	A 11.30AM	A 11.00AM		51.5	7.0 MALAD YL MV	51.5	3.15PM	8.20AM			
	(3.15) 15.8	(1.50) 28.9			(51.5) Thru Time		(1.40) Average speed per hour	(4.10) 12.4			

(3.15) 15.8	(1.50) 28.9	Thru Time	(1.40) Average speed per hour	(4.10) 12.4
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Westward SYRACUSE BRANCH				Eastward			
Car capacity of sidings, etc. See Rule 6(A) Page 30.	Time-Table No. 2 June 20, 1948		Mile Post	Time-Table No. 2 June 20, 1948		Mile Post	
	STATIONS			STATIONS			
	P DN	CLEARFIELD YL CF		0.0	19 WY		D GARLAND YL AJ
	0.3			1.1 GARLAND JCT. YL	1.1		
I	D. & R. G. W. CROSSING YL	0.3	9	2.3 HAWES YL	3.4		
45	BARNES YL (Spur)	2.1	9	2.2 LAMB YL	5.6		
3	SYRACUSE YL	4.7	11	1.9 BUSH YL	7.5		
	(4.7)		22	0.7 BRADFORD YL	9.2		
				0.9 END OF TRACK YL	9.9		
				(9.9)			

Westward BEAR RIVER BRANCH				Eastward			
Car capacity of sidings, etc. See Rule 6(A) Page 30.	Time-Table No. 2 June 20, 1948		Mile Post	Time-Table No. 2 June 20, 1948		Mile Post	
	STATIONS			STATIONS			
	P DN	CLEARFIELD YL CF		0.0	19 WY		D GARLAND YL AJ
	0.3			1.1 GARLAND JCT. YL	1.1		
I	D. & R. G. W. CROSSING YL	0.3	9	2.3 HAWES YL	3.4		
45	BARNES YL (Spur)	2.1	9	2.2 LAMB YL	5.6		
3	SYRACUSE YL	4.7	11	1.9 BUSH YL	7.5		
	(4.7)		22	0.7 BRADFORD YL	9.2		
				0.9 END OF TRACK YL	9.9		
				(9.9)			

Westward THATCHER BRANCH				Eastward			
Car capacity of sidings, etc. See Rule 6(A) Page 30.	Time-Table No. 2 June 20, 1948		Mile Post	Time-Table No. 2 June 20, 1948		Mile Post	
	STATIONS			STATIONS			
	P DN	CLEARFIELD YL CF		0.0	19 WY		D GARLAND YL AJ
	0.3			1.1 GARLAND JCT. YL	1.1		
I	D. & R. G. W. CROSSING YL	0.3	9	2.3 HAWES YL	3.4		
45	BARNES YL (Spur)	2.1	9	2.2 LAMB YL	5.6		
3	SYRACUSE YL	4.7	11	1.9 BUSH YL	7.5		
	(4.7)		22	0.7 BRADFORD YL	9.2		
				0.9 END OF TRACK YL	9.9		
				(9.9)			

Westward PARK CITY BRANCH				Eastward			
Car capacity of sidings, etc. See Rule 6(A) Page 30.	SECOND CLASS	Distance from Echo	Time-Table No. 2 June 20, 1948		Mile Post	SECOND CLASS	Distance from Keetley Jct.
	226 Mixed		225 Mixed				
	Daily Except Sunday						
ws120 cs120 es 101 wctP	9.00AM	0.0	DN-R	ECHO YL HO	0.0	A	3.10PM
18 PZ	s 9.30	5.7	D	COALVILLE YL VE	5.7	s	2.45
	f 9.45	8.6		2.9 HOYTSVILLE	8.6	f	2.30
16 P	f 10.05	13.4		4.8 WANSHIP	13.4	f	2.10
12 P	f 10.35	20.3		6.9 ATKINSON	20.3	f	1.40
16 PW	*10.52	24.5		4.2 KEETLEY JCT. YL	24.5		1.20
	Y 11.05	27.4		2.9 FREIGHT YARD JCT. YL	27.4		1.05
PWY	A 11.15AM	28.4	D-R	PARK CITY YL KD	28.4		1.00PM
	(2.15) 12.6			(28.4) Thru Time			(2.10) Average speed per hour

Westward ONTARIO BRANCH				Eastward			
Car capacity of sidings, etc. See Rule 6(A) Page 30.	Time-Table No. 2 June 20, 1948		Mile Post	Time-Table No. 2 June 20, 1948		Mile Post	
	STATIONS			STATIONS			
	16 PW	0.0			16 PW		0.0
	5.2			5.2 KEETLEY YL	5.2		
	7.0			1.8 CRANMER YL	7.0		
	(7.0)						

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

WESTWARD					YELLOWSTONE BRANCH					EASTWARD				
Car capacity of sidings, etc. See Rule 6(A) Page 30.	SECOND CLASS			FIRST CLASS		Time-Table No. 2 June 20, 1948	Mile Post	FIRST CLASS		SECOND CLASS				
	477 Local Freight	391 Mixed	397 Mixed	45 Passenger	35 Passenger			46 Passenger	36 Passenger	392 Mixed	398 Mixed	478 Local Freight		
	Daily Except Sunday	Tuesday Thursday Saturday	Monday Wednesday Friday	Daily	Daily									
Yard CO PTWYZ	9.15AM	7.55AM	7.55AM	7.30AM	3.25AM	DN-R IDAHO FALLS YL AK	0.0	A 2.55PM	A 11.45PM	A 2.00PM	A 2.10PM	A 8.00PM		
17 PY	9.25	A 8.05AM	f 8.05	7.36	3.31	3.0 ORVIN YL	3.0	2.38	11.35	f 1.50	1.55PM	7.10		
						0.7 ST. LEON	3.7							
60 PW	9.40		A 8.15AM	s 7.44	f 3.38	6.2 UCON UN	7.8	s 2.30	f 11.28	1.40PM		7.00		
54 P	10.05			s 7.55	s 3.48	4.3 RIGBY RG	13.8	s 2.20	s 11.18			6.45		
36	10.20		Via West Belt Branch	f 8.01	f 3.54	2.6 LORENZO	18.1	s 2.13	f 11.08			5.45		
27 P	10.40			s 8.06	f 3.58	1.5 THORNTON	20.7	s 2.08	f 11.04			5.35		
24						3.8 MARK	22.2							
67 P	11.10			s 8.16	s 4.08	3.8 REXBURG RX	26.0	s 2.00	s 10.56			5.15		
51 P	11.25			s 8.23	f 4.15	1.1 SUGAR CITY SC	29.8	s 1.53	f 10.45			4.15		
36 PY						5.9 HART	30.9							
118 WYP	11.40AM		10.40AM	s 8.35	s 4.27	1.5 ST. ANTHONY YL SH	36.8	s 1.43	s 10.34	A 10.50AM		3.50		
P			A 10.50AM			4.5 BELT YL	38.3			10.40AM				
43 P	12.05PM			f 8.45	f 4.36	8.2 CHESTER	42.8	s 1.32	f 10.22			2.45		
46 COP WY	A 12.30PM			A 9.05AM	s 5.00	1.5 ASHTON YL HN	51.0	1.20PM	s 10.10			2.30PM		
						5.7 INGLING	52.5			9.55				
28 P						8.7 WARM RIVER	58.2			f 9.35				
15 P						5.6 GERRIT	66.9			f 9.07				
5 P						3.2 PINEVIEW	72.5							
22						4.9 ECCLES	75.7			f 8.52				
15 P						4.8 ISLAND PARK	80.6			f 8.43				
29 P						5.3 TRUDE	85.4			s 8.34				
26 PWY						6.5 BIG SPRINGS	90.7			s 8.20				
22 PY						9.9 REAS PASS	97.2			f 7.55				
29 COP WY				A 7.30AM		(107.1) WEST YELLOWSTONE YL WS	107.1			7.30PM				
	(3.15) 15.7	(0.10) 18.0	(2.55) 16.4	(1.35) 32.2	(4.05) 26.2	Thru Time	(1.35) 32.2	(4.15) 25.2	(3.20) 14.3	(0.15) 12.0	(5.30) 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 will stop daily, except Sunday and holidays, to dispatch mail at Lorenzo and Chester.

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. 2		Mile Post	SECOND CLASS	Car capacity of sidings, etc. See Rule 6(A) Page 80.	SECOND CLASS	Time-Table No. 2		Mile Post	SECOND CLASS
	397 Mixed	June 20, 1948			392 Mixed		391 Mixed	June 20, 1948			398 Mixed
	Monday Wednesday Friday	STATIONS			Tuesday Thursday Saturday		STATIONS		Monday Wednesday Friday		
60 PW	8.15AM	D-R	UCON UN	0.0	A	17 PY	8.05AM	ORVIN	0.0	A	1.55PM
P	f 8.23		COLTMAN (Spur)	2.8	f	21	f 8.15	LINCOLN	2.8	f	1.45
P	f 8.29		GRANT (Spur)	4.8	f	P		LINCOLN JCT.	3.1		
			BARLOW (Spur)	7.0		46 P	s 8.27	IONA	5.7	s	1.25
21 P	f 8.41		LEWISVILLE	8.8	f	21 PW	s 9.05	RIRIE RK	16.4	s	12.45
			MIDWAY	9.4		13 P	f 9.18	BYRNE	21.4	f	12.13PM
50 P	s 9.00	D	MENAN MN	10.5	s	11 P	f 9.30	JENSON	25.6	f	11.58AM
			ANNIS JCT.	11.5				GALE (Spur)	27.5		
52 PW	f 9.40		PLANO	25.0	f	23 P	f 9.40	WALKER	28.2	f	11.50
18	f 9.44		EDMONDS	26.7	f	40 P	f 9.52	PARKINSON	32.4	f	11.35
11 P	f 9.51		EGIN	29.3	f	10 P	f 9.58	MOODY	34.3	f	11.25
30	f 9.58		HEMAN	31.6	f	12 P	s 10.20	NEWDALE NE	38.1	s	11.15
14 P	f 10.05		PARKER	33.5	f	P	A 10.40AM	BELT YL	44.4		10.50AM
	f 10.13		PYKE (Spur)	35.3	f			(44.4)			Monday Wednesday Friday
118 PWY	A 10.25AM	D-R	ST. ANTHONY YL SH	38.7							
			(38.7)								
	(2.10)		Thru Time		(2.25)		Thru Time		(3.06)		
	17.9		Average speed per hour		16.0		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. 2		Mile Post	SECOND CLASS					
	321 Mixed	June 20, 1948			310 Mixed					
	Daily Except Sunday	STATIONS			Daily Except Sunday					
CPWY		8.15AM	7.30AM	DN-R	BLACKFOOT YL BF	0.0	A	2.20PM	A	3.35PM
		f	f		COLLINS	2.1	f	f		
					GARDNER JCT.	2.6				
7		f	f		AIKEN	3.8	f	f		
9		f 8.25	f 7.42		CLARKSON	4.3	f	2.00	f	3.17
30		f 8.30	f 7.45		MORELAND	5.7	f	1.55	f	3.14
					THOMAS JCT.	5.9				
P		A 8.35AM	f 7.49		ABERDEEN JCT. YL	7.1		1.45PM	f	3.10
32 PW			f 8.20		TABER	20.1		f	2.39	
20 PY			f 9.10		SCOVILLE	39.7		f	1.50	
37 PWY			s 9.53	D	ARCO YL RO	59.1		s	1.05	
21 P			s 10.16		MOORE	66.7		s	12.38	
10			s 10.34		DARLINGTON	72.6		s	12.22	
5			s 10.46		LESLIE	77.3		s	12.10PM	
68 PWY		A 11.05AM		D-R	MACKAY YL MY	85.3			11.50AM	
					(85.3)			Daily Except Sunday	Daily Except Sunday	
	(0.20)		Thru Time		(0.35)		Thru Time		(3.45)	
	21.3		Average speed per hour		23.8		Average speed per hour		12.2	22.7

WESTWARD		TETON VALLEY BRANCH		EASTWARD				
Car capacity of sidings, etc. See Rule 6(A) Page 80.	SECOND CLASS	Time-Table No. 2		Mile Post	SECOND CLASS			
	481 Local Freight	June 20, 1948			482 Local Freight			
	Daily Except Sunday	STATIONS			Daily			
46 COPWY	7.00AM		ASHTON YL HN	0.0	A	9.55PM	A	1.45PM
19	7.10	f	MARYSVILLE YL	1.8	f	9.45		1.27
33	7.25	f	GRAINVILLE	6.0	f	9.37		1.15
19 PW	7.40	s	DRUMMOND MD	8.6	s	9.32		1.05
11	7.55	f	FRANCE	12.8	f	9.24		12.53
33 P	8.05	s	LAMONT	15.8	s	9.18		12.43
4	8.25	f	JUDKINS	22.3	f	9.03		12.23
20	8.38	s	FELT	26.3	s	8.55		12.10PM
22 PWY	9.05	s	TETONIA NA	30.3	s	8.47		11.55AM
		f	DWIGHT	32.7	f	8.41		
31	9.35	s	DRIGGS DI	37.2	s	8.33		11.30
7		f	FOX CREEK	42.3	f			
19 PWY	A 10.00AM	A	VICTOR YL VR	45.6		8.15PM		11.00AM
			(45.6)			Daily		Daily Except Sunday
	(3.00)		Thru Time		(1.40)		Thru Time	(2.45)
	15.2		Average speed per hour		27.3		Average speed per hour	16.6

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

WESTWARD		ABERDEEN BRANCH		EASTWARD		WESTWARD		THOMAS BRANCH		EASTWARD	
Car capacity of sidings, etc. See Rule 6(A) Page 80.	SECOND CLASS	Time-Table No. 2		Mile Post	SECOND CLASS	Car capacity of sidings, etc. See Rule 6(A) Page 80.	Distance from Thomas Jct.	Time-Table No. 2		Mile Post	
	321 Mixed	June 20, 1948			322 Mixed						
	Daily Except Sunday	STATIONS			Daily Except Sunday						
P	8.35AM		ABERDEEN JCT. YL	0.0	A	1.45PM		THOMAS JCT.	0.0		
32	f 8.48		ROCKFORD	4.3	f	1.30	4.4	THOMAS (Spur)	4.4		
17	f 8.52		LIBERTY	5.9	f	1.20	4.6	END OF TRACK	4.6		
29 P	s 9.13	D	PINGREE PG	10.2	f	12.55		(4.6)			
31 P	f 9.33		SPRINGFIELD	16.5	f	12.40					
17 P	s 9.50		STERLING	19.7	s	12.25					
	f 10.03		STRANG	23.6	f	12.08PM					
	10.10		FINGAL	26.0		11.59AM					
32 PWY	A 10.25AM	D-R	ABERDEEN YL BN	28.2		11.50AM					
			(28.2)			Daily Except Sunday					
	(1.50)		Thru Time		(1.55)		Thru Time		(3.4)		
	15.4		Average speed per hour		14.7		Average speed per hour				

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

WESTWARD KEMMERER BRANCH EASTWARD				WESTWARD CUMBERLAND BRANCH EASTWARD											
Car capacity of sidings, etc. See Rule 6 (A) Page 80.		Distance from Kemmerer		Time-Table No. 2 June 20, 1948		Mile Post		Car capacity of sidings, etc. See Rule 6 (A) Page 80.		Distance from Moyer Jct.		Time-Table No. 2 June 20, 1948		Mile Post	
Yard	CFT WZ	STATIONS		WS ES	PY	STATIONS		71 70	53	STATIONS		STATIONS		STATIONS	
		0.0	DN-R	KEMMERER YL	Z	0.0				0.0	MOYER JCT. YL		0.0		
		1.0		NO. KEMMERER JCT. YL		1.0				4.8	GLENCOE JCT. YL		4.8		
		2.4		NO. KEMMERER YL		2.4				9.3	BLAZON JCT.		9.3		
		5.1		SUSIE YL		5.1			13.0		MINE NO. 8 YL		13.0		
		9.2		QUEALY YL		9.2									
				(9.2)											

WESTWARD ELKOL BRANCH EASTWARD				WESTWARD BLAZON BRANCH EASTWARD				WESTWARD GRACE BRANCH EASTWARD																
Car capacity of sidings, etc. See Rule 6 (A) Page 80.		Distance from Glencoe Jct.		Time-Table No. 2 June 20, 1948		Mile Post		Car capacity of sidings, etc. See Rule 6 (A) Page 80.		Distance from Blazon Jct.		Time-Table No. 2 June 20, 1948		Mile Post		Car capacity of sidings, etc. See Rule 6 (A) Page 80.		Distance from Alexander		Time-Table No. 2 June 20, 1948		Mile Post		
58	0.0	STATIONS		0.0		STATIONS		113	PW	0.0		STATIONS		6.0	D	GA	6.0	STATIONS		STATIONS		STATIONS		
		0.0	GLENCOE JCT. YL		0.0					0.0	BLAZON JCT.		0.0	ALEXANDER YL				0.0						
		3.9	ELKOL		3.9		1.4		6.0		RADIANT		1.4	GRACE		GA	6.0							
			(3.9)				(1.4)						(1.4)				(6.0)							

WESTWARD GOSHEN BRANCH EASTWARD				WESTWARD ANNIS BRANCH EASTWARD											
Car capacity of sidings, etc. See Rule 6 (A) Page 80.		Distance from Goshen Jct.		Time-Table No. 2 June 20, 1948		Mile Post		Car capacity of sidings, etc. See Rule 6 (A) Page 80.		Distance from Annis Jct.		Time-Table No. 2 June 20, 1948		Mile Post	
PY	0.0	STATIONS		0.0		STATIONS		0.0		STATIONS		STATIONS		STATIONS	
		0.0	GOSHEN JCT.		0.0					0.0	ANNIS JCT.		0.0		
20	3.2		ANTON		3.2		0.5		0.5		GRAYS (Spur)		0.5		
19	4.8		GOSHEN		4.8		2.6		2.6		ANNIS (Spur)		2.6		
		9.2	COX (Spur)		9.2						(2.6)				
22	10.6		GERRARD		10.6										
11	12.4		INDIAN		12.4										
14	15.2		HACKMAN		15.2										
		18.1	AMMON (Spur)		18.1										
3	21.0		WILKINSON (Spur)		21.0										
		21.6	LINCOLN JCT.		21.6										
			(21.6)												

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

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.
 When a streamline train with cars having AHSC brake equipment is operated with automatic brake control, a maximum speed of 75 miles per hour 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 Special: 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 and passing fueling stations— On main line.	50	40	25
Between Idaho Falls and Silver Bow.		50	40	On branch lines.	30	30	15
4000, 9000, 2-10-2 and 4-10-2 type engines.		50	50	Through tunnels.	40	40	25
When caboose is handled in train consisting of passenger train equipment.		55		When using cross-overs or turn-outs: 9000 class engines; Forward movement			10 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.	40	40	40	Back-up movement			6 6
Backing up light.			40	All other class engines; Forward movement			15 15 15
Inspection bus cars.		40	40	Back-up movement			10 10 10
MacArthur type engines with 63-inch drivers. Between Idaho Falls and Silver Bow.		55	50	When using No. 14 turn-outs at end of double track.	25	20	20
MacArthur type engines with 57-inch drivers.		35	35	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch.	20	20	20
Ten Wheeler type engines 1573, 1575, 1577 to 1580.		55	40	On wye tracks.	6	6	6
Other Ten Wheeler type engines and Consolidation type engines.		35	35	Jordan spreaders and other machines of spreader type, when in operation.			15
Mallet type engines, 3500 to 3599 incl. and 3670 to 3674 incl.		35	35	Trains handling air-dump cars.			35
0-6-0 and 0-8-0 type yard engines.		20	20	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power:			
Steam engines running backward.		20	20	On main line.			25
Trains handling scale test cars— On main line also between Idaho Falls and Ashton.			30	On branch lines. (Slower speed must be observed where conditions require.)			15
On branch lines.			20				
Diesel-electric locomotives running light, dynamic brake not in operation. Westward: between M.P. 43.8 and M.P. 49. Second Subdivision.			35				
M.P. 264.2 to M.P. 279.6.			35				
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.	Psgr.	Frt.		Str.	Psgr.	Frt.
4000 class engines.		45	45	Light engines.			45
Freight engines not otherwise shown.		50		When more than 50% of the tonnage is gravel.			40
Between Green River and Evanston							
ON WESTWARD TRACK				ON EASTWARD TRACK			
Green River				Evanston			
Between M.P. 817.0 and 818.5.	50	40	25	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				Millis			
Between M.P. 822.4 and 823.6.	60	50	40	Between M.P. 910.4 and 909.3.	80	70	50
Peru				Knight			
Between M.P. 825.4 and 826.6.	70	60	50	Between M.P. 908.6 and 906.3.	50	40	30
Between M.P. 827.9 and 828.4.	70	60	50	Between M.P. 905.3 and 904.9.	60	50	40
Bryan				Aspen Tunnel.	25	15	15
Between M.P. 831.2 and 831.5.	65	55	45	Aspen			
Between M.P. 833.6 and 834.1.	70	60	50	Between M.P. 901.3 and 896.7.	60	50	40
Westvaco				Ragan			
Between M.P. 844.9 and 845.3.	60	50	40	Between M.P. 894.4 and 894.0.	70	60	50
Granger				Between M.P. 893.4 and 890.9.	70	60	50
Between M.P. 846.9 and 847.4.	50	40	25	Leroy			
Between M.P. 849.9 and 850.2.	70	60	50	Between M.P. 890.2 and 889.3.	45	35	35
Church Buttes				Between M.P. 888.7 and 888.3.	70	60	50
Between M.P. 860.1 and 860.3.	70	60	50	Between M.P. 887.5 and 887.3.	65	55	45
Between M.P. 862.2 and 862.5.	70	60	50	Between M.P. 886.7 and 886.3.	70	60	50
Hampton				Bridger			
Between M.P. 866.7 and 866.9.	70	65	50	Between M.P. 885.0 and 884.6.	60	50	40
Between M.P. 868.0 and 869.2.	65	55	45	Between M.P. 883.9 and 882.5.	60	50	40
Elkhurst				Between M.P. 881.7 and 881.4.	70	60	50
Between M.P. 870.9 and 873.6.	70	60	50	Antelope			
Between M.P. 874.0 and 874.5.	75	65	50	Between M.P. 880.3 and 880.1.	60	50	40
Between M.P. 878.2 and 878.5.	70	60	50	Between M.P. 878.5 and 878.2.	70	60	50
Between M.P. 880.1 and 880.3.	60	50	40	Between M.P. 874.5 and 874.0.	75	65	50
Antelope				Between M.P. 873.6 and 870.9.	70	60	50
Between M.P. 881.4 and 881.7.	70	60	50	Elkhurst			
Between M.P. 882.5 and 883.9.	60	50	40	Between M.P. 869.2 and 868.0.	55	45	35
Between M.P. 884.6 and 885.0.	60	50	40	Between M.P. 866.9 and 866.7.	70	60	50
Bridger				Hampton			
Between M.P. 886.4 and 886.7.	70	60	50	Between M.P. 862.5 and 862.2.	70	60	50
Between M.P. 887.3 and 887.5.	65	55	45	Between M.P. 860.3 and 860.1.	70	60	50
Between M.P. 888.3 and 888.7.	60	55	45	Verne			
Between M.P. 889.3 and 890.2.	45	35	35	Between M.P. 850.2 and 849.9.	70	60	50
Leroy				Granger			
Between M.P. 891.6 and 895.1.	70	60	50	Between M.P. 847.4 and 846.9.	50	40	25
Ragan				Between M.P. 845.3 and 844.9.	60	50	40
Between M.P. 896.1 and 901.3.	60	50	40	Westvaco			
Aspen Tunnel.	25	15	15	Between M.P. 834.1 and 833.6.	70	60	50
Altamont				Between M.P. 831.5 and 831.2.	65	55	45
Between M.P. 904.9 and 905.3.	60	50	40				
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.	Psgr.	Frt.		Str.	Psgr.	Frt.
ON WESTWARD TRACK				ON EASTWARD TRACK			
Knight				Bryan			
Between M.P. 909.3 and 910.4.	80	70	50	Between M.P. 828.4 and 827.9.	70	60	50
Millis				Between M.P. 826.6 and 825.4.	70	60	50
Between M.P. 913.1 and 913.4.	70	60	50	Peru			
Between M.P. 915.4 and 915.6.	70	60	50	Between M.P. 823.6 and 822.4.	60	50	40
Between M.P. 915.9 and 919.1.	50	40	25	Riview			
Evanston				Between M.P. 820.7 and 819.3.	60	50	40
				Between M.P. 818.5 and 817.0.	50	40	25
				Green River			
Between Ogden and Evanston							
Evanston				Ogden			
Between M.P. 920.6 and 921.2.	70	60	50	Between M.P. 989.0 and 987.9.	65	55	45
Wyuta				Between M.P. 985.7 and 985.4.	60	50	40
Between M.P. 925.9 and 926.2.	65	55	40	Uintah			
Between M.P. 926.9 and 928.7.	50	40	25	Between M.P. 984.8 and 984.4.	60	50	40
Between M.P. 928.8 and 935.8.	35	35	30	Gateway			
Castle Rock				Between M.P. 983.5 and 981.0.	40	35	30
Between M.P. 937.0 and 939.4.	50	40	35	Between M.P. 981.0 and 980.7.	35	35	30
Between M.P. 941.1 and 941.9.	55	45	40	Between M.P. 980.7 and 978.7.	40	35	30
Emory				Strawberry			
Between M.P. 942.9 and 945.5.	50	40	35	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			
Echo				Between M.P. 972.6 and 972.4.	75	65	50
Between M.P. 953.3 and 954.1.	50	40	25	Morgan			
Between M.P. 954.2 and 954.5.	55	50	45	Between M.P. 967.8 and 967.2.	60	50	40
Henefer				Between M.P. 965.1 and 963.1.	45	35	30
Between M.P. 958.1 and 959.5.	70	60	45	Bridge 962.12.	35	25	25
Between M.P. 959.8 and 962.8.	60	50	45	Between M.P. 962.8 and 959.8.	60	50	40
Bridge 962.12.	35	25	25	Devil's Slide			
Between M.P. 963.1 and 965.1.	45	35	30	Between M.P. 959.5 and 958.1.	70	60	45
Between M.P. 967.2 and 967.8.	60	50	40	Henefer			
Stoddard				Between M.P. 954.5 and 954.2.	55	50	45
Between M.P. 972.4 and 972.6.	75	65	50	Between M.P. 954.1 and 953.3.	50	40	25
Between M.P. 974.1 and 976.1.	50	45	35	Echo			
Between M.P. 977.0 and 977.3.	60	50	45	Between M.P. 952.5 and 952.1.	35	30	25
Strawberry				Between M.P. 951.1 and 946.9.	50	40	35
Between M.P. 978.7 and 980.7.	40	35	30	Between M.P. 945.5 and 942.9.	50	40	35
Between M.P. 980.7 and 981.0.	35	35	30	Emory			
Between M.P. 981.0 and 983.5.	40	35	30	Between M.P. 941.6 and 940.9.	55	45	40
Uintah				Between M.P. 939.1 and 929.2.	55	45	35
Between M.P. 985.5 and 985.8.	70	60	50	Curvo			
Between M.P. 987.9 and 989.0.	65	55	45	Between M.P. 928.8 and 927.6.	50	40	25
Ogden				Wahsatch			
				Between M.P. 927.6 and 927.4.	30	25	25
				Between M.P. 927.4 and 926.9.	50	40	25
				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.	50	40	25
				Evanston			

SECOND SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Maximum Speed.	75	75	50				
Between Granger and Montpelier							
Granger Between M.P. 3.5 and 3.7.	70	65	45	Fossil Between M.P. 54.7 and 56.0.	40	35	25
Moxa Between M.P. 12.2 and 12.3.	70	65	45	Nugget Between M.P. 56.0 and 58.0.	40	35	25
Hassett Between M.P. 14.4 and 14.6.	70	65	45	Between M.P. 58.0 and 58.3.	70	65	45
Nutria Between M.P. 16.2 and 16.4.	70	65	45	Between M.P. 58.7 and 58.9.	70	65	45
Between M.P. 18.2 and 18.3.	60	50	40	Between M.P. 59.4 and 59.6.	70	65	45
Cosgriff Between M.P. 21.2 and 21.5.	70	65	45	Orr Between M.P. 60.8 and 61.2.	70	65	45
Between M.P. 23.6 and 23.8.	70	65	45	Sage Between M.P. 63.6 and 65.4.	60	50	40
Opal Between M.P. 28.7 and 28.9.	70	65	45	Between M.P. 66.6 and 66.8.	70	65	45
Folger Between M.P. 29.4 and 29.6.	70	65	45	Between M.P. 67.3 and 67.7.	70	65	45
Between M.P. 31.3 and 32.3.	50	40	25	Carlson Between M.P. 67.8 and 68.2.	70	65	45
Between M.P. 33.0 and 33.1.	70	65	45	Cokeville Over streets and alleys.	30	30	30
Waterfall Between M.P. 34.6 and 34.8.	60	50	40	Between M.P. 87.5 and 87.7.	60	50	40
Between M.P. 35.5 and 35.9.	50	40	25	Border Between M.P. 92.9 and 93.1.	60	50	40
Between M.P. 36.5 and 39.0.	45	40	25	Between M.P. 96.5 and 96.9.	70	65	45
Kemmerer 7000 and heavier type engines, turntable lead.			5	Pegram Between M.P. 98.3 and 99.2.	60	50	40
Between M.P. 43.2 and 44.0. Watch for rocks.	25	20	20	Between M.P. 99.5 and 99.7.	70	65	45
Between M.P. 44.0 and 49.2.	50	40	25	Between M.P. 102.6 and 102.9.	60	50	40
Between M.P. 49.2 and 49.4.	40	40	25	Harer Between M.P. 103.4 and 104.9.	60	50	40
				Between M.P. 105.2 and 105.4.	70	65	45
				Montpelier			

Between Montpelier and Pocatello

Montpelier Between M.P. 120.6 and 120.8.	70	65	45	Cavanaugh Between M.P. 131.9 and 132.2.	70	65	45
Between M.P. 121.2 and 121.3.	60	50	40	Between M.P. 135.5 and 135.7.	70	65	45
Pescadero Between M.P. 121.3 and 121.7.	60	50	40	Manson Between M.P. 138.6 and 139.2.	60	50	40
Between M.P. 121.8 and 122.4.	70	65	45	Rose Between M.P. 141.0 and 141.9.	60	50	40
Between M.P. 122.5 and 122.8.	60	50	40	Between M.P. 142.4 and 143.4.	70	65	45
Between M.P. 123.0 and 123.4.	70	65	45	Between M.P. 143.7 and 143.9.	60	50	40
Between M.P. 125.0 and 125.3.	70	65	45	Between M.P. 144.5 and 145.3.	50	40	25
Between M.P. 125.8 and 126.1.	60	50	40	Soda Springs Over streets and alleys.	30	30	30
Between M.P. 126.2 and 126.8.	70	65	45	Between M.P. 148.0 and 148.3.	70	65	45
Georgetown Between M.P. 127.7 and 127.9.	70	65	45	Alexander Between M.P. 152.1 and 152.4.	60	50	40
Between M.P. 128.2 and 128.6.	60	50	40	Bancroft Over streets and alleys.	25	25	25
Between M.P. 129.6 and 130.0.	60	50	40	Between M.P. 164.2 and 164.6.	70	65	45
Between M.P. 131.6 and 131.8.	70	65	45				

Between Montpelier and Pocatello (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	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 169.3.	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			

THIRD SUBDIVISION
Between Salt Lake City and Ogden

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	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
				Between M.P. 8.7 and 9.1.	85	65	50
				Roy Between M.P. 6.9 and 7.4.	90	70	50

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

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Fr.		Psgr.	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 Jct.	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.		Str.	Psgr.	Fr.
Between Ogden and Trenton.	70	70	50	Wheelon Between M.P. 44.7 and 46.4 (Bear River Canyon).			12 12
Between Trenton and McCammon.	60	60	40	Between M. P. 46.5 and 47.1.			30 30
Between Trenton and McCammon, 800 class engines.		55	40	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	Zenda 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

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
Chubbuck Between M.P. 139.9 and 140.2.	65	45	Dubois Between M.P. 236.0 and 236.6.	40	25
Tyhee Between M.P. 142.3 and 142.5.	50	35	Between M.P. 237.8 and 238.0.	40	25
Between M.P. 143.4 and 143.5.	50	35	Between M.P. 239.0 and 239.2.	40	25
Gibson Between M.P. 152.7 and 152.9.	50	35	Highbridge Between M.P. 244.5 and 246.4.	40	25
Blackfoot Over streets and alleys.	20	20	Spencer Between M.P. 248.6 and 248.8.	40	25
Wapello Between M.P. 166.8 and 167.0.	65	45	Between M.P. 249.5 and 249.6.	40	25
Firth Between M.P. 169.7 and 169.9.	65	45	Between M.P. 251.0 and 251.3.	40	25
Shelley Over streets and alleys.	30	30	Between M.P. 252.7 and 257.5.	30	20
Idaho Falls Over streets and alleys.	12	12	Humphrey Between M.P. 258.2 and 258.4.	40	25
Idaho Falls West leg of wye with 5000, 7000 and 9000 class engines.	5	5	Between M.P. 262.9 and 263.1.	40	25
West Idaho Falls Between M.P. 185.5 and 185.9.	15	5	Between M.P. 263.4 and 266.3.	40	25
Between M.P. 187.4 and 187.6.	40	25	Between M.P. 266.9 and 267.1.	40	25
Between M.P. 188.4 and 188.7.	40	25	Between M.P. 267.6 and 267.7.	40	25
Between M.P. 190.7 and 190.9.	40	25	Between M.P. 269.7 and 269.9.	40	25
Roberts Between M.P. 205.5 and 206.2.	50	35	Between M.P. 271.0 and 271.7.	40	25
Tenno Between M.P. 208.4 and 210.1.	50	35	Snowline Between M.P. 277.5 and 278.5.	40	25
			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
Lavon 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	
	Psgr.	Fr.		Psgr.	Fr.
Park City Branch. Between M.P. 0.0 and M.P. 4.3.	25	25	Between Corinne and Dathol.		10
Between M.P. 5.1 and M.P. 5.2.	15	15	Stokes Beet spur.		6
Between M.P. 13.2 and M.P. 13.5.	15	15	Thatcher Branch.		10
Between M.P. 14.8 and M.P. 21.0.	15	15	Bear River Branch.		10
Between M.P. 24.0 and M.P. 24.1.	15	15	Kemmerer Branch.	15	15
Between M.P. 25.1 and M.P. 25.2.	15	15	Cumberland Branch.	15	15
Between M.P. 26.3 and M.P. 28.4.	15	15	Glencoe Branch.	15	15
Park City, all yard tracks between freight yard junction and depot, and all tracks above depot on highline.		5	Elkol Branch.	15	15
Ontario Branch.	15	15	Blazon Branch.	15	15
Cranmer spur, between Keetley and end of track.		5	Grace Branch. Maximum speed.	20	20
Syracuse Branch.	15	15	Bridge 5.33 with 2000 class engines.	10	10
Malad Branch Motor Trains.	45		Leefe spur.		15
Between Brigham and Garland.	35	25	Conda spur.	15	15
Between Garland and Malad.	25	20	Sugar Factory Branch.		15
Corinne, between east and west switches.	10	10	Cache Valley Branch. Maximum Speed. Motor Trains.	30	25
				45	

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.
Nebeker Between M.P. 13.6 and 13.8.	25	15	Between Gerrit and Big Springs.	50	35
Wellsville Between M.P. 13.8 and 13.9.	25	15	Between Big Springs and West Yellowstone, watch for rocks.	35	25
Hyrum Between M.P. 17.7 and 18.0.	25	15	Rexburg, Sugar City and St. Anthony, over streets and alleys.	20	20
Lewiston Between M.P. 43.0 and 43.8.	30	20	St. Anthony, over highway crossing just west of depot.	8	8
Franklin Between M.P. 43.8 and 44.0.	30	20	Between M.P. 55.4 and 55.6.	20	15
Benson Branch.		15	Between M.P. 59.4 and 66.0.	20	15
Mackay Branch. Between Blackfoot and M.P. 60.0	35	25	Through tunnel 16 M.P. 62.7.	10	10
Between Blackfoot and M.P. 60.0, with Engines 1573 to 1580 inclusive.	25	25	Between M.P. 86.4 and 87.0.	20	15
Between M.P. 60.0 and Mackay.	25	20	Between M.P. 92.0 and 95.0.	20	15
Between M.P. 60.0 and Mackay, with Engines 1573 to 1580 inclusive.	20	20	Between M.P. 100.0 and 101.0.	20	15
Mackay On curve on low line smelter.		6	East Belt Branch. Maximum speed.	25	25
Gardner Branch.	15	15	1900 and 2000 class engine between Lincoln Jct. and Orvin.	20	20
Thomas Branch.	15	15	Truss bridges.	15	15
Aberdeen Branch.	25	25	West Belt Branch. Maximum speed.	25	25
Goshen Branch Maximum speed.	25	25	Truss bridges.	15	15
1900 and 2000 class engines.	20	20	Annis Branch.	15	15
Yellowstone Branch. Between Idaho Falls and Ashton.	50	35	Teton Valley Branch. Maximum speed.	35	25
Between Idaho Falls and Ashton with MacArthur type engines.	40	30	Engines 1573 to 1580 incl.	25	25
Between Ashton and Gerrit, watch for rocks.	35	25	Bridge 6.96.	12	12
			Between M.P. 19.1 and 19.4.	15	15
			Between M.P. 25.0 and 25.4.	15	15

SYMBOLS AND ABBREVIATIONS

(Rule 6 and 6(A))

Rule 6

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 time-table indicate:

- 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.