

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, Trainmaster . . . Salt Lake City, Utah

A. R. NELSON, Master Mechanic Pocatello, Idaho

J. R. FROHOFF, Master Mechanic . . Los Angeles, Cal.

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

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

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

B. ESBENSON, Gen'l Roadmaster . . 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. 13

Effective Thursday,
May 15, 1947
at 12:01 A. M. Mountain Time

Be Careful Today

FOR EMPLOYEES ONLY

CONDENSED TIME-TABLE

WESTWARD				EASTWARD]				
FIRST CLASS				FIRST CLASS				
29	31	45	33	Time-Table No. 13 May 15, 1947				
Passenger	Passenger	Passenger	Passenger	STATIONS				
Daily	Daily	Daily	Daily	32	34	46	30	
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	
8.00PM	5.30PM		12.15AM	SALT LAKE CITY	A 9.45AM	A 10.15PM	A 8.00AM	
9.05 9.35	6.40 7.05		1.15 1.40	OGDEN	8.25 8.10	9.15 8.55	7.00 6.40	
10.15	7.45		2.18	BRIGHAM	7.38	8.25	6.05	
11.10PM	8.33		3.10	CACHE JCT.	6.47	7.40	5.22	
12.35AM	10.05		4.45	McCAMMON	5.10	6.05	3.45	
1.10 1.40	A 10.40PM		5.20 5.40	POCATELLO	4.40AM	5.35 4.55	3.15 2.40	
2.23			6.25	BLACKFOOT		4.15	1.57	
3.15		7.25AM	7.15AM	IDAHO FALLS		3.25PM	A 3.10PM 1.10AM	
		9.05		ASHTON			1.35PM	
		A 11.00AM		VICTOR			11.40AM	
				WEST YELLOWSTONE				
A 9.30AM			A 2.00PM	BUTTE		8.50AM	6.45PM	
				(433.3)				
(13.30) 32.1	(5.10) 32.9	(3.35) 26.9	(13.45) 31.5	Thru Time	(5.05) 33.5	(13.25) 32.3	(3.30) 27.6	(13.15) 32.7
				Average speed per hour				

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.
Alan S. Crandall	Eye Specialist	Salt Lake City	Salt Lake City.
F. J. Winget	Surgeon	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. Boueber	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 E. Tanner	Surgeon	Layton	Roy to Layton.
R. F. Howe	Surgeon	Ogden	Kaysville to Brigham.
Leland S. Sycamore	Surgeon	Ogden	Kaysville to Brigham.
Kath A. Stratford	Surgeon	Ogden	Kaysville to Brigham.
LeRoy R. Pugmire	Oculist & Aurist	Ogden	Kaysville to Brigham.
R. W. Pugmire	Eye Specialist	Ogden	Kaysville to Brigham.
H. L. Pearse	Surgeon	Brigham	Willard to Cropley and Cache Jet.
E. L. Nelson	Surgeon	Downy	McCannon to Weston.
O. H. Mabey	Surgeon	Malad	Malad Branch.
B. M. Budge	Surgeon	Logan	Cache Valley Branch.
G. L. Rees	Surgeon	Smithfield	Logan to Richmond.
W. G. Noble	Surgeon	Richmond	Richmond and Vicinity.
W. R. Cragun	Surgeon	Lewiston	Preston, Logan, Dayton and Cache Jet.
Leo R. Hawks	Surgeon	Preston	Preston to Logan.
E. N. Roberts	Division Surgeon	Pocatello	Pocatello and Vicinity.
E. S. Borenmyer	Surgeon	Pocatello	Pocatello and Vicinity.
J. V. Clothier	Oculist & Aurist	Pocatello	Pocatello and Vicinity.
W. L. Clothier	Eye Specialist	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' 1"	60.	1'55"	31.3
39"	92.3	1' 2"	59.	2'	30.
40"	90.	1' 3"	58.	2'15"	28.6
41"	87.8	1' 4"	57.1	2'30"	27.
42"	85.7	1' 5"	56.2	2'45"	25.8
43"	83.7	1' 6"	55.3	3'	24.
44"	81.8	1' 7"	54.5	3'15"	22.8
45"	80.	1' 8"	53.7	3'30"	21.7
46"	78.3	1' 9"	52.9	3'45"	20.
47"	76.6	1' 10"	52.1	4'	18.8
48"	75.	1' 11"	51.4	4'15"	17.7
49"	73.5	1' 12"	50.7	4'30"	16.6
50"	72.		50.	4'45"	15.5
51"	70.6			5'	14.4

MILEAGE

Fourth and Fifth Subdivisions:

Main Line	147.5
Branches	148.5
Grand Total	296.0

WESTWARD				MALAD BRANCH				EASTWARD			
SECOND CLASS		FIRST CLASS		Time-Table No. 13 May 15, 1947				FIRST CLASS		SECOND CLASS	
401 Local Freight		559 Motor Passenger		STATIONS				560 Motor Passenger		402 Local Freight	
Daily Except Sunday		Daily		Distance from Brigham				Mile Post		Daily Except Sunday	
Yard PWY	8.15AM		9.10AM	0.0	DN-R	BRIGHAM YL BM	0.0	A 4.55PM		A 12.30PM	
	8.25	f	9.16	3.9		CORINNE JCT.	3.9	f 4.44			
51	8.37	f	9.20	5.6		CORINNE	5.6	f 4.41		12.10PM	
10	8.56	f	9.32	13.7		CROPLEY	13.7	f 4.27		11.42AM	
46	9.30	s	9.43	17.8	D	TREMONTON YL MU	17.8	s 4.19		11.30	
19 WY	9.48 ⁵⁵⁹	s	9.48 ⁴⁰¹	19.8	D	GARLAND YL AJ	19.8	s 4.13		10.40	
23	10.05 ⁴⁰²	f	9.59 ⁴⁰²	23.4		BELMONT	23.4	f 4.06		10.05 ⁴⁰¹ 9.59 ⁵⁵⁹	
20	10.10	f	10.03	25.0		FIELDING	25.0	f 4.03		9.45	
14	10.41	f	10.28	36.7		PORTAGE	36.7	f 3.40		9.06	
12	11.05	f	10.42	44.5		CHERRY CREEK (Spur)	44.5	f 3.27		8.42	
30 CWY	A 11.30AM	A	11.00AM	51.5	D-R	MALAD YL MV	51.5	3.15PM		8.20AM	
						(51.5)		Daily		Daily Except Sunday	
				(3.15) 15.8	Thru Time				(1.40) 30.9	(4.10) 12.4	
				Average speed per hour							

SYRACUSE BRANCH

Time-Table No. 13
May 15, 1947

Westward	STATIONS	Eastward	Mile Post
P DN	CLEARFIELD YL CF		0.0
	0.3		
I	D. & R. G. W. CROSSING YL		0.3
	0.7		
12	MOBERLY YL (Spur)		1.0
	1.1		
45	BARNES YL (Spur)		2.1
	1.1		
19	STEED YL (Spur)		3.2
	1.5		
3	SYRACUSE YL		4.7
	(4.7)		

BEAR RIVER BRANCH

Time-Table No. 13
May 15, 1947

Westward	STATIONS	Eastward	Mile Post
19 WY	GARLAND YL AJ		0.0
	1.1		
	GARLAND JCT. YL		1.1
	2.3		
9	HAWS YL		3.4
	2.2		
9	LAMB YL		5.6
	1.9		
11	BUSH YL		7.5
	1.7		
22	BRADFORD YL		9.2
	0.7		
	END OF TRACK YL		9.9
	(9.9)		

THATCHER BRANCH

Time-Table No. 13
May 15, 1947

Westward	STATIONS	Eastward	Mile Post
46 D	TREMONTON YL MU		0.0
	5.1		
10	SUNSET YL		5.1
	0.5		
	END OF TRACK YL		6.2
	(5.6)		

SUGAR FACTORY BRANCH

Time-Table No. 13
May 15, 1947

Westward	STATIONS	Eastward	Mile Post
	SUGAR FACTORY JCT. YL		0.0
	0.8		
	SUGAR FACTORY YL		0.8
	1.1		
	COLLEGE JCT. YL		1.9
	0.6		
	LOGAN JCT. YL		2.5
	(2.5)		

EVONA BRANCH

Time-Table No. 13
May 15, 1947

Westward	STATIONS	Eastward	Mile Post
Yard COPTWYZ	OGDEN YL RD ^{OG} YD		0.0
22	EVONA YL		0.7
	0.5		
	RELICO YL		1.2
	0.4		
	SUGAR WORKS YL		1.6
	0.3		
	END OF TRACK YL		2.4
	(2.4)		

URBAN BRANCH

Time-Table No. 13
May 15, 1947

Westward	STATIONS	Eastward	Mile Post
86 P	BAKERS		0.0
	2.6		
19	TEAL		2.6
	2.3		
23	URBAN (Spur)		4.9
	0.1		
	END OF TRACK		5.0
	(5.0)		

COLLEGE BRANCH

Time-Table No. 13
May 15, 1947

Westward	STATIONS	Eastward	Mile Post
	COLLEGE JCT. YL		0.0
	3.9		
	COLLEGE YL (Spur)		2.9
	(2.9)		

BENSON BRANCH

Time-Table No. 13
May 15, 1947

Westward	STATIONS	Eastward	Mile Post
P	BENSON JCT. YL		0.0
	5.2		
11	BENSON		5.2
	(5.2)		

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

WESTWARD		FOURTH SUBDIVISION								Distances from Salt Lake City	Time-Table No. 13 May 15, 1947	
Car capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS	FIRST CLASS							STATIONS			
	277 Freight Daily	29 Passenger Daily	31 Passenger Daily	38 Passenger Daily	104 Streamliner Passenger Daily	2 Passenger Daily	4 Passenger Daily	33 Passenger Daily				
		8.00PM	5.30PM	5.20PM	8.50AM	6.30AM	5.00AM	12.15AM	0.0	DN-R SALT LAKE CITY YL DS		
Yard COPT WYZ	8.10PM								2.6	SA		
									3.4	DN-R NORTH YARD YL C		
PX	8.25	8.12	f 5.42	5.30	8.58	6.40	5.10	12.25	5.2	0.8		
IX									5.3	BECKS YL		
ES 47 PX	8.32	f 8.16	f 5.47	5.34	9.01	6.44	5.14	12.29	8.2	1.8		
									10.3	NORTH SALT LAKE		
WS 72 WPX	8.44	8.23	f 5.56	5.40		6.50	5.20	12.35	8.2	0.1		
									15.0	BAMBERGER E. RY. CROSS.		
CS 133 PX	8.52	8.28	f 6.02	5.44	9.09	6.54	5.24	12.39	19.6	2.9		
	8.57	8.31	f 6.07	5.46		6.56	5.26	12.41	21.8	2.1		
WS 56 PX	9.07	s 8.37	f 6.14	5.50	9.14	7.00	5.30	12.46	26.5	4.7		
ES 115									30.2	D WOODS CROSS WC		
ES 41 PX	9.14	8.41	f 6.20	5.54	9.17	7.04	5.34	12.50	35.3	2.1		
									36.3	CENTERVILLE		
Yard COPT WYZ	A 9.40PM	A 9.05PM	A 6.40PM	A 6.15PM	A 9.35AM	A 7.25AM	A 5.55AM	A 1.15AM		4.7		
										4.6		
										2.2		
										4.7		
										3.7		
										5.1		
										1.0		
										OG		
										YD		
										RD		

(1.30) 22.5 (1.05) 33.5 (1.10) 31.1 (0.55) 39.6 (0.45) 48.4 (0.55) 39.6 (0.55) 39.6 (1.00) 36.3 Thru Time 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 instructions while using their tracks at Ogden.

No. 31 will stop daily except Sunday and holidays to exchange mail at North Salt Lake, Centerville, Farmington, Kaysville and Layton.

No. 29 will stop daily except Sunday and holidays to exchange mail at Woods Cross.

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

WESTWARD		FOURTH SUBDIVISION								Distances from Salt Lake City	Time-Table No. 13 May 15, 1947	
Car capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS	FIRST CLASS							STATIONS			
	278 Freight Daily	30 Passenger Daily	37 Passenger Daily	32 Passenger Daily	1 Passenger Daily	103 Streamliner Passenger Daily	34 Passenger Daily	3 Passenger Daily				
		A 8.00AM	A 8.10AM	A 9.45AM	A 6.50PM	A 7.20PM	A 10.15PM	A 10.25PM	36.3	DN-R SALT LAKE CITY YL DS		
									33.7	SA		
									32.9	DN-R NORTH YARD YL C		
									31.1	0.8		
									31.0	BECKS YL		
									28.1	1.8		
									26.0	NORTH SALT LAKE		
									21.3	0.1		
									16.7	BAMBERGER E. RY. CROSS.		
									14.5	2.9		
									9.8	D WOODS CROSS WC		
									6.1	2.1		
									1.0	CENTERVILLE		
									0.0	4.7		
										4.6		
										2.2		
										4.7		
										3.7		
										5.1		
										1.0		
										OG		
										YD		
										RD		

(1.30) 22.5 (1.05) 33.5 (1.10) 31.1 (0.55) 39.6 (0.45) 48.4 (0.55) 39.6 (0.55) 39.6 (1.00) 36.3 Thru Time 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 instructions while using their tracks at Ogden.

No. 30 will stop daily except Sunday to exchange mail at Woods Cross.

No. 32 will stop daily except Sunday to exchange mail at Roy.

No. 32 will stop daily except Sunday and holidays to exchange mail at Centerville and North Salt Lake.

Conditional Stops to Discharge or Pick Up Revenue Passengers			
Train	At	Discharge passengers from	Pick up passengers destined to
30	Any station.	North of Pocatello.	

WESTWARD			CACHE VALLEY BRANCH			EASTWARD		
Car capacity of stations, etc. See Rule 8 (A).	SECOND CLASS		Distance from Cache Jct.	Time-Table No. 13 May 15, 1947	Mile Post	SECOND CLASS		Daily Except Sunday
		303 Mixed				304 Mixed		
CPWYZ				STATIONS				
Yard		5.00AM	0.0	DN-R CACHE JCT. YL CJ	0.0	A 3.10PM		
17			4.8	4.8 PETERSBORO (Spur)	4.8			
35		f 5.25	8.6	3.8 MENDON	8.6	f 2.40		
7			12.4	3.8 NEBEKER	12.4			
19 W		f 5.45	13.8	1.4 D WELLSVILLE WV	13.8	f 2.20		
14			14.5	0.7 HILLS (Spur)	14.5			
8			16.4	1.9 WEST (Spur)	16.4			
22		f 5.59	17.6	1.2 HYRUM	17.6	f 2.00		
			20.2	2.6 HOLT (Spur)	20.2			
			21.7	1.5 SUGAR FACTORY JCT. YL	21.7			
			23.6	1.9 U. P. CROSSING	23.6			
			23.7	0.1 LOGAN JCT. YL	23.7			
85 WYZ		s 6.30	24.1	0.4 D LOGAN YL Q	24.1	s 1.25		
			24.4	0.3 BENSON JCT. YL	24.4			
8			30.0	5.6 CARDON	30.0			
15		f 6.57	31.5	1.5 D SMITHFIELD SM	31.5	f 1.00		
9			33.4	1.9 BAUGH (Spur)	33.4			
9			36.5	3.1 HODGES (Spur)	36.5			
33 W		f 7.20	37.4	0.9 D RICHMOND YL RN	37.4	f 12.45		
10			39.6	2.2 MERRILLS YL	39.6			
		f 7.29	41.0	1.4 WEBSTER YL	41.0	f 12.35		
			41.5	0.5 LEWISTON YL (Spur)	41.5			
41		f 8.00	43.8	2.3 D FRANKLIN YL F	43.8	f 12.25		
24		f 8.10	48.0	4.2 WHITNEY YL	48.0	f 12.18		
			50.6	2.6 U. I. C. CROSSING	50.6			
22 WY		A 9.00AM	50.8	0.2 D-R PRESTON YL PN	50.8	12.10PM		
				(50.8)		Daily Except Sunday		

(4.00) Thru Time (3.00)
12.7 Average speed per hour 16.9

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 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.

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.

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

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Inspection bus cars.		45	45	Diesel switch engines in road service.		35	25
When caboose is handled in train consisting of passenger train equipment.		50		Within yard limits—			
800 class engines between Ogden and McCammon.		55	40	On main line.	50	40	25
3800 and 3900 class and 2-10-2 type engines.		50	45	On branch lines.		30	15
MacArthur type engines with 63-inch drivers.		50	45	Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement.	20	20	20
MacArthur type engines with 57-inch drivers.		35	35	Over spring switches where movement is over facing point switch, except at S.P. Jct.	20	20	20
4000 and 9000 class engines.		45	45	When using cross-overs or turnouts.	15	15	15
Ten Wheeler type engines.		35	35	9000 class engines running backwards, when using crossovers and turnouts.		6	6
Mallet type engines.		30	30	On wye tracks.	6	6	6
Consolidation type engines.		30	30	Through interlocking.	30	30	30
0-6-0 and 0-8-0 type yard engines.		20	20	Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movement over crossing.	20	20	20
Engines running backward.	20	20	20	Jordan spreaders and other machines of spreader type, when in operation.			15
Trains handling scale test cars—							
On main line.			30				
On branch lines.			20				
Trains handling loaded wooden Hart convertible cars.			30				
Trains handling company roadway machines on their own wheels—							
On straight track.			30				
On curves.			25				

FOURTH SUBDIVISION

	90	75	45		90	70	45
Maximum speed.	90	75	45	Between M.P. 18.2 and 18.7.	90	70	45
Ogden				Between M.P. 20.9 and 21.2.	70	60	45
Between M.P. 4.0 and 5.7.	90	70	45	Farmington			
Roy				Between M.P. 22.3 and 22.5.	70	60	45
Between M.P. 6.9 and 7.4.	90	70	45	Centerville			
Between M.P. 8.7 and 9.1.	85	65	45	Between M.P. 26.6 and 26.8.	70	60	45
Clearfield, naval depot wye.			8	Between M.P. 27.6 and 27.7.	90	70	45
Clearfield, Naval Supply Depot Area.			12	Woods Cross			
Between M.P. 11.9 and 12.3.	90	70	45	Between M.P. 28.5 and 28.7.	90	70	45
Between M.P. 14.5 and 15.2.	90	70	45	Between M.P. 31.2 and 31.4.	90	70	45
Between M.P. 16.5 and 16.9.	90	70	45	North Salt Lake			
				Between M.P. 34.9 and 5th North Street.	30	30	20
				Between 5th North Street and Passenger Station.	12	12	12

WITHIN OGDEN TERMINAL LIMITS, OUR&D SPEED RESTRICTIONS APPLY

Location	Miles Per Hour		Location	Miles Per Hour	
	Pgr.	Fr.		Pgr.	Fr.
At any point.	30	15	Slip switches, Cecil Jct.	10	10
Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch.	20	15	Wye and balloon track, Patterson Ave.	10	10
When using cross-overs or turnouts.	15	15	U.P. and S.P. roundhouse and shop limits	8	8
Over railroad crossings.	10	10	Over switches at 23rd and 26th Sts. and in Union Station passenger yard.	8	8

FIFTH SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pgr.	Fr.		Str.	Pgr.	Fr.
Maximum speed.		60	40	Cache Jct.			
Bushnell Hospital Spur.		10	10	Between M.P. 49.0 and 49.3.		30	20
Brigham, wye.			5	Between M.P. 51.1 and 51.5.		40	25
Bushnell				Weston			
Between M.P. 21.0 and 21.1.		30	20	Between M.P. 66.9 and 67.1.		40	25
Dewey				Oxford			
Between M.P. 37.8 and 38.0.		40	25	Between M.P. 82.7 and 83.0.		40	25
Collinston				Zenda			
Between M.P. 42.0 and 42.2.		40	25	Between M.P. 90.2 and 90.4.		45	30
Between M.P. 43.5 and 44.1.		40	25	Downey			
Wheelon				Between M.P. 99.4 and 99.6.		45	30
Between M.P. 44.7 and 46.4 (Bear River Canyon).		12	12				
Between M.P. 46.5 and 47.1.		30	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			
Sugar Factory Branch.			15	Between M.P. 43.8 and 44.0.		30	20
				Benson Branch.			15