

UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



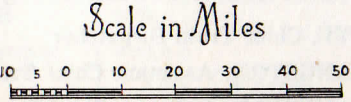
UTAH DIVISION
FOURTH SUBDIVISION
FIFTH SUBDIVISION
AND BRANCHES

TIME-TABLE
No. 3

Effective Sunday
June 28, 1942
at 12:01 A. M. Mountain Time



MAP OF THE
 SOUTH CENTRAL DISTRICT
 UTAH DIVISION
 CORRECTED TO AUG. 15, 1941.



FOR EMPLOYEES ONLY

Railroad Surgeons are located as shown below:

NAME	TITLE	PLACE	TERRITORY
SPENCER WRIGHT	Chief Surgeon	Salt Lake City	
L. J. Tauber	Surgeon	Salt Lake City	Salt Lake City.
F. L. Stauffer	Eye, Ear, Nose, Throat	Salt Lake City	Salt Lake City.
H. O. Frazier	Eye, Ear, Nose, Throat	Salt Lake City	Salt Lake City.
F. R. Slopansky	Eye, Ear, Nose, Throat	Salt Lake City	Salt Lake City.
F. J. Winget	Surgeon	Salt Lake City	Salt Lake City.
W. M. Clinger	Senior Internist	Salt Lake City	Salt Lake City.
Rulon E. Smith	Surgeon	Salt Lake City	Salt Lake City.
R. H. Anderson	Surgeon and Physical Examiner	Salt Lake City	Salt Lake City.
John S. Alley	Surgeon	Midvale	Midvale to Murray.
F. E. Boucher	Surgeon	Murray	Sandy to Salt Lake.
J. E. Trowbridge	Surgeon	Bountiful	Farmington to North Salt Lake.
Geo. W. Buchanan	Surgeon	Farmington	North Salt Lake to Kaysville.
G. D. Rutledge	Surgeon	Kaysville	Clearfield to Woods Cross.
J. R. Morrell	Surgeon	Ogden	Kaysville to Brigham.
W. J. Thomson	Surgeon	Ogden	Kaysville to Brigham.
LeRoy Pugmire	Eye, Ear, Nose, Throat	Ogden	Kaysville to Brigham.
R. W. Pugmire	Eye, Ear, Nose, Throat	Ogden	Kaysville to Brigham.
R. A. Pearse	Surgeon	Brigham	Willard to Copley and Cache Jct.
R. G. Layton	Surgeon	Downey	McCammon to Weston.
T. E. Betenson	Surgeon	Garland	Malad Branch and Honeyville to Cache Jct.
O. H. Mabey	Surgeon	Malad	Malad Branch.
S. M. Budge	Surgeon	Logan	Cache Valley Branch.
G. L. Rees	Surgeon	Smithfield	Logan to Richmond.
W. E. Cragun	Surgeon	Lewiston	Preston to Logan and Dayton to Cache Jct.
G. W. States	Surgeon	Preston	Preston to Logan.
E. N. Roberts	Division Surgeon	Pocatello	Pocatello to McCammon.
J. Clothier	Eye, Ear, Nose, Throat	Pocatello	Pocatello to McCammon.
H. J. Hartvigsen	Surgeon	Pocatello	Pocatello to McCammon.
R. M. Ray	Surgeon	Pocatello	Pocatello to McCammon.
W. L. Olsen	Surgeon	Pocatello	Pocatello to McCammon.

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
80"	120.	52"	69.2	1' 15"	48.
81"	116.1	53"	67.9	1' 20"	45.
82"	112.5	54"	66.6	1' 25"	42.3
83"	109.1	55"	65.4	1' 30"	40.
84"	105.9	56"	64.2	1' 35"	37.9
85"	102.9	57"	63.1	1' 40"	36.
86"	100.	58"	62.	1' 45"	34.3
87"	97.3	59"	61.	1' 50"	32.7
88"	94.7	1'	60.	1' 55"	31.3
89"	92.3	1' 1"	59.	2'	30.
90"	90.	1' 2"	58.	2' 15"	26.6
91"	87.8	1' 3"	57.1	2' 30"	24.
92"	85.7	1' 4"	56.2	2' 45"	21.8
93"	83.7	1' 5"	55.3	3'	20.
94"	81.8	1' 6"	54.5	3' 30"	17.1
95"	80.	1' 7"	53.7	4'	15.
96"	78.3	1' 8"	52.9	5'	12.
97"	76.6	1' 9"	52.1	6'	10.
98"	75.	1' 10"	51.4	7'	8.6
99"	73.5	1' 11"	50.7	8'	7.5
100"	72.	1' 12"	50.	10'	6.

MILEAGE

Fourth and Fifth Subdivisions:	
Main Line	147.5
Branches	148.5
Grand Total	296.0

Time Inspectors are located as shown below:

THE BALL RAILROAD TIME SERVICE Chicago, Ill.
R. V. Owens, General Supervisor of Time Service Omaha
 Salt Lake City Hubbard-Denn Co., 217 South Main St.
 Salt Lake City H. B. Miller Co., 460 West Second South
 Ogden Anderson Jewelry Co.
 Brigham Milton D. Peters, 4 So. Main St.
 Malad Rudman & Gottberg
 Tremonton Ashcraft Jewelry Co.
 Logan B. T. Cardon, 41 No. Main St.
 Preston T. C. Merrill
 Pocatello Parry Harrison
 Pocatello Nate Morgan

Standard clocks are located as shown below:

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 Roundhouse
 Ogden Telegraph Office, Union Depot
 Ogden Freight Yard Telegraph Office
 Ogden Engine Dispatcher's Office, Roundhouse
 Ogden Enginemen's Wash Room
 Brigham Telegraph Office
 Malad Telegraph Office
 Cache Jct. Telegraph Office
 Preston Telegraph Office
 McCammon Telegraph Office
 Pocatello East End Yardmaster's Office
 Pocatello Train Dispatcher's Office
 Pocatello Telegraph Office, Passenger Station
 Pocatello Yard Telegraph Office
 Pocatello Enginemen's Wash Room
 Pocatello Crew Dispatcher's Office
 Pocatello West End Yardmaster's Office, Gould Street

R. E. TITUS, General Manager
P. J. LYNCH, General Superintendent Transportation
J. W. MYERS, General Supt. . . Salt Lake City, Utah
G. C. FISH, Superintendent . . . Salt Lake City, Utah
 W. J. MORRISON, Ass't Supt. Salt Lake City, Utah
 J. B. DOYLE, Trainmaster Salt Lake City, Utah
 T. L. PIDCOCK, Division Engineer . . . Salt Lake City, Utah
 J. C. GUNNING, Master Mechanic . . . Salt Lake City, Utah

Fourth and Fifth Subdivisions and Branches

E. W. PEACOCK, Genl. Road Foreman Engines
 Los Angeles, Calif.
 T. C. HIMSTREET, Road Foreman Engines
 Salt Lake City, Utah
 C. E. AYE, Chief Train Dispatcher
 O. J. LANGSTON, Assistant Chief Train Dispatcher
 L. G. CAMPBELL, Assistant Chief Train Dispatcher
 L. E. HALBERT
 E. C. BULLIS
 W. C. JENSEN
 K. P. VARLEY
 C. L. McLENNY
 Train Dispatchers
 Salt Lake City, Utah

CONDENSED TIME-TABLE

WESTWARD

SECOND CLASS		FIRST CLASS			Distance from Salt Lake City via New Main Line	Time-Table No. 3 June 28, 1942
277 Time Freight	255 Time Freight	33 Passenger	29 Passenger	31 Passenger		
Daily	Daily	Daily	Daily	Daily		STATIONS
8.05PM	9.30AM	11.00PM	8.00PM	8.00AM	0.0	SALT LAKE CITY
9.30 10.15	11.00 11.55AM	12.05AM 12.35AM	9.05 9.35	9.05 9.25	36.3	OGDEN
10.55PM	12.37PM	1.15	10.10	10.00	57.4	BRIGHAM
12.15AM	2.20	2.15	11.05PM	10.57AM	85.1	CACHE JCT.
2.00	4.30PM	3.55 4.00	12.35AM 12.40	12.30PM 12.35	147.5	McCAMMON
3.15 6.15	5.30 7.45	A 4.35AM	1.15 2.00	A 1.10PM	170.2	POCATELLO
7.15	8.28				194.4	BLACKFOOT
8.15 9.30	9.20PM				220.8	IDAHO FALLS
					271.8	ASHTON
					317.4	VICTOR
					327.9	WEST YELLOWSTONE
					433.3	BUTTE
						(433.3)
(30.25) 14.2	(22.00) 19.6	(5.35) 30.1	(13.45) 31.5	(5.10) 32.9		Thru Time Average speed per hour

EASTWARD

Time-Table No. 3 June 28, 1942	Distance from Butte via Old Main Line	FIRST CLASS			SECOND CLASS	
		30 Passenger	32 Passenger	34 Passenger	256 Time Freight	260 Time Freight
STATIONS						
SALT LAKE CITY	434.0	A 7.30AM	A 2.45PM	A 11.30PM	A 2.30PM	A 5.00AM
OGDEN	397.7	6.35 6.20	1.45 1.35	10.35 10.15	12.45PM 11.45AM	3.15 2.15
BRIGHAM	376.6	5.40	1.00	9.35	10.45	12.31AM
CACHE JCT.	348.9	4.55	12.15PM	8.50	9.40	11.32PM
McCAMMON	286.5	3.05 3.00	10.35AM 10.30	7.20 7.15	7.45	9.00
POCATELLO	263.8	2.30 2.00	10.00AM	6.45PM	6.45 4.00	8.00 4.30
BLACKFOOT	238.9	1.20			2.42	3.03
IDAHO FALLS	212.5	12.40AM			1.45 12.20AM	2.00PM 12.30PM
ASHTON	263.5					
VICTOR	309.1					
WEST YELLOWSTONE	319.6					
BUTTE	0.0	6.40PM			11.30AM	7.00PM
(434.0)		Daily	Daily	Daily	Daily	Daily
Thru Time		(12.50)	(4.45)	(4.45)	(27.00)	(34.00)
Average speed per hour		33.8	35.9	35.9	16.0	12.7

WESTWARD

FOURTH SUBDIVISION

Car capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS							Distance from Salt Lake City	Time-Table No. 3	
	160	277	158	156	255	154	June 28, 1942			
	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	STATIONS			
	Daily	Daily	Daily	Daily	Daily	Daily		0.0	DN-R	DS
								0.8	SALT LAKE CITY	VN
								1.8	FIFTH NORTH TOWER	
								3.4	DN-R NORTH YARD	C
								5.2	BECKS	
								5.3	NORTH SALT LAKE	
								6.4	BAMBERGER E. RY. CROSS.	
								8.2	HATCHS (Spur)	
								10.3	D WOODS CROSS WC	
								15.0	CENTERVILLE (Spur)	
								19.6	D FARMINGTON FO	
								21.8	D KAYSVILLE K	
								26.5	D LAYTON NY	
								30.2	D CLEARFIELD CF	
								35.3	ROY	
								35.7	BRIDGE JCT.	
								36.3	U. P. CROSSING	
									DN-R	OG
									YD	

(1.30) 23.4 (1.25) 23.8 (1.35) 21.2 (1.30) 23.4 (1.30) 23.4 (1.30) 23.4 Thru Time Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 104 is superior to westward trains of the same class. See Rule S-72.

*Note—No. 104 will run only on the following dates: Due to leave Salt Lake City on 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th, and 28th of each month.

The time of No. 103 and No. 104 must be cleared not less than five minutes by first class trains, and not less than fifteen minutes by second class, extra trains, and yard engines.

WESTWARD

FOURTH SUBDIVISION

Car capacity of sidings, etc. See Rule 6 (A).	FIRST CLASS								Distance from Salt Lake City	Time-Table No. 3	
	33	29	8	38	24	104	31	June 28, 1942			
	Passenger	Passenger	Challenger Passenger	Passenger	Passenger	Streamliner Passenger	Passenger	STATIONS			
	Daily	Daily	Daily	Daily	Daily	★ See note below	Daily		0.0	DN-R	DS
									0.8	SALT LAKE CITY	VN
									1.8	FIFTH NORTH TOWER	
									2.6	DN-R NORTH YARD	C
									3.4	BECKS	
									5.2	NORTH SALT LAKE	
									5.3	BAMBERGER E. RY. CROSS.	
									6.4	HATCHS (Spur)	
									8.2	D WOODS CROSS WC	
									10.3	CENTERVILLE (Spur)	
									15.0	D FARMINGTON FO	
									19.6	D KAYSVILLE K	
									21.8	D LAYTON NY	
									26.5	D CLEARFIELD CF	
									30.2	ROY	
									35.3	BRIDGE JCT.	
									35.7	U. P. CROSSING	
									36.3	DN-R	OG
										YD	

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

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 104 is superior to westward trains of the same class. See Rule S-72.

*Note—No. 104 will run only on the following dates: Due to leave Salt Lake City on 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th, and 28th of each month.

The time of No. 103 and No. 104 must be cleared not less than five minutes by first class trains, and not less than fifteen minutes by second class, extra trains, and yard engines.

Nos. 8, 38 and 24 stop to discharge revenue passengers from Lynndyl or beyond and stop to pick up revenue passengers for Cheyenne or beyond.

No. 29 stops to pick up revenue passengers for north and west of Pocatello.

No. 29 stops to discharge revenue passengers from points west of Salt Lake City.

No. 33 stops at Woods Cross, Farmington, Kaysville and Layton daily except Sundays and holidays to receive mail which cannot be enclosed in catcher pouch for No. 29.

FOURTH SUBDIVISION

EASTWARD

Time-Table No. 3
June 28, 1942

FIRST CLASS

STATIONS	Distance from Ogden	FIRST CLASS						
		23 Passenger	30 Passenger	37 Passenger	7 Challenger Passenger	32 Passenger	103 Streamliner Passenger	34 Passenger
DN-R SALT LAKE CITY DS 0.8 VN	36.3	A 1.05AM	A 7.30AM	A 8.55AM	A 9.10AM	A 2.45PM	A 7.16PM	A 11.30PM
FIFTH NORTH TOWER 1.8	35.5							
DN-R NORTH YARD C 0.8	33.7							
BECKS 1.8	32.9							
NORTH SALT LAKE 0.1	31.1	12.52	f 7.17	8.42	9.02	f 2.31	7.08	11.17
BAMBERGER RY. CROSS. 1.1	31.0							
HATCHS (Spur) 1.8	29.9							
D WOODS CROSS WC 2.1	28.1	12.49	f 7.13	8.38	8.59	f 2.26	7.06	f 11.12
CENTERVILLE (Spur) 4.7	26.0					f	f	
D FARMINGTON FO 4.6	21.3	12.42	f 7.06	8.31	8.52	f 2.18	7.01	f 11.05
D KAYSVILLE K 2.2	16.7	12.37	f 7.01	8.26	8.47	f 2.11		f 11.00
D LAYTON NY 4.7	14.5	12.34	f 6.58	8.23	8.44	f 2.08	6.56	f 10.57
D CLEARFIELD CF 3.7	9.8	12.29	f 6.53	8.18	8.39	f 2.02	6.52	f 10.52
ROY 5.1	6.1	12.25	f 6.47	8.12	8.35	f 1.57	6.48	f 10.47
BRIDGE JCT. 0.4	1.0							
U. P. CROSSING 0.6	0.6							
DN-R OGDEN OG YD	0.0	12.15AM	6.35AM	8.00AM	8.20AM	1.45PM	6.36PM	10.35PM
(36.3)		Daily	Daily	Daily	Daily	Daily	★ See note below	Daily

Thru Time.....	(0.50)	(0.55)	(0.55)	(0.50)	(1.00)	(0.40)	(0.55)
Average speed per hour.....	43.5	39.6	39.6	43.5	36.3	54.4	39.6

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 104 is superior to westward trains of the same class. See Rule S-72.

★Note—No. 103 will run only on the following dates: Due to leave Ogden 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th, and 28th of each month.

The time of No. 103 and No. 104 must be cleared not less than five minutes by first class trains, and not less than fifteen minutes by second class, extra trains, and yard engines.

Nos. 7, 37 and 23 stop to pick up revenue passengers for points west of Salt Lake City where trains are scheduled to stop and discharge revenue passengers from Cheyenne or beyond.

No. 30 flag stop for revenue passengers only.

FOURTH SUBDIVISION

EASTWARD

Time-Table No. 3
June 28, 1942

SECOND CLASS

STATIONS	Distance from Ogden	SECOND CLASS				
		260 Time Freight	177 Time Freight	256 Time Freight	155 Time Freight	258 Freight
DN-R SALT LAKE CITY DS 0.8 VN	36.3					
FIFTH NORTH TOWER 1.8	35.5					
DN-R NORTH YARD C 0.8	33.7	A 5.00AM	A 7.00AM	A 2.30PM	A 5.00PM	A 9.45PM
BECKS 1.8	32.9					
NORTH SALT LAKE 0.1	31.1	4.33	6.33	1.59	4.33	9.20
BAMBERGER RY. CROSS. 1.1	31.0					
HATCHS (Spur) 1.8	29.9					
D WOODS CROSS WC 2.1	28.1	4.27	6.27	1.49	4.25	9.12
CENTERVILLE (Spur) 4.7	26.0					
D FARMINGTON FO 4.6	21.3	4.13	6.13	1.43	4.10	8.58
D KAYSVILLE K 2.2	16.7	4.05	6.05	1.35	4.00	8.50
D LAYTON NY 4.7	14.5	4.00	6.00	1.30	3.50	8.45
D CLEARFIELD CF 3.7	9.8	3.50	5.50	1.20	3.40	8.35
ROY 5.1	6.1	3.40	5.40	1.10	3.30	8.25
BRIDGE JCT. 0.4	1.0					
U. P. CROSSING 0.6	0.6					
DN-R OGDEN OG YD	0.0	3.15AM	5.15AM	12.45PM	3.00PM	8.00PM
(36.3)		Daily	Daily	Daily	Daily	Daily

Thru Time.....	(1.45)	(1.45)	(1.45)	(2.00)	(1.45)
Average speed per hour.....	19.2	19.2	19.2	16.8	19.2

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 104 is superior to westward trains of the same class. See Rule S-72.

★Note—No. 103 will run only on the following dates: Due to leave Ogden 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th, and 28th of each month.

The time of No. 103 and No. 104 must be cleared not less than five minutes by first class trains, and not less than fifteen minutes by second class, extra trains, and yard engines.

Table for WESTWARD FIFTH SUBDIVISION Time-Table No. 3 June 28, 1942. Includes columns for 277, 255, 29, 559, 31, 33, Distance from Ogden, and STATIONS from DN-R OGDEN to DN-R McCAMMON MC.

Summary table for Westward trains showing Thru Time and Average speed per hour for various points.

Westward trains are superior to trains of the same class in the opposite direction—See Rule S-72. No. 29 will stop to discharge revenue passengers from points west of Salt Lake City. No. 29 will stop to pick up revenue passengers for points west and east of McCammon.

Table for EASTWARD FIFTH SUBDIVISION Time-Table No. 3 June 28, 1942. Includes columns for 30, 32, 560, 34, 256, 258, 260, Distance from Silver Bow via New Main Line, and STATIONS from DN-R OGDEN to DN-R McCAMMON MC.

Summary table for Eastward trains showing Thru Time and Average speed per hour for various points.

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

WESTWARD

MALAD BRANCH

Car capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS		FIRST CLASS			Distance from Brigham	STATIONS		
	Yard wyp	401 Local Freight			559 Motor Passenger		DN-R	BRIGHAM	BM
		Daily Except Sunday							
		3.15AM			10.15AM	0.0			
		3.25			f 10.24	3.9			
		3.37			s 10.28	5.6	D	CORINNE WB	
		3.46			f 10.37	9.5		HOLMGREN	
		3.51			f 10.40	11.6		EVANS	
		3.56			f 10.44	13.7		CROPLEY	
		4.01			f 10.47	15.7		ELWOOD	
49		4.30			s 10.55 ⁴⁰²	17.8	D	TREMONTON MU	
19 wxy		4.48			s 11.03	19.8	D	GARLAND AJ	
		4.59			f 11.09	23.4		SUGAR WORKS	
		5.04			f 11.13	25.0		BELMONT	
		5.13			f 11.19	27.9		FIELDING	
		5.22			f 11.24	30.5		PLYMOUTH (Spur)	
		5.34			f 11.32	34.5		HALBERT (Spur)	
16		5.41			s 11.39	36.7		WASHAKIE (Spur)	
		5.53			f 11.47	40.7		PORTAGE	
		6.05			f 11.55AM	44.5		WOODRUFF (Spur)	
33 FWY		A 6.30AM			A 12.15PM	51.5	D-R	CHERRY CREEK (Spur) MALAD MV	

(3.15) 15.8 (2.00) 25.7 Thru Time
Average speed per hour

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

MALAD BRANCH

EASTWARD

Car capacity of sidings, etc. See Rule 6 (A).	FIRST CLASS			SECOND CLASS	
	Yard wyp	560 Motor Passenger	Distance from Malad	402 Local Freight	
		A 5.25PM			A 12.30PM
		f 5.14			
		s 5.11			12.10PM
		f 5.04			11.53AM
		f 5.01			11.47
		f 4.57			11.42
		f 4.53			11.37
49	D	s 4.49			10.55 ⁵⁵⁹
19 wxy	D	s 4.43			10.05
		f 4.36			9.50
		f 4.33			9.45
		f 4.28			9.35
		f 4.23			9.27
		f 4.16			9.15
16		s 4.10			9.06
		f 4.03			8.54
		f 3.57			8.42
33 FWY	D-R	3.45PM			8.20AM

Thru Time (1.40) (4.10)
Average speed per hour 30.9 12.4

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).	SECOND CLASS	FIRST CLASS		Distance from Cache Jct.	Time-Table No. 3 June 28, 1942	Distance from Preston	FIRST CLASS	SECOND CLASS			
	405 Local Freight		553 Motor Passenger					554 Motor Passenger	406 Local Freight		
WFYOP Yard	Daily Except Sunday		Daily								
	3.00AM		12.35PM	0.0	DN-R CACHE JCT. CJ	50.8	A 10.45AM		A 3.10PM		
14 P	3.11		12.41	3.4	3.2 BALLARD JCT.	47.4	10.29		2.50		
			f	4.8	1.4 PETERSBORO (Spur)	46.0	f				
37	3.23		f 12.49	8.6	3.8 MENDON	42.2	f 10.20		2.40		
				12.4	3.8 NEBEKER	38.4					
22 W	3.35		s 12.58	13.8	1.4 D WELLSVILLE WV	37.0	s 10.11		2.20		
			f	14.5	0.7 HILLS (Spur)	36.3	f				
			f	16.4	1.9 WEST (Spur)	34.4	f				
25	4.00		s 1.08	17.6	1.2 HYRUM	33.2	s 10.05		2.00		
			f	20.2	2.6 HOLT (Spur)	30.6	f				
				21.7	1.5 SUGAR FACTORY JCT.	29.1					
				23.7	2.0 LOGAN JCT.	27.1					
85 WYO	4.17		s 1.25 ⁴⁰⁶	24.1	0.4 D LOGAN Q	26.7	s 9.52		1.25 ⁵⁵³		
				24.4	0.3 BENSON JCT.	26.4					
11				30.0	5.6 CARDON	20.8					
17	4.50		s 1.39	31.5	1.5 D SMITHFIELD SM	19.3	s 9.35		1.00		
			f	33.4	1.9 BAUGH (Spur)	17.4					
				35.0	1.6 PLANTS (Spur)	15.8	f				
				36.5	1.5 HODGES (Spur)	14.3	f				
33 W	5.09		s 1.51	37.4	0.9 D RICHMOND RN	13.4	s 9.24		12.45		
			f 1.55	39.6	2.2 MERRILLS	11.2	f				
	5.18		f 1.58	41.0	1.4 WEBSTER	9.8	f 9.17		12.35		
				41.5	0.5 LEWISTON (Spur)	9.3					
44	5.37		s 2.05	43.8	2.3 D FRANKLIN F	7.0	s 9.12		12.25		
				45.7	1.9 BULLEN	5.1					
23	5.46		f 2.13	48.0	2.3 WHITNEY	2.8	f 9.06		12.18		
				50.6	2.6 U. I. C. CROSSING	0.2					
28 WFY	A 7.55AM		A 2.25PM	50.8	0.2 D-R PRESTON PN	0.0	9.00AM		12.10PM		
									Daily Except Sunday		

(4.55) 10.3 Thru Time (1.45) 29.0
 (1.50) 27.7 Average speed per hour (3.00) 16.9

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

WESTWARD				SYRACUSE BRANCH				EASTWARD			
Car capacity of sidings, etc. See Rule 6 (A).	Distance from Clearfield	Time-Table No. 3 June 28, 1942		Distance from Syracuse	STATIONS	Distance from Ogden	Time-Table No. 3 June 28, 1942		Distance from Main Line Jct.		
		D	CF				OG	YD			
57 P	0.0		CLEARFIELD	4.7	DN-R OGDEN OG YD	0.0		3.8			
	0.3		0.3 D. & R. G. W. CROSSING	4.4	0.7 EVONA	0.7		3.1			
	1.0		0.7 MOBERLY (Spur)	3.7	0.5 RELICO	1.2		2.6			
	1.4		0.4 HERBERT (Spur)	3.3	0.4 SUGAR WORKS	1.6		2.2			
	2.1		0.7 BARNES (Spur)	2.6	2.2 MAIN LINE JCT.	3.8		0.0			
	3.2		1.1 STEED (Spur)	1.5	(3.8)						
	4.7		SYRACUSE	0.0							

WESTWARD				EVONA BRANCH				EASTWARD			
Car capacity of sidings, etc. See Rule 6 (A).	Distance from Ogden	Time-Table No. 3 June 28, 1942		Distance from Main Line Jct.	STATIONS	Distance from Five Points Jct.	Time-Table No. 3 June 28, 1942		Distance from Five Points		
		D	OG YD				FIVE POINTS JCT.	FIVE POINTS			
WFYOP	0.0	DN-R	OGDEN	3.8		0.0	FIVE POINTS JCT.	1.1			
22	0.7		0.7 EVONA	3.1		1.1	FIVE POINTS	0.0			
	1.2		0.5 RELICO	2.6							
	1.6		0.4 SUGAR WORKS	2.2							
	3.8		2.2 MAIN LINE JCT.	0.0							

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

WESTWARD			URBAN BRANCH			EASTWARD			
Car capacity of sidings, etc. See Rule 6 (A).		Distance from Bakers	Time-Table No. 3 June 28, 1942			Distance from End of Track			
			STATIONS						
			0.0	BAKERS 2.6	5.0				
			2.6	TEAL 2.3	2.4				
			4.9	URBAN (Spur) 0.1	0.1				
			5.0	END OF TRACK	0.0				
(5.0)									

WESTWARD			THATCHER BRANCH			EASTWARD			
Car capacity of sidings, etc. See Rule 6 (A).		Distance from Tremonton	Time-Table No. 3 June 28, 1942			Distance from Nelson			
			STATIONS						
			0.0	TREMONTON 2.1	7.3				
			2.1	SOMMER 2.0	5.2				
			4.1	BOTHWELL 1.0	3.2				
			5.1	SUNSET 1.2	2.2				
6.3	THATCHER 1.0	1.0							
7.3	NELSON	0.0							
(7.3)									

WESTWARD			BEAR RIVER BRANCH			EASTWARD			
Car capacity of sidings, etc. See Rule 6 (A).		Distance from Garland	Time-Table No. 3 June 28, 1942			Distance from End of Track			
			STATIONS						
			0.0	GARLAND AJ 1.1	10.7				
			1.1	GARLAND JCT. 2.3	9.6				
			3.4	HAWS 2.2	7.3				
			5.6	LAMB 1.9	5.1				
7.5	BUSH 1.7	3.2							
9.2	BRADFORD 1.2	1.5							
10.4	BEAR RIVER 0.3	0.3							
10.7	END OF TRACK	0.0							
(10.7)									

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

WESTWARD			LOGAN SUGAR FACTORY BRANCH			EASTWARD			
Car capacity of sidings, etc. See Rule 6 (A).		Distance from Sugar Factory Jct.	Time-Table No. 3 June 28, 1942			Distance from Logan Jct.			
			STATIONS						
			0.0	SUGAR FACTORY JCT. 0.8	2.5				
			0.8	SUGAR FACTORY 1.1	1.7				
			1.9	COLLEGE JCT. 0.6	0.6				
			2.5	LOGAN JCT.	0.0				
(2.5)									

WESTWARD			COLLEGE BRANCH			EASTWARD			
Car capacity of sidings, etc. See Rule 6 (A).		Distance from College Jct.	Time-Table No. 3 June 28, 1942			Distance from College			
			STATIONS						
			0.0	COLLEGE JCT. 2.9	2.9				
			2.9	COLLEGE (Spur)	0.0				
			(2.9)						

WESTWARD			BENSON BRANCH			EASTWARD			
Car capacity of sidings, etc. See Rule 6 (A).		Distance from Ballard Jct.	Time-Table No. 3 June 28, 1942			Distance from Benson Jct.			
			STATIONS						
			0.0	BALLARD JCT. 3.1	8.3				
			3.1	BENSON 1.3	5.2				
			4.4	HENDRICKSON (Spur) 3.9	3.9				
			8.3	BENSON JCT.	0.0				
(8.3)									

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