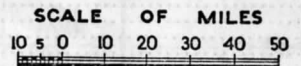


**MAP OF THE  
SOUTH-CENTRAL DISTRICT  
IDAHO DIVISION**

CORRECTED TO OCT. 1, 1936



**UNION PACIFIC RAILROAD COMPANY  
SOUTH-CENTRAL DISTRICT**



**IDAHO DIVISION  
FIFTH SUBDIVISION  
AND BRANCHES**

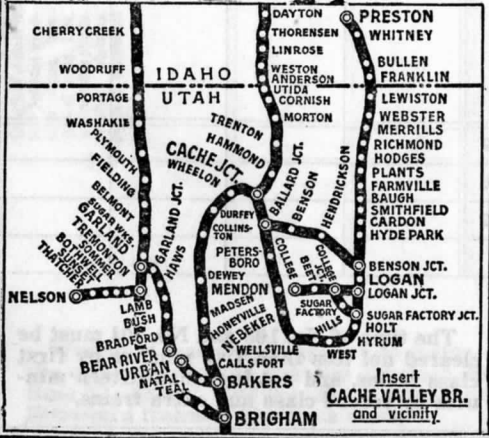
SUPPLEMENT NO. 1 TO

**TIME-TABLE  
No. 252**

**Effective Saturday,  
Oct. 29, 1938  
at 12:01 A. M. Mountain Time**



**FOR EMPLOYEES ONLY**



**Railroad Surgeons are located as shown below:**

NAME	TITLE	PLACE	TERRITORY
JOHN R. NILSSON	Chief Surgeon	Omaha	All.
J. C. Landenberger	District Surgeon	Salt Lake City	South-Central District (Idaho Division).
Spencer Wright	Division Surgeon	Salt Lake City	Salt Lake City.
W. L. Smith	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 and Physical Examiner	Salt Lake City	Salt Lake City.
O. J. LaBarge	Senior Internist	Salt Lake City	Salt Lake City.
L. J. Tauter	Surgeon	Salt Lake City	Salt Lake City.
W. M. Clinger	Surgeon	Salt Lake City	Salt Lake City.
John S. Alley	Surgeon	Midvale	Midvale to Murray.
F. E. Boueher	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. A. Pearce	District Surgeon	Brigham	Willard to Cropley and Cache Jet.
G. A. Woodruff	Surgeon	Downey	McCammon to Cache Jet.
T. E. Betenson	Surgeon	Garland	Malad Branch and Honeyville to Cache Jet.
O. H. Mabey	Surgeon	Malad	Malad Branch.
D. C. Budge	Surgeon	Logan	Cache Valley Branch.
G. L. Rees	Surgeon	Smithfield	Logan to Richmond.
G. W. States	Surgeon	Preston	Preston to Logan.
E. N. Roberts	Division Surgeon	Pocatello	Idaho Division.
J. Clothier	Eye, Ear, Nose, Throat	Pocatello	Blackfoot to American Falls and McCammon.
J. R. Young	Surgeon	Pocatello	Blackfoot to American Falls and McCammon.
W. W. Brothers	Surgeon	Pocatello	Blackfoot to American Falls and McCammon.
W. W. Beck	Surgeon	Blackfoot	Blackfoot to Fort Hall and Aberdeen Jet.
H. L. Schless	Surgeon	Shelley	Blackfoot to Idaho Falls.
W. L. Willson	Surgeon	Idaho Falls	Blackfoot, Roberts, Rigby and Ririe.
Hoyt B. Woolley	Surgeon	Idaho Falls	Firth-Roberts-Goshen Branch.
J. H. Culley	Surgeon	Rigby	Idaho Falls to Rigby. East and West Belt Branches.
W. C. Chaney	Surgeon	Roberts	Roberts to Humphrey.
F. M. Polderter	Surgeon	Dillon	Dillon to Butte.
W. H. Stephan	Surgeon	Dillon	Melrose to Armstead.
R. C. Monahan	Surgeon	Butte	Butte to Dillon.
M. C. MacKinnon	Surgeon	Aberdeen	Aberdeen to Moreland.
I. R. Egbert	Surgeon	Arcu	MacKay Branch.
Carroll A. B. Jensen	Surgeon	MacKay	MacKay Branch.
Wm. L. Sutherland	Surgeon	Hesburg	Rigby to St. Anthony.
T. A. Ellison	Surgeon	St. Anthony	Sugar City to Ashton.
E. L. Hargis	Surgeon	Ashton	Ashton to West Yellowstone and Teton Valley Branch.

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' 0"	60.	1' 55"	31.3
39"	92.3	1' 1"	59.	2'	30.
40"	90.	1' 2"	58.	2' 15"	26.6
41"	87.8	1' 3"	57.1	2' 30"	24.
42"	85.7	1' 4"	56.2	2' 45"	21.8
43"	83.7	1' 5"	55.3	3'	20.
44"	81.8	1' 6"	54.5	3' 30"	17.1
45"	80.	1' 7"	53.7	4'	15.
46"	78.3	1' 8"	52.9	5'	12.
47"	76.6	1' 9"	52.1	6'	10.
48"	75.	1' 10"	51.4	7'	8.6
49"	73.5	1' 11"	50.7	8'	7.5
50"	72.	1' 12"	50.	10'	6.
51"	70.6				

**MILEAGE**

**Fifth, Sixth, Seventh and Eighth Subdivisions:**

Main Line	427.60
Branches	547.54
<b>Grand Total</b>	<b>975.14</b>

**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..... J. S. Lewis & Co., 2449 Washington St.  
 Brigham..... Milton D. Peters, 4 So. Main St.  
 Malad..... Rudman & Gottberg  
 Logan..... B. T. Cardon, 41 No. Main St.  
 Preston..... T. C. Merrill  
 Pocatello..... Parry Harrison  
 Pocatello..... Nate Morgan  
 Blackfoot..... F. C. Christ  
 Idaho Falls..... C. F. Ames  
 Dillon..... Albert Stamm  
 Butte..... S. & S. Jewelry Co.

**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..... 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..... 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  
 Blackfoot..... Telegraph Office  
 Idaho Falls..... Telegraph Office  
 Idaho Falls..... Yard Office  
 Idaho Falls..... Enginemen's Register Room  
 Lima..... Telegraph Office  
 Dillon..... Telegraph Office  
 Dillon..... Telegraph Office  
 Silver Bow..... Telegraph Office  
 Mackay..... Telegraph Office  
 Ashton..... Telegraph Office  
 West Yellowstone..... Telegraph Office

**W. H. GUILD,** General Manager  
**G. L. WHIPPLE,** General Superintendent Transportation  
**E. C. MANSON,** Assistant General Manager

**F. C. PAULSEN, Superintendent**... Pocatello, Idaho  
**R. E. TITUS, Assistant Superintendent**... Pocatello, Idaho  
**J. W. MYERS, Assistant Superintendent**... Pocatello, Idaho  
**C. D. WARING, Trainmaster**..... Salt Lake City, Utah

**Fifth and Sixth Subdivisions and Branches**

**C. E. AYE, Chief Train Dispatcher**  
**O. J. LANGSTON, Night Chief Train Dispatcher**  
**L. E. HALBERT**..... } Train Dispatchers  
**W. H. POWERS**..... } Salt Lake City, Utah  
**E. C. BULLIS**..... }  
**L. W. FLAHERTY**..... }

**Seventh and Eighth Subdivisions and Branches**

**E. C. RIDDLE, Chief Train Dispatcher**  
**R. S. ASHBY, Night Chief Train Dispatcher**  
**F. W. ROTHAS**..... } Train Dispatchers  
**R. A. SIGLIN**..... } Pocatello, Idaho  
**D. DURHAM**..... }  
**R. R. JOHNSON**..... }  
**E. L. CHANTRY**..... }  
**H. L. CRAWFORD**..... }

**CONDENSED TIME-TABLE**

**WESTWARD**

SECOND CLASS		FIRST CLASS			Distance from Salt Lake City via New Main Line	October 20, 1938
263 Time Freight	277 Time Freight	41 Passenger	29 Passenger	31 Passenger		
Daily	Daily	Daily	Daily	Daily		<b>STATIONS</b>
8.30AM	7.15PM	11.20PM	8.00PM	8.00AM	0.0	SALT LAKE CITY
10.00	8.45	12.25AM	8.55	9.05	36.3	OGDEN
10.30	9.30	12.50	9.20	9.25		
11.13AM	10.29	1.25	9.55	10.00	57.4	BRIGHAM
12.30PM	11.40PM	2.13	10.45PM	10.57AM	85.1	CACHE JCT.
2.25	1.25AM	4.05	12.05AM	12.30PM	147.5	McCAMMON
		4.10	12.10	12.35		
A 3.30PM	3.15	A 4.50AM	12.45	1.10	170.2	POCATELLO
	5.30		1.30	1.25		
	6.15		2.12	2.03	194.4	BLACKFOOT
	7.15		3.00	2.45	220.8	IDAHO FALLS
	8.45					
					271.8	ASHTON
					317.4	VICTOR
					327.9	WEST YELLOWSTONE
					433.3	BUTTE
						(433.3)
(7.00)	(32.15)	(5.30)	(13.15)	(13.05)		Thru Time
24.3	13.4	30.9	32.8	33.2		Average Speed per hour

**EASTWARD**

October 20, 1938	Distance from Butte via Old Main Line	FIRST CLASS			SECOND CLASS	
		32 Passenger	42 Passenger	30 Passenger	278 Time Freight	262 Time Freight
<b>STATIONS</b>						
SALT LAKE CITY	434.0	A 7.00AM	A 9.55AM	A 11.20PM	A 4.15AM	A 1.00PM
OGDEN	397.7	6.05	8.55	10.25	2.30	11.15AM
		5.55	8.45	10.10	1.30AM	10.30
BRIGHAM	378.6	5.19	8.11	9.41	11.19PM	9.30
CACHE JCT.	348.9	4.32	7.21	8.55	9.55	8.30
McCAMMON	286.5	2.50	5.55	7.20	7.50	6.05
		2.45		7.15		
POCATELLO	263.8	2.15	5.25AM	6.45	7.00	5.00AM
		1.30		6.10	4.00	
BLACKFOOT	238.9	12.45		5.28	1.35	
IDAHO FALLS	212.5	12.05AM		4.50PM	12.30PM	
ASHTON	263.5					
VICTOR	309.1					
WEST YELLOWSTONE	319.6					
BUTTE	0.0	6.20PM		10.25AM	6.45PM	
(434.0)		Daily	Daily	Daily	Daily	Daily
Thru Time		(12.40)	(4.30)	(12.55)	(33.30)	(8.00)
Average speed per hour		34.3	37.8	33.6	13.0	21.3

WESTWARD		FIFTH SUBDIVISION					
		SECOND CLASS					
Length of sidings in feet between clear- ance points, loca- tion of water, fuel, interlocking plants, turning stations, scales & telephones.	Distance from Salt Lake City	254	277	53	263	Supplement No. 1 to Time-Table No. 252 October 29, 1938	
		Time Freight	Time Freight	Mixed	Time Freight		
		Daily	Daily	Daily	Daily	STATIONS	
				5.30PM		0.0	DN-R SALT LAKE CITY VN
						0.8	0.8 FIFTH NORTH TOWER
I						2.6	1.8 DN-R NORTH YARD C
WFTYOP		9.30PM	7.15PM		8.30AM	3.4	0.8 BECKS
						5.2	1.8 NORTH SALT LAKE
4,901 P		9.40	7.32	s 5.48	8.45	5.3	0.1 BAMBERGER E. RY. CROSS.
						6.4	1.1 HATCHS (Spur)
2,497 P		9.47	7.40	f 5.53	8.51	8.2	1.8 D WOODS CROSS WC
P						10.3	2.1 CENTERVILLE (Spur)
3,602 WP		10.00	7.51	f 6.03	9.03	15.0	4.7 D FARMINGTON FO
6,416 P		10.08	7.57	f 6.10	9.10	19.6	4.6 D KAYSVILLE K
6,416 P		10.15	8.01	f 6.14	9.15	21.8	2.2 D LAYTON NY
2,861 P		10.22	8.09	s 6.21	9.23	26.5	4.7 D CLEARFIELD CF
						29.0	2.5 ANGUS (Spur)
2,172 P		10.32	8.16	f 6.27	9.31	30.2	1.2 ROY
P						35.3	5.1 BRIDGE JCT.
						35.7	0.4 U. P. CROSSING
WFTYO		A 11.00PM	A 8.45PM	A 6.50PM	A 10.00AM	36.3	0.6 DN-R OGDEN OG YD
							(36.3) Connections
		(1.30) 22.5	(1.30) 22.5	(1.20) 27.2	(1.30) 22.5	..... Thru Time ..... Average Speed per hour	

WESTWARD		SYRACUSE BRANCH		EASTWARD	
		Supplement No. 1 to Time-Table No. 252 October 29, 1938			
Length of sidings in feet between clear- ance points, loca- tion of water, fuel, interlocking plants, turning stations, scales & telephones.	Distance from Clearfield	STATIONS		Distance from Syracuse	
W. B. 2,861 P	0.0	D CLEARFIELD CF	4.7		
B. 3,477 P	0.3	D. & R. G. W. CROSSING	4.4		
	1.0	MOBERLY (Spur)	3.7		
	1.4	HERBERT (Spur)	3.3		
	2.1	BARNES (Spur)	2.6		
	3.2	STEED (Spur)	1.5		
	4.7	SYRACUSE	0.0		
					(4.7)

Westward trains are superior to trains of the same class in the opposite direction, See Rule 72. Except that No. 104 is superior to Westward trains of the same class.

\*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 and extra trains.

WESTWARD		FIFTH SUBDIVISION											
		FIRST CLASS											
Length of sidings in feet between clear- ance points, loca- tion of water, fuel, interlocking plants, turning stations, scales & telephones.	Distance from Salt Lake City	41	29	818	8	38	6	104	31	14	51	Supplement No. 1 to Time-Table No. 252 October 29, 1938	
		Passenger	Passenger	Challenger Passenger	Passenger	Passenger	Mall and Express	Streamliner Passenger	Passenger	Passenger	Passenger	STATIONS	
		Daily	Daily	Daily	Daily	Daily	Daily	★See note below	Daily	Daily	Daily		
		11.20PM	8.00PM	6.40PM	6.35PM	6.30PM	6.25PM	10.29AM	8.00AM	6.45AM	5.00AM	0.0	DN-R SALT LAKE CITY VN
												0.8	0.8 FIFTH NORTH TOWER
												2.6	1.8 DN-R NORTH YARD C
												3.4	0.8 BECKS
f 11.30		8.10	6.50	6.45	6.40	6.33	10.35	f 8.10	6.55	f 5.09	5.2	1.8 NORTH SALT LAKE	
											5.3	0.1 BAMBERGER E. RY. CROSS.	
											6.4	1.1 HATCHS (Spur)	
f 11.34		8.13	6.53	6.48	6.43	6.36		f 8.14	6.58	f 5.13	8.2	1.8 D WOODS CROSS WC	
f											10.3	2.1 CENTERVILLE (Spur)	
f 11.41		8.20	7.00	6.55	6.50	6.42	10.42	f 8.24	7.05	f 5.21	15.0	4.7 D FARMINGTON FO	
f 11.46		8.25	7.05	6.59	6.54	6.46	10.46	f 8.30	7.09	f 5.27	19.6	4.6 D KAYSVILLE K	
f 11.51		8.27	7.07	7.01	6.56	6.48		f 8.34	7.12	f 5.31	21.8	2.2 D LAYTON NY	
f 11.59PM		8.32	7.12	7.06	7.01	6.52	10.52	f 8.40	7.17	f 5.38	26.5	4.7 D CLEARFIELD CF	
											29.0	2.5 ANGUS (Spur)	
f 12.05AM		8.36	7.16	7.10	7.05	6.55	10.55	f 8.46	7.21	f 5.44	30.2	1.2 ROY	
											35.3	5.1 BRIDGE JCT.	
											35.7	0.4 U. P. CROSSING	
A 12.25AM		A 8.55PM	A 7.35PM	A 7.25PM	A 7.20PM	A 7.10PM	A 11.07AM	A 9.05AM	A 7.35AM	A 6.00AM	36.3	0.6 DN-R OGDEN OG YD	
													(36.3) Connections
		(1.05) 33.5	(0.55) 39.6	(0.55) 39.6	(0.50) 43.6	(0.50) 43.6	(0.45) 48.4	(0.38) 57.3	(1.05) 33.5	(0.50) 43.6	(1.00) 36.3	..... Thru Time ..... Average Speed per hour	

Nos. 8, 818 and 14 stop to discharge revenue passengers from Lyndyl and beyond and stop to pick up revenue passengers for Cheyenne and beyond.

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

WESTWARD		EVONA BRANCH			EASTWARD	
		Supplement No. 1 to Time-Table No. 252 October 29, 1938				
Length of sidings in feet between clear- ance points, loca- tion of water, fuel, interlocking plants, turning stations, scales & telephones.	Distance from Ogdan	STATIONS			Distance from Main Line Jct.	
WFTYOP	0.0	DN-R OGDEN OG YD	3.8			
1,170	0.7	EVONA	3.1			
	1.2	RELICO	2.6			
	1.6	SUGAR WORKS	2.2			
	3.8	MAIN LINE JCT.	0.0			
					(3.8)	

Westward trains are superior to trains of the same class in the opposite direction, See Rule 72. Except that No. 104 is superior to Westward trains of the same class.

\*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 and extra trains.

FIFTH SUBDIVISION EASTWARD											
Supplement No. 1 to Time-Table No. 252 October 29, 1938		FIRST CLASS									
STATIONS	Distance from Ogden	21	32	37	7	717	42	103	19	5	30
		Passenger	Passenger	Passenger	Passenger	Challenger Passenger	Passenger	Streamliner Passenger	Passenger	Mail and Express	Passenger
DN-R SALT LAKE CITY VN	36.3	A 12.45AM	A 7.00AM	A 7.35AM	A 9.30AM	A 9.40AM	A 9.55AM	A 6.05PM	A 8.20PM	A 11.10PM	A 11.20PM
0.8 FIFTH NORTH TOWER	35.5										
1.8 DN-R NORTH YARD C	33.7										
0.8 BECKS	32.9										
1.8 NORTH SALT LAKE	31.1	12.33	† 6.47	7.23	9.17	9.27	† 9.41	5.57	8.09	10.57	11.06
0.1 BAMBERGER E. RY. CROSS.	31.0										
1.1 HATCHS (Spur)	29.9										
1.8 D WOODS CROSS WC	28.1	12.30	† 6.43	7.20	9.13	9.23	† 9.37	5.55	8.05	10.54	† 11.01
2.1 CENTERVILLE (Spur)	26.0						†				†
4.7 D FARMINGTON FO	21.8	12.23	† 6.36	7.13	9.06	9.16	† 9.28	5.50	7.58	10.47	† 10.54
4.6 D KAYSVILLE K	16.7	12.18	† 6.31	7.08	9.01	9.11	† 9.21		7.53	10.42	† 10.49
2.2 D LAYTON NY	14.5	12.15	† 6.28	7.05	8.58	9.08	† 9.17	5.45	7.50	10.39	† 10.46
4.7 D CLEARFIELD CF	9.8	12.10	† 6.23	7.00	8.53	9.03	† 9.11	5.41	7.45	10.34	† 10.41
2.5 ANGUS (Spur)	7.3										
1.2 ROY	6.1	12.05AM	† 6.17	6.55	8.47	8.57	† 9.06	5.37	7.40	10.30	† 10.36
5.1 BRIDGE JCT.	1.1										
0.4 U. P. CROSSING	0.6										
0.6 DN-R OGDEN OG YD	0.0	11.55PM	6.05AM	6.45AM	8.35AM	8.45AM	8.55AM	5.30PM	7.30PM	10.20PM	10.25PM
(36.3) Connections		Daily	Daily	Daily	Daily	Daily	Daily	★See note Below	Daily S. P. 88 S. P. 28	Daily	Daily
Thru Time.....	(0.50)	(0.55)	(0.50)	(0.55)	(0.55)	(1.00)	(0.35)	(0.50)	(0.50)	(0.55)	(0.55)
Average speed per hour.....	43.6	39.6	43.6	39.6	39.6	36.3	62.2	43.6	43.6	39.6	39.6

Nos. 7, 717 and 21 stop to pick up revenue passengers for points on Los Angeles Division where trains are scheduled to stop and discharge revenue passengers from Cheyenne and beyond.  
No. 32 Flag stop for revenue passengers only.  
No. 19 will stop to discharge passengers.

WESTWARD		FIVE POINTS BRANCH		EASTWARD	
Length of sidings in feet between clear- ance points, loca- tion of water, fuel, interlocking plants, turning stations, scales & telephones	Distance from Five Points Jct.	Supplement No. 1 to Time-Table No. 252 October 29, 1938		Distance from Five Points	
		STATIONS			
	0.0	FIVE POINTS JCT. 1.1		1.1	
	1.1	FIVE POINTS		0.0	
		(1.1)			

Westward trains are superior to trains of the same class in the opposite direction, See Rule 72. Except that No. 104 is superior to Westward trains of the same class.

★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 and extra trains.

FIFTH SUBDIVISION EASTWARD											
Supplement No. 1 to Time-Table No. 252 October 29, 1938		SECOND CLASS									
STATIONS	Distance from Ogden	257	278	259	262	319					
		Time Freight	Time Freight	Time Freight	Time Freight	Mixed					
DN-R SALT LAKE CITY VN	36.3										
0.8 FIFTH NORTH TOWER	35.5										
1.8 DN-R NORTH YARD C	33.7	A 4.00AM	A 4.15AM	A 5.00AM	A 1.00PM	A 9.15PM					
0.8 BECKS	32.9										
1.8 NORTH SALT LAKE	31.1	3.33	3.48	4.33	12.33	9.00					
0.1 BAMBERGER E. RY. CROSS.	31.0										
1.1 HATCHS (Spur)	29.9										
1.8 D WOODS CROSS WC	28.1	3.27	3.42	4.27	12.27	8.52					
2.1 CENTERVILLE (Spur)	26.0										
4.7 D FARMINGTON FO	21.8	3.13	3.28	4.13	12.13	8.41					
4.6 D KAYSVILLE K	16.7	3.05	3.20	4.05	12.05PM	8.33					
2.2 D LAYTON NY	14.5	3.00	3.15	4.00	11.59AM	8.29					
4.7 D CLEARFIELD CF	9.8	2.50	3.05	3.50	11.50	8.22					
2.5 ANGUS (Spur)	7.3										
1.2 ROY	6.1	2.40	2.55	3.40	11.40	8.15					
5.1 BRIDGE JCT.	1.0										
0.4 U. P. CROSSING	0.6										
0.6 DN-R OGDEN OG YD	0.0	2.15AM	2.30AM	3.15AM	11.15AM	8.00PM					
(36.3) Connections		Daily	Daily	Daily	Daily	Daily					
Thru Time.....	(1.45)	(1.45)	(1.45)	(1.45)	(1.45)	(1.15)					
Average speed per hour.....	19.3	19.3	19.3	19.3	19.3	29.0					

WESTWARD		COLLEGE BRANCH		EASTWARD	
Length of sidings in feet between clear- ance points, loca- tion of water, fuel, interlocking plants, turning stations, scales & telephones	Distance from College Jct.	Supplement No. 1 to Time-Table No. 252 October 29, 1938		Distance from College	
		STATIONS			
	0.0	COLLEGE JCT. 1.3		2.9	
	1.3	BEET (Spur) 1.6		1.6	
	2.9	COLLEGE (Spur)		0.0	
		(2.9)			

Westward trains are superior to trains of the same class in the opposite direction, See Rule 72. Except that No. 104 is superior to Westward trains of the same class.

★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 and extra trains.