



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



**UTAH DIVISION**  
 FOURTH SUBDIVISION  
 FIFTH SUBDIVISION  
 AND BRANCHES

**TIME-TABLE**  
**No. 4**

**Effective Monday**  
**February 15, 1943**  
 at 12:01 A. M. Mountain Time

**WORK SAFELY TODAY**

**FOR EMPLOYEES ONLY**

## CONDENSED TIME-TABLE

### WESTWARD

SECOND CLASS			FIRST CLASS				Distance from Salt Lake City via New Main Line	Time-Table No. 4 February 15, 1943
259 Freight	277 Time Freight	255 Time Freight	33 Passenger	529 Passenger	29 Passenger	31 Passenger		
Daily	Daily	Daily	Daily	Daily	Daily	Daily		
10.00PM	1.00PM	1.00AM	11.15PM		8.00PM	8.00AM	0.0	SALT LAKE CITY
11.45PM 1.20AM	2.45 3.45	2.45 3.45	12.30AM 1.10		9.20 10.05	9.20 9.45	36.3	OGDEN
2.20	4.35	4.35	1.50		10.45	10.25	57.4	BRIGHAM
4.10	6.20	6.20	2.50		11.45PM	11.30AM	85.1	CACHE JCT.
7.30	9.00	9.30	4.35 4.40		1.35AM 1.40	1.10PM 1.15	147.5	McCAMMON
A 8.30AM	10.30PM 4.00AM	10.30AM 2.30PM	5.15 6.20		2.15 2.45	A 1.50PM	170.2	POCATELLO
	5.05	3.20	7.15		3.30		194.4	BLACKFOOT
	6.00 8.00	4.20 5.00PM	A 8.00AM	5.30AM	4.25		220.8	IDAHO FALLS
				7.35			271.8	ASHTON
				A 9.30AM			317.4	VICTOR
							327.9	WEST YELLOWSTONE
	A 1.00AM	A 5.00AM			A 11.30AM		433.3	BUTTE
							(433.3)	
(10.30) 16.2	(36.00) 12.0	(28.00) 15.5	(8.45) 25.2	(4.00) 24.2	(15.30) 27.9	(5.50) 29.2		Thru Time
								Average speed per hour

**R. E. TITUS,**  
General Manager

**P. J. LYNCH,**  
General Superintendent Transportation

**J. W. MYERS, General Superintendent**..... Salt Lake City, Utah

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

J. V. ROCHEK, Assistant Superintendent..... Salt Lake City, Utah

E. C. BULLIS, Trainmaster..... Salt Lake City, Utah

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

J. C. GUNNING, Master Mechanic..... Salt Lake City, Utah

B. ESBENSON, General Roadmaster..... Salt Lake City, Utah

#### Fourth and Fifth Subdivisions and Branches

T. C. HIMSTREET, Road Foreman Engines..... Salt Lake City, Utah

R. E. ROOT, Assistant 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.....	}	Train Dispatchers, Salt Lake City, Utah
W. C. JENSEN.....		
K. P. VARLEY.....		
C. L. McCLENNY.....		
I. P. BLACK.....		
W. W. HOUSER.....		
L. E. STORRS.....		

## CONDENSED TIME-TABLE

### EASTWARD

Time-Table No. 4 February 15, 1943	Mile Post	FIRST CLASS				SECOND CLASS		
		30 Passenger	32 Passenger	534 Passenger	34 Passenger	260 Time Freight	256 Time Freight	258 Time Freight
STATIONS								
SALT LAKE CITY	36.3	A 9.25AM	A 3.15PM		A 11.30PM	A 10.45AM	A 8.00PM	A 6.00AM
OGDEN	0.0	8.10 7.50	2.00 1.40		10.15 9.55	9.00 7.40	6.00 5.00	4.00 3.00
BRIGHAM	21.1	7.05	1.00		9.15	5.15	3.10	12.46AM
CACHE JCT.	48.8	6.20	12.10PM		8.25	4.10	2.00PM	11.45PM
McCAMMON	111.2	4.35 4.25	10.20AM 10.15		6.35 6.30	1.45	11.00AM	9.00
POCATELLO	213.9	3.55 3.25	9.45AM		6.00 4.45	12.45AM	10.00 7.00	8.00 5.30
BLACKFOOT	158.1	2.35			3.55		5.45	4.15
IDAHO FALLS	184.5	1.55AM		A 2.30PM	3.05PM		4.30	3.15
ASHTON	51.0			12.40PM				
VICTOR	45.6			10.30AM				
WEST YELLOWSTONE	107.1							
BUTTE	397.0	7.00PM					11.30AM	7.15PM
(434.0)		Daily	Daily	Daily	Daily	Daily	Daily	Daily
Thru Time.....		(14.25)	(5.30)	(4.00)	(8.25)	(10.00)	(32.30)	(34.45)
Average speed per hour.....		30.0	30.9	24.2	26.2	17.0	13.3	12.4

#### 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 ..... 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 ..... Engineer's Register Room, Roundhouse, North Yard
- Salt Lake City ..... Switchman's Shanty, North Yard
- Ogden ..... Telegraph Office, Union Depot
- Ogden ..... Yard 21st 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
- McCammmon ..... 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

**WESTWARD**

**FOURTH SUBDIVISION**

**SECOND CLASS**

Car capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS							Distance from Salt Lake City	Time-Table No. 4 February 15, 1943	
	259	156	277	160	255	158	STATIONS			
	Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight				
	Daily	Daily	Daily	Daily	Daily	Daily				
Yard WFTYOP	10.00PM	5.00PM	1.00PM	4.00AM	1.00AM	12.30AM	0.0	DN-R SALT LAKE CITY YL VN	2.6	
P							3.4	DN-R NORTH YARD YL C	0.8	
99 PX	10.15	5.15	1.15	4.15	1.15	12.45	5.2	BECKS YL	1.8	
							5.3	NORTH SALT LAKE	0.1	
47 PX	10.22	5.22	1.22	4.22	1.22	12.52	8.2	BAMBERGER E. RY. CROSS.	2.9	
PX							10.3	D WOODS CROSS WC	2.1	
72 WFX	10.34	5.34	1.34	4.34	1.37	1.04	15.0	CENTERVILLE	4.7	
							19.6	FARMINGTON	4.6	
133 PX	10.42	5.42	1.42	4.42	1.47	1.14	21.8	D KAYSVILLE K	2.2	
133 PX	10.47	5.47	1.47	4.47	1.53	1.20	26.5	D LAYTON NY	4.7	
56 115 WB EB	10.57	5.57	1.57	4.57	2.03	1.29	30.2	DN CLEARFIELD CF	3.7	
41 PX	11.04	6.04	2.04	5.04	2.10	1.37	35.3	ROY	5.1	
P							36.3	BRIDGE JCT. YL	1.0	
Yard WFTYOP	A 11.45PM	A 7.00PM	A 2.45PM	A 6.00AM	A 2.45AM	A 2.30AM	36.3	DN-R OGDEN YL	OG YD RD	

(1.45) (2.00) (1.45) (2.00) (1.45) (2.00) ..... Thru Time  
19.2 16.8 19.2 16.8 19.2 16.8 ..... 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**

**FIRST CLASS**

FIRST CLASS									Time-Table No. 4 February 15, 1943	
33	29	8	38	24	104	31	STATIONS			
Passenger	Passenger	Challenger Passenger	Passenger	Passenger	Streamliner Passenger	Passenger				
Daily	Daily	Daily	Daily	Daily	★ See note below	Daily				
	11.15PM	8.00PM	7.00PM	6.00PM	9.45AM	9.15AM	8.00AM	0.0	DN-R SALT LAKE CITY YL VN	
								2.6	DN-R NORTH YARD YL C	
								3.4	BECKS YL	
	11.27	s 8.13	7.12	6.11	f 9.57	9.24	f 8.13	5.2	NORTH SALT LAKE	
								5.3	BAMBERGER E. RY. CROSS.	
	11.31	s 8.20	7.16	6.15	f 10.02		f 8.20	8.2	D WOODS CROSS WC	
		f						10.3	CENTERVILLE	
	11.40	s 8.31	7.23	6.22	f 10.10	9.31	f 8.30	15.0	FARMINGTON	
	11.47	s 8.39	7.29	6.27	f 10.16	9.35	f 8.39	19.6	D KAYSVILLE K	
	11.50PM	s 8.43	7.32	6.30	f 10.19		f 8.44	21.8	D LAYTON NY	
	f 12.01AM	s 8.53	7.38	6.36	f 10.28	9.41	f 8.53	26.5	DN CLEARFIELD CF	
	12.06	s 8.59	7.43	6.41	f 10.34	9.44	f 8.59	30.2	ROY	
								35.3	BRIDGE JCT. YL	
	A 12.30AM	A 9.20PM	A 8.10PM	A 7.05PM	A 11.00AM	A 10.00AM	A 9.20AM	36.3	DN-R OGDEN YL	

(1.15) (1.20) (1.10) (1.05) (1.15) (0.45) (1.20) ..... Thru Time  
29.0 27.2 31.1 33.5 29.0 48.4 27.2 ..... 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 and 38 stop to pick up revenue passengers for Cheyenne or beyond.

No. 33 stops to pick up revenue passengers for points west of Pocatello.

FOURTH SUBDIVISION

EASTWARD

Time-Table No. 4  
February 15, 1943

FIRST CLASS

Mile Post	FIRST CLASS							
	23 Passenger	30 Passenger	37 Passenger	7 Challenger Passenger	32 Passenger	103 Streamliner Passenger	34 Passenger	
36.8	A 5.40AM	A 9.25AM	A 9.30AM	A 11.15AM	A 3.15PM	A 7.20PM	A 11.30PM	
33.7								
32.9								
31.1	5.20	f 9.07	9.12	10.58	f 3.00	7.10	f 11.13	
31.0								
28.1	5.16	f 9.02	9.08	10.54	f 2.55	7.08	f 11.09	
26.0								
21.3	5.09	f 8.53	9.01	10.47	f 2.45	7.03	f 11.00	
16.7	<b>5.03</b> <sup>258</sup>	f 8.45	8.56	10.42	f 2.37		f 10.52	
14.5	5.00	f 8.42	8.53	10.39	f 2.33	6.58	f 10.48	
9.8	4.54	f 8.35	8.48	10.34	f 2.25	<b>6.54</b> <sup>256</sup>	f 10.40	
6.1	4.49	f 8.28	8.42	10.28	f 2.18	6.51	f 10.33	
1.0								
0.0	4.30AM	8.10AM	8.25AM	10.10AM	2.00PM	6.36PM	10.15PM	
(36.3)	Daily	Daily	Daily	Daily	Daily	★ See note below	Daily	

Thru Time.....	(1.10)	(1.15)	(1.05)	(1.05)	(1.15)	(0.44)	(1.15)
Average speed per hour.....	31.1	29.0	33.5	33.5	29.0	49.5	29.0

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 discharge revenue passengers from Cheyenne or beyond.

No. 30 flag stop for revenue passengers only.

FOURTH SUBDIVISION

EASTWARD

Time-Table No. 4  
February 15, 1943

SECOND CLASS

Mile Post	SECOND CLASS				
	258 Time Freight	155 Time Freight	260 Time Freight	256 Time Freight	177 Time Freight
36.8					
33.7	A 6.00AM	A 8.00AM	A 10.45AM	A 8.00PM	A 10.50PM
32.9					
31.1	5.29	7.17	10.17	7.30	10.17
31.0					
28.1	5.23	7.11	10.11	7.25	10.11
26.0					
21.3	5.13	7.01	10.01	7.15	10.01
16.7	<b>5.03</b> <sup>23</sup>	6.53	9.53	7.07	9.53
14.5	4.49	6.49	9.49	7.02	9.49
9.8	4.40	6.40	9.40	<b>6.54</b> <sup>103</sup>	9.40
6.1	4.30	6.30	9.30	6.25	9.30
1.0					
0.0	4.00AM	6.00AM	9.00AM	6.00PM	9.00PM
(36.3)	Daily		Daily	Daily	Daily

Thru Time.....	(2.00)	(2.00)	(1.45)	(2.00)	(1.50)
Average speed per hour.....	16.8	16.8	19.2	16.8	18.3

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.

Car capacity of sidings, etc. See Rule 6 (A).	WESTWARD SECOND CLASS								FIFTH SUBDIVISION FIRST CLASS								Distance from Ogden	Time-Table No. 4 February 15, 1943 <b>STATIONS</b>
	277 Time Freight	255 Time Freight	259 Freight	29 Passenger	559 Motor Passenger	31 Passenger	33 Passenger	277 Time Freight	255 Time Freight	259 Freight	29 Passenger	559 Motor Passenger	31 Passenger	33 Passenger				
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
Yard WFTYOP	3.45PM	3.45AM	1.20AM	10.05PM	9.50AM	9.45AM	1.10AM	0.0	0.7									
75 P	3.55	3.55	1.40 <sup>258</sup>	10.12	9.57	9.52	1.17	1.6	2.7									
84 P	4.02 <sup>256</sup>	4.02	1.48	10.17	10.02	9.57	1.22 <sup>258</sup>	4.7	4.7									
106 P	4.10	4.10	1.55	10.22	10.07	10.02	1.27	8.8	8.8									
84 P	4.19	4.19	2.04	10.29	10.15	10.10	1.34	14.0	14.0									
52 P	4.25	4.25	2.10	10.33	10.20	10.14	1.38	17.2	17.2									
E. B. 80 W.B. 67 WYP	4.35	4.35	2.20	10.45	10.30AM	10.25	1.50	21.1	19.3									
86 P	4.45	4.45	2.28	10.52		10.32	1.57	25.3	19.3									
52 P	4.55	4.55 <sup>260</sup>	2.37	10.59		10.41	2.04	30.4	25.3									
77 WP	5.05	5.05	2.46	11.06		10.50	2.11	35.9	32.5									
106 P	5.14	5.13	2.54	11.12		10.56	2.17	40.1	35.9									
77 P	5.23	5.22	3.04	11.19		11.02	2.24	44.6	43.0									
W.B. 87 WF E.B. 91 YOP	6.20	6.20 <sup>30</sup>	4.10 <sup>260</sup>	11.45 <sup>258</sup>		11.30	2.50	48.8	44.6									
52 P	6.32	6.30	4.25	11.53PM		11.39	2.58	52.9	48.8									
106 P	6.41	6.38	4.35	12.01AM		11.43 <sup>32</sup>	3.04	56.9	52.9									
77 P	6.48	6.44	4.42	12.06		11.49	3.09	60.6	58.2									
54 P	6.52	6.48	4.46	12.09		11.52	3.12	62.4	60.6									
								63.7	62.4									
87 P	6.59	6.53	4.52	12.14		11.57AM	3.16 <sup>260</sup>	65.1	63.7									
								66.7	65.1									
83 P	7.20	7.10	5.12	12.28		12.09PM	3.28	71.0	66.7									
								72.3	71.0									
77 WP	7.33 <sup>34</sup>	7.20	5.31 <sup>30</sup>	12.35		12.15 <sup>256</sup>	3.34	75.2	72.3									
P	7.40			12.39		12.19	3.38	78.3	75.2									
83 P	7.47	7.30	5.45	12.43		12.23	3.42	81.3	78.3									
77 WP	8.00	7.36	5.51	12.48		12.28	3.47	84.7	81.3									
94 P	8.10	7.46	6.00	12.55		12.35	3.54	89.9	84.7									
77 WP	8.22	7.56	6.10	1.05		12.43	4.04	95.0	89.9									
83 P	8.30	8.06	6.18	1.15		12.51	4.12	100.0	95.0									
P								102.5	100.0									
82 P	8.40	8.16	6.28	1.24		12.59	4.20	104.7	102.5									
Yard WIYP	9.00 <sup>258</sup> PM	9.30AM	7.30AM	1.35AM		1.10PM	4.35 <sup>30</sup> AM	111.2	104.7									

(5.15) 21.1 (5.45) 19.3 (6.10) 18.0 (3.30) 31.7 (0.40) 31.6 (3.25) 32.5 (3.25) 32.5 Thru Time  
Average speed per hour  
Westward trains are superior to trains of the same class in the opposite direction—See Rule S-72.  
No. 33 stops to pick up revenue passengers for points west of Poematello.

Car capacity of sidings, etc. See Rule 6 (A).	FIFTH SUBDIVISION FIRST CLASS								EASTWARD SECOND CLASS								Distance from Ogden	Time-Table No. 4 February 15, 1943 <b>STATIONS</b>
	30 Passenger	32 Passenger	560 Motor Passenger	34 Passenger	260 Time Freight	256 Time Freight	258 Time Freight	30 Passenger	32 Passenger	560 Motor Passenger	34 Passenger	260 Time Freight	256 Time Freight	258 Time Freight				
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
Yard WFTYOP								0.0	0.7									
75 P								1.6	0.9						1.6			
84 P								2.7	1.1						2.7			
106 P								2.9	0.2						2.9			
84 P								4.7	1.8						4.7			
52 P								17.2	0.0						17.2			
E. B. 80 W.B. 67 WYP								19.3	0.0						19.3			
86 P								25.3	4.1						25.3			
52 P								30.4	4.1						30.4			
77 WP								32.5	4.2						32.5			
106 P								40.1	4.2						40.1			
77 P								44.6	4.2						44.6			
W.B. 87 WF E.B. 91 YOP								48.8	4.2						48.8			
52 P								52.9	4.2						52.9			
106 P								56.9	4.1						56.9			
77 P								60.6	4.0						60.6			
54 P								62.4	1.3						62.4			
								63.7	2.4						63.7			
87 P								65.1	1.8						65.1			
								66.7	1.8						66.7			
83 P								71.0	1.8						71.0			
								72.3	1.3						72.3			
77 WP								75.2	2.9						75.2			
P								78.3	3.1						78.3			
83 P								81.3	3.0						81.3			
77 WP								84.7	3.4						84.7			
94 P								89.9	5.2						89.9			
77 WP								95.0	5.1						95.0			
83 P								100.0	5.0						100.0			
P								102.5	2.5						102.5			
82 P								104.7	2.2						104.7			
Yard WIYP								111.2	6.5						111.2			

(3.15) 34.1 (3.20) 33.3 (0.40) 31.6 (3.20) 33.3 (5.55) 18.8 (6.00) 18.5 (6.00) 18.5 Thru Time  
Average speed per hour  
Westward trains are superior to trains of the same class in the opposite direction—See Rule S-72.

WESTWARD			MALAD BRANCH			EASTWARD		
Car capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS	FIRST CLASS	Distance from Brigham	Time-Table No. 4 February 15, 1943	Mile Post	FIRST CLASS	SECOND CLASS	
	401 Local Freight	559 Motor Passenger				560 Motor Passenger	402 Local Freight	
	Daily Except Sunday	Daily		STATIONS				
Yard w/y	8.15AM	10.40AM	0.0	DN-R BRIGHAM YL BM	0.0	A 5.25PM	A 12.30PM	
	8.25	f 10.49	3.9	3.9 CORINNE JCT.	3.9	f 5.14		
51	8.37	s 10.53	5.8	1.7 CORINNE	5.8	s 5.11	12.10PM	
10	8.51	f 11.05	11.6	6.0 EVANS	11.6	f 5.01	11.47AM	
10	8.56	f 11.09	13.7	2.1 CROPLEY	13.7	f 4.57	11.42	
10	9.01	f 11.13	15.7	2.0 ELWOOD	15.7	f 4.53	11.37	
46	9.30	s 11.21 <sup>402</sup>	17.8	2.1 D TREMONTON YL MU	17.8	s 4.49	11.21 <sup>559</sup>	
19 w/y	9.48	s 11.29	19.8	2.0 D GARLAND YL AJ	19.8	s 4.43	10.45	
23	9.59 <sup>402</sup>	f 11.35	23.4	3.6 BELMONT	23.4	f 4.36	9.59 <sup>401</sup>	
20	10.04	f 11.39	25.0	1.8 FIELDING	25.0	f 4.33	9.45	
8	10.13	f 11.45	27.9	2.9 PLYMOUTH (Spur)	27.9	f 4.28	9.35	
11	10.22	f 11.50	30.5	2.6 HALBERT (Spur)	30.5	f 4.23	9.27	
7	10.34	f 11.58AM	34.5	4.0 WASHAKIE (Spur)	34.5	f 4.16	9.15	
14	10.41	s 12.05PM	36.7	2.2 PORTAGE	36.7	s 4.10	9.06	
8	10.53	f 12.13	40.7	4.0 WOODRUFF (Spur)	40.7	f 4.03	8.54	
12	11.05	f 12.21	44.5	3.8 CHERRY CREEK (Spur)	44.5	f 3.57	8.42	
30 FWY	A 11.30AM	A 12.40PM	51.5	7.0 D-R MALAD YL MV	51.5	3.45PM	8.20AM	
				(61.5)		Daily	Daily Except Sunday	
	(3.15) 15.8	(2.00) 25.7		..... Thru Time .....	(1.40) 30.9		(4.10) 12.4	
				..... Average speed per hour .....				

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. 4 February 15, 1943	Mile Post	FIRST CLASS	SECOND CLASS	
	405 Local Freight	553 Motor Passenger				554 Motor Passenger	406 Local Freight	
	Daily Except Sunday	Daily		STATIONS				
WFOY Yard	5.00AM	12.35PM	0.0	DN-R CACHE JCT. YL CJ	0.0	A 10.45AM	A 3.10PM	
17		f	4.8	4.8 PETERSBORO (Spur)	4.8	f		
35	5.25	f 12.49	8.6	3.8 MENDON	8.6	f 10.20	2.40	
7			12.4	3.8 NEBEKER	12.4			
19 w	5.45	s 12.58	13.8	1.4 D WELLSVILLE WV	13.8	s 10.11	2.20	
14		f	14.5	0.7 HILLS (Spur)	14.5	f		
8		f	16.4	1.9 WEST (Spur)	16.4	f		
22	5.59	s 1.08	17.6	1.2 HYRUM	17.6	s 10.05	2.00	
		f	20.2	2.6 HOLT (Spur)	20.2	f		
			21.7	1.5 SUGAR FACTORY JCT. YL	21.7			
			23.7	2.0 LOGAN JCT. YL	23.7			
85 wyo	6.30	s 1.25 <sup>406</sup>	24.1	0.4 D LOGAN YL Q	24.1	s 9.52	1.25 <sup>553</sup>	
			24.4	0.3 BENSON JCT. YL	24.4			
8			30.0	5.6 CARDON	30.0			
15	6.57	s 1.39	31.5	1.5 D SMITHFIELD SM	31.5	s 9.35	1.00	
9			33.4	1.9 BAUGH (Spur)	33.4			
7		f	35.0	1.6 PLANTS (Spur)	35.0	f		
9			36.5	1.5 HODGES (Spur)	36.5	f		
33 w	7.20	s 1.51	37.4	0.9 D RICHMOND YL RN	37.4	s 9.24	12.45	
10		f 1.55	39.6	2.2 MERRILLS YL	39.6	f		
	7.29	f 1.58	41.0	1.4 WEBSTER YL	41.0	f 9.17	12.35	
			41.5	0.5 LEWISTON YL (Spur)	41.5			
41	8.00	s 2.05	43.8	2.3 D FRANKLIN YL F	43.8	s 9.12	12.25	
9			45.7	1.9 BULLEN	45.7			
24	8.10	f 2.13	48.0	2.3 WHITNEY YL	48.0	f 9.06	12.18	
			50.6	2.6 U. I. C. CROSSING	50.6			
22 WFX	A 9.00AM <sup>554</sup>	A 2.25PM	50.8	0.2 D-R PRESTON YL PN	50.8	9.00AM <sup>405</sup>	12.10PM	
				(50.8)		Daily	Daily Except Sunday	
	(4.00) 12.7	(1.50) 27.7		..... Thru Time .....	(1.45) 29.0		(3.00) 16.9	
				..... Average speed per hour .....				

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. 4 February 15, 1943	Mile Post	
			<b>STATIONS</b>		
	W.B. 56 E.B. 115 P	0.0	DN CLEARFIELD YL CF 0.3	0.0	
		0.3	D. & R. G. W. CROSSING YL 0.7	0.3	
	12	1.0	MOBERLY YL (Spur) 0.4	1.0	
		1.4	HERBERT YL (Spur) 0.7	1.4	
	45	2.1	BARNES YL (Spur) 1.1	2.1	
	19	3.2	STEED YL (Spur) 1.5	3.2	
	3	4.7	SYRACUSE YL (4.7)	4.7	

WESTWARD		EVONA BRANCH		EASTWARD	
Car capacity of sidings, etc. See Rule 6 (A).		Distance from Ogden	Time-Table No. 4 February 15, 1943	Mile Post	
			<b>STATIONS</b>		
	Yard WFTYOP	0.0	DN-R OGDEN YL RD <sup>OG</sup> YD	0.0	
	22	0.7	EVONA YL 0.5	0.7	
		1.2	RELICO YL 0.4	1.2	
		1.6	SUGAR WORKS YL 0.8	1.6	
		2.4	END OF TRACK YL 2.4	2.4	

WESTWARD		FIVE POINTS BRANCH		EASTWARD	
Car capacity of sidings, etc. See Rule 6 (A).		Distance from Five Points Jct.	Time-Table No. 4 February 15, 1943	Mile Post	
			<b>STATIONS</b>		
		0.0	FIVE POINTS JCT. YL 1.1	0.0	
		1.1	FIVE POINTS YL (1.1)	1.1	

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. 4 February 15, 1943	Mile Post	
			<b>STATIONS</b>		
	86 P	0.0	BAKERS 2.6	0.0	
	19	2.6	TEAL 2.3	2.6	
	23	4.9	URBAN (Spur) 0.1	4.9	
		5.0	END OF TRACK (5.0)	5.0	

WESTWARD		THATCHER BRANCH		EASTWARD	
Car capacity of sidings, etc. See Rule 6 (A).		Distance from Tremonton	Time-Table No. 4 February 15, 1943	Mile Post	
			<b>STATIONS</b>		
	46	0.0	D TREMONTON YL MU 2.1	0.0	
		2.1	SOMMER YL 2.0	2.1	
		4.1	BOTHWELL YL 1.0	4.1	
	10	5.1	SUNSET YL 1.1	5.1	
		6.2	END OF TRACK YL (6.2)	6.2	

WESTWARD		BEAR RIVER BRANCH		EASTWARD	
Car capacity of sidings, etc. See Rule 6 (A).		Distance from Garland	Time-Table No. 4 February 15, 1943	Mile Post	
			<b>STATIONS</b>		
	19 WY	0.0	D GARLAND YL AJ 1.1	0.0	
		1.1	GARLAND JCT. YL 2.3	1.1	
	9	3.4	HAWS YL 2.2	3.4	
	9	5.6	LAMB YL 1.9	5.6	
	11	7.5	BUSH YL 1.7	7.5	
	22	9.2	BRADFORD YL 0.7	9.2	
		9.9	END OF TRACK YL (9.9)	9.9	

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WESTWARD		LOGAN SUGAR FACTORY BRANCH				EASTWARD					
Car capacity of sidings, etc. See Rule 6(A).	Distance from Sugar Factory Jct.	Time-Table No. 4 February 15, 1943		Mile Post							
		STATIONS									
		0.0	SUGAR FACTORY JCT. YL					0.0			
		0.8	SUGAR FACTORY YL					0.8			
		1.9	COLLEGE JCT. YL					1.9			
2.5	LOGAN JCT. YL	2.5									
		(2.5)									

WESTWARD		COLLEGE BRANCH				EASTWARD					
Car capacity of sidings, etc. See Rule 6(A).	Distance from College Jct.	Time-Table No. 4 February 15, 1943		Mile Post							
		STATIONS									
		0.0	COLLEGE JCT. YL					0.0			
		2.9	COLLEGE YL (Spur)					2.9			
								(2.9)			

WESTWARD		BENSON BRANCH				EASTWARD					
Car capacity of sidings, etc. See Rule 6(A).	Distance from Benson Jct.	Time-Table No. 4 February 15, 1943		Mile Post							
		STATIONS									
		0.0	BENSON JCT. YL					0.0			
		5.2	BENSON					5.2			
								(5.2)			

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

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

NAME	TITLE	PLACE	TERRITORY
SPENCER WRIGHT	Chief Surgeon	Salt Lake City	
L. J. Taufer	Division Surgeon	Salt Lake City	Salt Lake City.
E. B. Fairbanks	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 and Physical Examiner	Salt Lake City	Salt Lake City.
M. L. Crandall	Surgeon	Salt Lake City	Salt Lake City.
John S. Alley	Surgeon	Midvale	Midvale to Murray.
F. E. Boucher	Surgeon	Murray	Sandy to Salt Lake.
G. S. Diument	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 Cropley and Cache Jct.
R. G. Layton	Surgeon	Downey	McCammon to Weston.
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.
W. L. Clothier	Eye, Ear, Nose, Throat	Pocatello	Pocatello to McCammon.
John R. McMahon	Surgeon	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
30"	120.	52"	69.2	1'15"	48.
31"	116.1	53"	67.9	1'20"	45.
32"	112.5	54"	66.6	1'25"	42.3
33"	109.1	55"	65.4	1'30"	40.
34"	105.9	56"	64.2	1'35"	37.9
35"	102.9	57"	63.1	1'40"	36.
36"	100.	58"	62.	1'45"	34.3
37"	97.3	59"	61.	1'50"	32.7
38"	94.7	1'	60.	1'55"	31.3
39"	92.3	1' 1"	59.	2'	30.
40"	90.	1' 2"	58.	2'15"	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**

Fourth and Fifth Subdivisions:

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