



MAP OF THE
SOUTH-CENTRAL DISTRICT
IDAHO DIVISION
CORRECTED TO OCT. 1, 1936

SCALE OF MILES
0 10 20 30 40 50

UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



IDAHO DIVISION
FIFTH SUBDIVISION
SIXTH SUBDIVISION
SEVENTH SUBDIVISION
EIGHTH SUBDIVISION
AND BRANCHES

**TIME-TABLE
No. 254**

Effective Sunday,
January 28, 1940
at 12:01 A. M. Mountain Time



FOR EMPLOYEES ONLY

Cache Valley Br. and vicinity

CHERRY CREEK
WOODRUFF
PORTAGE
WASHAKIE
WILMOUTH
BELMONT
SHEPHERD
BUTTE
NORWICH
TAMM
NELSON
DAYTON
THORNSH
LINROSE
WEST ANDERSON
LUTIDA
CORNISH
MORTON
TRENTO
HAMMOND
WHELAN
CACHE VALLEY BR.
GARDLAND JCT.
BULLHEAD
BENSON
HENDRICKSON
PETERS
BORO
DEWEY
MENDON
MADISON
WELLSVILLE
CALLS FORT
BAKERS
BRIGHAM

East & West Belt Branches and vicinity

CAMAS
HAMER
EDMONDS
AUSTIN
TENNO
ANNE JCT.
LEWISVILLE
BARLOW
COLTMAN
PAYNE
ST. LEON
ORVIN
IDAHO FALLS
ST. ANTHONY
PYKE
PARKER
HEMAN
EGIN
FLANO
HAWWOOD
WILFORD
HART
SUGAR CITY
REXBURG
WINDER
THORNTON
LORENZO
RIGBY
BYRNE
KRUGER
RIRIE
HEATH
RUSSET
MILO
IONA
LINCOLN JCT.
AMNOR
NEWDALE
MOODY
PARKINSON
WALKER
GALE
JENSON
WALKER
KRUGER
RIRIE
HEATH
RUSSET
MILO
IONA
LINCOLN JCT.
AMNOR

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.
W. M. Clinger	Senior Internist	Salt Lake City	Salt Lake City.
L. J. Tauber	Surgeon	Salt Lake City	Salt Lake City.
R. H. Anderson	Surgeon	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. A. Pearce	Surgeon	Brigham	Willard to Cropley and Cache Jet.
Dalton J. Engelberg	Surgeon	Downey	McCammon to Weston.
T. E. Betenson	Surgeon	Garland	Malad Branch and Honeyville to Cache Jet.
O. H. Mabey	Surgeon	Malad	Malad Branch.
S. M. 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.
E. S. Bovenmyer	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.
H. L. Willson	Surgeon	Idaho Falls	Blackfoot, Roberts, Rigby and Ririe.
Hoyt B. Wooley	Surgeon	Idaho Falls	Firth-Roberts-Goshen Branch.
J. H. Cully	Surgeon	Rigby	Idaho Falls to Rigby. East and West Belt Branches.
E. T. Gangner	Surgeon	Lima	Humphrey to Dillon.
F. M. Poindexter	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	Arco	Mackay Branch.
Carroll A. B. Jensen	Surgeon	Mackay	Mackay Branch.
Wm. L. Sutherland	Surgeon	Rexburg	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 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
 Tremonton..... Ashcraft Jewelry Co.
 Logan..... B. T. Cardon, 41 No. Main St.
 Preston..... T. C. Merrill
 Pocatello..... Parry Harrison
 Pocatello..... Nate Morgar
 Blackfoot..... F. C. Chris
 Idaho Falls..... C. F. Ame
 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 Jet..... 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
 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, General Supt. Salt Lake City, Utah
R. E. TITUS, 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, Assistant Chief Dispatcher
J. C. HAYMOND, Assistant Chief Dispatcher
 L. E. HALBERT.....
 E. C. BULLIS.....
 L. W. FLAHERTY.....
 H. L. CRAWFORD.....
 Train Dispatchers
 Salt Lake City, Utah

Seventh and Eighth Subdivisions and Branches

E. C. RIDDLE, Chief Train Dispatcher
R. S. ASHBY, Assistant Chief Dispatcher
W. H. POWERS, Assistant Chief Dispatcher
 O. B. CHALMERS.....
 L. C. WEAVER.....
 R. A. SIGLIN.....
 D. DURHAM.....
 R. R. JOHNSON.....
 E. L. CHANTRY.....
 Train Dispatchers
 Pocatello, Idaho

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.

MILEAGE

Fifth, Sixth, Seventh and Eighth Subdivisions:

Main Line	427.60
Branches	547.54
Grand Total	975.14

CONDENSED TIME-TABLE

WESTWARD *Butte to Slake*

SECOND CLASS			FIRST CLASS			Distance from Salt Lake City via New Main Line	Time-Table No. 254 January 28, 1940
263 Time Freight	277 Time Freight	279 Time Freight	41 Passenger	29 Passenger	31 Passenger		
Daily	Daily	Daily Except Saturday	Daily	Daily	Daily		STATIONS
8.30AM	8.00PM	7.00PM	11.35PM	8.00PM	8.00AM	0.0	SALT LAKE CITY
10.00 10.30	9.30 10.15	8.05 8.20	12.25AM 12.50	8.55 9.20	9.05 9.25	36.3	OGDEN
11.13AM	11.04PM	8.55	1.25	9.55	10.00	57.4	BRIGHAM
12.30PM	12.15AM	9.55	2.13	10.45PM	10.57AM	85.1	CACHE JCT.
2.25	2.00	11.40PM	4.05 4.10	12.05AM 12.10	12.30PM 12.35	147.5	McCAMMON
A 3.30PM	3.15 5.30	12.30AM 2.45	A 4.50AM	12.45 1.30	1.10 1.25	170.2	POCATELLO
	6.15	3.24		2.12	2.03	194.4	BLACKFOOT
	7.15 8.45	4.30 4.45		3.00	2.45	220.8	IDAHO FALLS
		A 7.30AM				271.8	ASHTON
						317.4	VICTOR
						327.9	WEST YELLOWSTONE
						433.3	BUTTE
						(433.3)	
(7.00) 24.3	(31.30) 13.7	(12.30) 22.1	(5.15) 32.4	(13.15) 32.7	(13.05) 33.1		Thru Time Average Speed per hour

EASTWARD *Slake to Butte*

Time-Table No. 254 January 28, 1940	Distance from Butte via Old Main Line	FIRST CLASS			SECOND CLASS	
		32 Passenger	42 Passenger	30 Passenger	278 Time Freight	262 Time Freight
STATIONS						
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 5.55	8.55 8.45	10.25 10.10	2.30 1.30AM	11.15AM 10.30
BRIGHAM	376.6	5.19	8.11	9.41	11.19PM	9.30
CACHE JCT.	348.9	4.32	7.21	8.52	9.55	8.30
McCAMMON	286.5	2.50 2.45	5.55	7.20 7.15	7.50	6.05
POCATELLO	263.8	2.15 1.30	5.25AM	6.45 6.10	7.00 4.00	5.00AM
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	6.30PM		10.25AM	8.00PM	
(434.0)		Daily	Daily	Daily	Daily	Daily
Thru Time.....		(12.30)	(4.30)	(12.55)	(32.15)	(8.00)
Average speed per hour.....		34.7	37.8	33.5	13.4	21.3

WESTWARD		FIFTH SUBDIVISION					Distance from Salt Lake City	Time-Table No. 254	
		SECOND CLASS						January 28, 1940	
		254	277	279	53	263		STATIONS	
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.		Time Freight	Time Freight	Time Freight	Mixed	Time Freight			
		Daily	Daily	Daily Except Saturday	Daily	Daily			
					5.30PM	0.0	DN-R SALT LAKE CITY D		
						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		
						29.0	ANGUS (Spur)		
						30.2	ROY		
						35.3	BRIDGE JCT.		
						35.7	U. P. CROSSING		
						36.3	DN-R OGDEN OG YD		
							(36.3) Connections		
							Thru Time		
		(1.30)	(1.30)	(1.05)	(1.20)	(1.30)	Average Speed per hour		
		22.5	22.5	31.1	27.2	22.5			

Thru Time Average Speed per hour

WESTWARD		SYRACUSE BRANCH			EASTWARD		
		Time-Table No. 254			Distance from Syracuse		
		January 28, 1940				STATIONS	
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales & telephones.							
					4.7	D CLEARFIELD CF	
					4.4	D. & R. G. W. CROSSING	
					3.7	MOBERLY (Spur)	
					3.3	HERBERT (Spur)	
					2.6	BARNES (Spur)	
					1.5	STEED (Spur)	
					0.0	SYRACUSE	
						(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. Westward second class and extra trains must clear No. 279 as per rule 86.

*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					Distance from Ogden	Time-Table No. 254	
		SECOND CLASS						January 28, 1940	
		257	278	259	262	319		STATIONS	
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.		Time Freight	Time Freight	Time Freight	Time Freight	Mixed			
		Daily	Daily	Daily	Daily	Daily			
							DN-R SALT LAKE CITY D		
							SALT LAKE CITY VN		
							FIFTH NORTH TOWER		
							DN-R NORTH YARD C		
							BECKS		
							NORTH SALT LAKE		
							BAMBERGER E. RY. CROSS.		
							HATCHS (Spur)		
							D WOODS CROSS WC		
							CENTERVILLE (Spur)		
							D FARMINGTON FO		
							D KAYSVILLE K		
							D LAYTON NY		
							D CLEARFIELD CF		
							ANGUS (Spur)		
							ROY		
							BRIDGE JCT.		
							U. P. CROSSING		
							DN-R OGDEN OG YD		
							(36.3) Connections		
							Thru Time		
		(1.45)	(1.45)	(1.45)	(1.45)	(1.15)	Average speed per hour		
		19.3	19.3	19.3	19.3	29.0			

Thru Time Average speed per hour

WESTWARD		COLLEGE BRANCH			EASTWARD		
		Time-Table No. 254			Distance from College Jct		
		January 28, 1940				STATIONS	
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales & telephones.							
					2.9	COLLEGE JCT.	
					1.6	BEET (Spur)	
					0.0	COLLEGE (Spur)	
						(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.

Length of sidings in feet between clear- ance points, loca- tion of water, fuel, interlocking plants, turning stations, signals & telephones	SIXTH SUBDIVISION							Distance from Ogden	Time-Table No. 254 January 28, 1940			
	WESTWARD			FIRST CLASS					STATIONS			
	SECOND CLASS			29	559	31	41					
	277 Time Freight	279 Time Freight	263 Time Freight	Passenger	Motor Passenger	Passenger	Passenger					
Daily	Daily Ex. Saturday	Daily	Daily	Daily	Daily	Daily	Daily					
WFTYOP	10.15PM	8.20PM	10.30AM	9.20PM	9.30AM	9.25AM	12.50AM	0.0	DN-R	OGDEN	OG YD	
								0.7		D. & R. G. W. CROSSING		
3,900 P	10.25	8.25	10.35	9.25	9.35	9.30	12.55	1.6		S. P. JCT.		
1,165								2.7		BROWNING		
								2.9		FIVE POINTS JCT.		
								4.7		U. I. C. CROSSING		
4,209 P	10.35	8.30	10.42	9.30	9.42	9.35	1.00	4.7		HARRISVILLE		
5,202 P	10.43	8.36	10.49	9.34	9.47	9.40	1.05	8.8		HOT SPRINGS		
4,209 P	10.52	8.44	10.58	9.40	9.54	9.46	1.11	14.0		WILLARD		
2,672 P	10.57	8.49	11.03	9.46	9.59	9.50	1.15	17.2		PERRY		
								19.3		FRUIT (Spur)		
7,837 WYP	11.04	8.55	11.13	s 9.55	A 10.10AM	s 10.00	s 1.25	21.1	DN	BRIGHAM	BM	
4,210 P	11.12	9.01	11.21	10.01		f 10.06	1.31	25.3		BAKERS		
								28.4		CALLS FORT		
2,721 P	11.20	9.08	11.29	10.07		f 10.12	f 1.37	30.4	D	HONEYVILLE	HX	
								32.5		MADSEN		
3,893 WP	11.29	9.16	11.37	10.15		f 10.20	f 1.43	35.9		DEWEY		
5,207 P	11.36	9.22	11.45	10.21		f 10.26	f 1.48	40.1		COLLINSTON		
								43.0		DURFEY (Spur)		
3,886 P	11.44PM	9.29	11.53AM	10.26		f 10.31	f 1.54	44.6		WHEELON		
W.B. 4,253 WF E.B. 4,344 YOP	12.15AM	9.55	12.30PM	s 10.45		s 10.57	s 2.13	48.8	DN	CACHE JCT.	CJ	
2,708 P	12.22	10.02	12.38	10.51		f 11.05	2.18	52.9		HAMMOND		
5,205 P	12.29	10.08	12.46	10.56		f 11.10	f 2.23	56.9	D	TRENTON	ON	
								58.2		MORTON		
3,900 P	12.36	10.13	12.52	11.00		f 11.14	f 2.28	60.6	D	CORNISH	CG	
2,791 P	12.39	10.16	12.56	11.02		f 11.17	f 2.31	62.4		UTIDA		
								63.7		ANDERSON (Spur)		
4,340 P	12.45	10.20	1.01	11.06		f 11.23	f 2.35	65.1	D	WESTON	WI	
								66.7		LINROSE (Spur)		
								68.5		THORENSEN (Spur)		
4,158 P	12.57	10.31	1.12	11.14		f 11.33	f 2.47	71.0	DN	DAYTON	CN	
								72.3		BEERS (Spur)		
3,898 WP	1.03	10.37	1.19	11.18		f 11.38	f 2.54	75.2		CLIFTON		
								78.3		COULAM		
4,166 P	1.12	10.46	1.30	11.24		f 11.44	s 3.05	81.3		OXFORD		
3,820 WP	1.17	10.51	1.37	11.28		f 11.50	f 3.11	84.7		SWAN LAKE		
4,203 P	1.24	10.59	1.47	11.34		f 11.57AM	f 3.20	89.9		ZENDA		
3,866 WP	1.32	11.08	1.57	s 11.42		s 12.05PM	s 3.35	95.0	DN	DOWNEY	DO	
4,203 P	1.40	11.17	2.05	11.48		f 12.12	f 3.41	100.0		VIRGINIA		
								102.5		MARSH VALLEY (Spur)		
4,134 P	1.47	11.26	2.14	f 11.55PM		f 12.19	f 3.51	104.7	D	ARIMO	A	
11,214 WYYP	A 2.00AM	A 11.40PM	A 2.25PM	A 12.05AM		A 12.30PM	A 4.05AM	111.2	DN-R	McCAMMON	MC	
	(3.45) 29.7	(3.20) 33.4	(3.55) 28.4	(2.45) 40.4	(0.40) 31.7	(3.05) 36.1	(3.15) 34.2					
	Thru Time											
	Average Speed per hour											
W. B. Westward Siding	No. 29 will stop to discharge revenue passengers from points south of Salt Lake.											
E. B. Eastward Siding	No. 29 will stop to pick up revenue passengers from points west and east of McCammon.											
	Westward trains are superior to trains of the same class in the opposite direction—See rule 72.											
	Westward second class and extra trains must clear No. 279 as per rule 86.											

Length of sidings in feet between clear- ance points, loca- tion of water, fuel, interlocking plants, turning stations, signals & telephones	SIXTH SUBDIVISION							Distance from Silver Bow via New Main Line	Time-Table No. 254 January 28, 1940			
	WESTWARD			FIRST CLASS					STATIONS			
	SECOND CLASS			32	42	560	30					
	277 Time Freight	279 Time Freight	263 Time Freight	Passenger	Passenger	Motor Passenger	Passenger					
Daily	Daily Ex. Saturday	Daily	Daily	Daily	Daily	Daily	Daily					
WFTYOP	10.15PM	8.20PM	10.30AM	9.20PM	9.30AM	9.25AM	12.50AM	0.0	DN-R	OGDEN	OG YD	
								0.7		D. & R. G. W. CROSSING		
3,900 P	10.25	8.25	10.35	9.25	9.35	9.30	12.55	1.6		S. P. JCT.		
1,165								2.7		BROWNING		
								2.9		FIVE POINTS JCT.		
								4.7		U. I. C. CROSSING		
4,209 P	10.35	8.30	10.42	9.30	9.42	9.35	1.00	4.7		HARRISVILLE		
5,202 P	10.43	8.36	10.49	9.34	9.47	9.40	1.05	8.8		HOT SPRINGS		
4,209 P	10.52	8.44	10.58	9.40	9.54	9.46	1.11	14.0		WILLARD		
2,672 P	10.57	8.49	11.03	9.46	9.59	9.50	1.15	17.2		PERRY		
								19.3		FRUIT (Spur)		
7,837 WYP	11.04	8.55	11.13	s 9.55	A 10.10AM	s 10.00	s 1.25	21.1	DN	BRIGHAM	BM	
4,210 P	11.12	9.01	11.21	10.01		f 10.06	1.31	25.3		BAKERS		
								28.4		CALLS FORT		
2,721 P	11.20	9.08	11.29	10.07		f 10.12	f 1.37	30.4	D	HONEYVILLE	HX	
								32.5		MADSEN		
3,893 WP	11.29	9.16	11.37	10.15		f 10.20	f 1.43	35.9		DEWEY		
5,207 P	11.36	9.22	11.45	10.21		f 10.26	f 1.48	40.1		COLLINSTON		
								43.0		DURFEY (Spur)		
3,886 P	11.44PM	9.29	11.53AM	10.26		f 10.31	f 1.54	44.6		WHEELON		
W.B. 4,253 WF E.B. 4,344 YOP	12.15AM	9.55	12.30PM	s 10.45		s 10.57	s 2.13	48.8	DN	CACHE JCT.	CJ	
2,708 P	12.22	10.02	12.38	10.51		f 11.05	2.18	52.9		HAMMOND		
5,205 P	12.29	10.08	12.46	10.56		f 11.10	f 2.23	56.9	D	TRENTON	ON	
								58.2		MORTON		
3,900 P	12.36	10.13	12.52	11.00		f 11.14	f 2.28	60.6	D	CORNISH	CG	
2,791 P	12.39	10.16	12.56	11.02		f 11.17	f 2.31	62.4		UTIDA		
								63.7		ANDERSON (Spur)		
4,340 P	12.45	10.20	1.01	11.06		f 11.23	f 2.35	65.1	D	WESTON	WI	
								66.7		LINROSE (Spur)		
								68.5		THORENSEN (Spur)		
4,158 P	12.57	10.31	1.12	11.14		f 11.33	f 2.47	71.0	DN	DAYTON	CN	
								72.3		BEERS (Spur)		
3,898 WP	1.03	10.37	1.19	11.18		f 11.38	f 2.54	75.2		CLIFTON		
								78.3		COULAM		
4,166 P	1.12	10.46	1.30	11.24		f 11.44	s 3.05	81.3		OXFORD		
3,820 WP	1.17	10.51	1.37	11.28		f 11.50	f 3.11	84.7		SWAN LAKE		
4,203 P	1.24	10.59	1.47	11.34		f 11.57AM	f 3.20	89.9		ZENDA		
3,866 WP	1.32	11.08	1.57	s 11.42		s 12.05PM	s 3.35	95.0	DN	DOWNEY	DO	
4,203 P	1.40	11.17	2.05	11.48		f 12.12	f 3.41	100.0		VIRGINIA		
								102.5		MARSH VALLEY (Spur)		
4,134 P	1.47	11.26	2.14	f 11.55PM		f 12.19	f 3.51	104.7	D	ARIMO	A	
11,214 WYYP	A 2.00AM	A 11.40PM	A 2.25PM	A 12.05AM		A 12.30PM	A 4.05AM	111.2	DN-R	McCAMMON	MC	
	(3.45) 29.7	(3.20) 33.4	(3.55) 28.4	(2.45) 40.4	(0.40) 31.7	(3.05) 36.1	(3.15) 34.2					
	Thru Time											
	Average speed per hour											
W. B. Westward Siding	No. 29 will stop to discharge revenue passengers from points south of Salt Lake.											
E. B. Eastward Siding	No. 29 will stop to pick up revenue passengers from points west and east of McCammon.											
	Westward trains are superior to trains of the same class in the opposite direction—See rule 72.											
	Westward second class and extra trains must clear No. 279 as per rule 86.											

WESTWARD

SEVENTH SUBDIVISION

Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS			FIRST CLASS		Distance from Ogden via Old Main Line	Time-Table No. 254 January 28, 1940	STATIONS
	333 Mixed	277 Time Freight	279 Time Freight	31 Passenger	29 Passenger			
	Daily	Daily	Daily Except Sunday	Daily	Daily			
WFTYOP	6.00AM	5.30AM	2.45AM	1.25PM	1.30AM	133.9	DN-R	POCATELLO
P	6.09	5.39	2.53	1.33	1.38	136.7		3.5 MONTANA JCT.
1,932						138.2		1.5 CHUBBUCK
3,669 P	f 6.15	5.45	2.59	f 1.38	1.43	140.4		2.2 TYHEE
3,682 WP	s 6.23	5.53	3.06	s 1.44	f 1.49	145.7	D	5.3 FORT HALL
3,706 P	f 6.31	6.01	3.13	f 1.50	1.55	151.0		5.3 GIBSON
11,427 WFYOP	s 6.42	6.15	3.24	s 2.03	s 2.12	158.1	DN	7.1 BLACKFOOT
3,720 P	f 6.51	6.28	3.32	f 2.10	f 2.21	164.0		5.9 WAPELLO
	f			f		166.6		2.6 KIMBALL
3,706 WP	s 7.00	6.39	3.41	s 2.17	f 2.28	169.4	D	2.8 FIRTH
Y						169.8		0.4 GOSHEN JCT.
676	f					172.2		2.4 MONROE
5,174 OP	s 7.09	6.48	3.51	s 2.27	f 2.35	175.5	DN	3.3 SHELLEY
						176.9		1.4 MITCHELL
3,708 P	f 7.19	6.55	3.57	f 2.31	2.39	179.3		2.4 COTTON
3,324	7.23	7.01	4.03	2.35	2.43	183.1		3.8 BACH
WFTYOP	A 7.30AM	7.15 8.45	A 4.30AM	s 2.45	s 3.00	184.5	DN-R	1.4 IDAHO FALLS
						185.8		1.3 WEST IDAHO FALLS
2,725 P		9.00		f 2.56	f 3.12	191.2		5.4 PAYNE
2,729 P		9.10		f 3.03	f 3.18	196.5		5.3 BASSETT
2,880 WP		9.30		s 3.11	s 3.26	202.0	D	5.5 ROBERTS
2,762 P		9.40		f 3.18	3.32	207.0		5.0 TENNO
2,589 P		9.50		f 3.24	3.37	212.1		5.1 HAWGOOD
2,698 P		10.01		s 3.30	s 3.44	217.5		5.4 HAMER
2,668 YP		10.12		f 3.41	f 3.50	223.1		5.6 CAMAS
2,553 P		10.23		f 3.48	3.56	228.2		5.1 JONES
5,980 WFYOP		11.05		s 4.01	s 4.14	234.9	D	6.7 DUBOIS
2,676 P		11.25		f 4.12	4.25	242.9		8.0 HIGHBRIDGE
2,782 WP		11.45AM		s 4.25	s 4.38	248.5	D	5.6 SPENCER
2,880 WP		12.15PM		f 4.44	f 4.59	258.0		9.5 HUMPHREY
3,180 YP		12.40		s 4.56	s 5.10	264.7	D	6.7 MONIDA
2,727 WP		12.55		f 5.09	5.22	272.8		8.1 SNOWLINE
WFTYOP	A 1.15PM			A 5.20PM	A 5.35AM	279.9	DN-R	7.1 LIMA
								(146.0)

(1.30) 34.2 (7.45) 18.8 (1.45) 28.9 (3.55) 37.5 (4.05) 35.9 Thru Time Average Speed per hour

Westward trains are superior to trains of the same class in the opposite direction—See rule 72.
Westward second class and extra trains must clear No. 279 as per rule 86.

SEVENTH SUBDIVISION

EASTWARD

Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	FIRST CLASS			SECOND CLASS			Distance from Silver Bow via New Main Line	Time-Table No. 254 January 28, 1940	STATIONS
	30 Passenger	32 Passenger		278 Time Freight	280 Time Freight	334 Mixed			
WFTYOP	A 6.10PM	A 1.30AM		A 4.00PM	A 12.25AM	A 1.20AM	256.8	DN-R	POCATELLO
P	5.55	1.11		2.20	9.35PM	12.55	258.3		3.5 MONTANA JCT.
1,932							251.8		1.5 CHUBBUCK
3,669 P	f 5.50	1.06		2.13	9.27	12.48	249.6		2.2 TYHEE
3,682 WP	f 5.44	f 1.01		2.03	9.18	12.38	244.3	D	5.3 FORT HALL
3,706 P	f 5.38	12.55		1.50	9.10	12.28	239.0		5.3 GIBSON
11,427 WFYOP	s 5.28	s 12.45		1.30	9.00	12.16	231.9	DN	7.1 BLACKFOOT
3,720 P	f 5.18	12.33		1.12	8.40	12.06AM	226.0		5.9 WAPELLO
	f						223.4		2.6 KIMBALL
3,706 WP	s 5.11	f 12.26		1.04	8.30	11.58PM	220.6	D	2.8 FIRTH
Y							220.2		0.4 GOSHEN JCT.
5,174 OP	s 5.03	s 12.19		12.54	8.19	11.48	217.8	DN	2.4 MONROE
							214.5		3.3 SHELLEY
3,708 P	f 4.57	12.13		12.47	8.12	11.40	213.1		1.4 MITCHELL
3,324 P	4.52	12.08		12.40	8.05	11.34	210.7		2.4 COTTON
WFTYOP	s 4.50	s 12.05AM		12.30PM	8.00PM	11.30PM	206.9	DN-R	3.8 BACH
							205.6		1.4 IDAHO FALLS
2,725 P	f 4.25	f 11.45		10.55AM			204.2		1.3 WEST IDAHO FALLS
2,729 P	f 4.18	f 11.39		10.46			198.8		5.4 PAYNE
2,880 WP	s 4.11	s 11.33		10.37			193.5	D	5.3 BASSETT
2,762 P	f 4.02	11.27		10.22			188.0		5.5 ROBERTS
2,589 P	f 3.56	11.21		10.13			183.0		5.0 TENNO
2,698 P	s 3.48	f 11.14		10.01			177.9		5.1 HAWGOOD
2,668 WYP	f 3.41	f 11.06		9.42			172.5		5.4 HAMER
2,553 P	f 3.33	11.00		9.33			166.9		5.6 CAMAS
6,110 WFYOP	s 3.25	s 10.52		9.20			161.8	D	5.1 JONES
2,676 P	f 3.13	f 10.40		9.20			155.1		6.7 DUBOIS
2,887 WP	s 3.03	f 10.30		8.36			147.1	D	8.0 HIGHBRIDGE
2,880 WYP	f 2.45	f 10.11		8.06			141.5		5.6 SPENCER
2,122 WYP	s 2.33	f 10.02		7.45			132.0	D	9.5 HUMPHREY
2,727 WP	f 2.21	9.51		7.20			125.3	D	6.7 MONIDA
WFTYOP	2.10PM	9.40PM		7.00AM			117.2		8.1 SNOWLINE
							110.1	DN-R	7.1 LIMA
									(146.7)

Thru Time..... (4.00) (8.50) (9.00) (4.25) (1.50)
Average speed per hour..... 36.8 38.3 16.3 11.6 28.0

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

WESTWARD				EIGHTH SUBDIVISION				EASTWARD							
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS		Distance from Ogden via Old Main Line	Time-Table No. 254 January 28, 1940	Distance from Silver Bow via New Main Line	FIRST CLASS		SECOND CLASS					
	277 Time Freight		31 Passenger					29 Passenger		30 Passenger		32 Passenger		278 Time Freight	
	Daily		Daily					Daily		Daily		Daily		Daily	
WFTYP	3.30PM	5.30PM	5.45AM	279.9	DN-R	LIMA RD	110.1	A 2.00PM	A 9.30PM	A 5.45AM					
		f		284.9		GOSMAN (Spur)	105.1	f							
2,563 P	3.50	s 5.43	s 5.57	288.0	D	DELL DE	102.0	s 1.43	f 9.20	3.40					
		f		291.7		McKNIGHT (Spur)	98.3	f	f						
2,571 P	4.15	f 5.49	f 6.03	294.0		KIDD	96.0	f 1.34	f 9.12	3.21					
2,605 WP	4.30	f 5.59	f 6.12	302.8		RED ROCK	87.2	f 1.21	f 9.01	3.02					
2,577 P	5.00	s 6.08	s 6.20	307.0	D	ARMSTEAD AD	83.0	s 1.14	f 8.56	2.50					
2,651 P	5.15	f 6.19	f 6.30	312.9		GRAYLING	77.1	f 1.01	f 8.48	2.15					
991 P		f	f	316.4		DALYS	73.6	f	f						
3,421 P	5.30	f 6.33	f 6.43	320.4		BARRETT'S	69.6	f 12.48	f 8.39	1.50					
3,461 WFTP	6.49	s 6.49	s 6.57	328.0	DN	DILLON DN	62.0	s 12.38	s 8.30	1.30					
2,024 P	7.20	f 6.58	f 7.05	334.4		BOND	55.6	f 12.28	f 8.18	12.05AM					
2,429 P	8.11	f 7.07	f 7.13	340.3		APEX	49.7	f 12.20	f 8.11	11.50PM					
		s	f	347.8		GLEN (Spur)	42.2	s	f						
2,586 YP	8.35	7.26	7.31	348.7		NAVY	41.3	12.05	7.56	11.20					
2,719 P	8.42	f 7.31	f 7.35	351.7		LAVON	38.3	f 12.01PM	f 7.52	11.10					
		f		352.9		BROWNS (Spur)	37.1	f	f						
3,256 WFP	9.05	s 7.42	s 7.47	358.9	D	MELROSE VI	31.1	s 11.43AM	s 7.42	10.50					
2,109 P	9.30	f 7.55	f 7.58	364.9		QUINN	25.1	f 11.32	f 7.26	10.10					
		f	f	366.0		MAIDEN ROCK	24.0	f	f						
2,198	9.50	s 8.07	s 8.09	370.1	D	DIVIDE J	19.9	s 11.21	s 7.16	9.50					
3,454	9.59	f 8.12	f 8.15	374.3		WOODIN	15.7	f 11.13	f 7.11	9.35					
				378.9		BEAUDINES (Spur)	11.1								
2,350 P	10.13	f 8.22	f 8.28	380.7		FEELY	9.3	f 11.03	f 7.02	9.20					
1,888 P	10.25	f 8.29	f 8.39	384.6		BUXTON	5.4	f 10.54	f 6.55	9.10					
				386.8		ENRIGHT (Spur)	3.2								
WPY	A 11.00PM	A 8.40PM	A 8.50AM	390.0	DN-R	SILVER BOW SB	0.0	10.45AM	6.45PM	8.40PM					
						(110.1)		Daily	Daily	Daily					
	(7.30) 14.7	(3.10) 34.8	(3.05) 35.7			Thru Time		(3.15) 33.9	(2.45) 40.1	(9.05) 10.0					
						Average speed per hour									

Schedules below are for information only. Use time-table and rules of Northern Pacific Railway between Silver Bow and Butte.

	3.00AM	8.45PM	8.55AM	390.0	DN	SILVER BOW SB	7.0	A 10.40AM	A s 6.45PM	A 8.25PM
	A 3.30AM	A 9.05PM	A 9.15AM	397.0	DN	BUTTE BY	0.0	10.25AM	6.30PM	8.00PM
						(117.1)		Daily	Daily	Daily
	(12.00) 9.8	(3.35) 32.7	(3.30) 33.5			Thru Time		(3.35) 32.7	(3.00) 40.1	(9.45) 11.2
						Average speed per hour				

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

WESTWARD				THATCHER BRANCH				EASTWARD							
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS		Distance from Tremonton	Time-Table No. 254 January 28, 1940	Distance from Nelson	FIRST CLASS		SECOND CLASS					
	277 Time Freight		31 Passenger					29 Passenger		30 Passenger		32 Passenger		278 Time Freight	
	Daily		Daily					Daily		Daily		Daily		Daily	
2,451				0.0		TREMONTON	7.3								
				2.1		SOMMER	5.2								
				4.1		BOTHWELL	3.2								
				5.1		SUNSET	2.2								
				6.3		THATCHER	1.0								
				7.3		NELSON	0.0								
						(7.3)									

WESTWARD				BEAR RIVER BRANCH				EASTWARD							
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS		Distance from Garland	Time-Table No. 254 January 28, 1940	Distance from End of Track	FIRST CLASS		SECOND CLASS					
	277 Time Freight		31 Passenger					29 Passenger		30 Passenger		32 Passenger		278 Time Freight	
	Daily		Daily					Daily		Daily		Daily		Daily	
1,087 WY				0.0		GARLAND AJ	10.7								
				1.1		GARLAND JCT.	9.6								
				3.4		HAWS	7.3								
				5.6		LAMB	5.1								
				7.5		BUSH	3.2								
				9.2		BRADFORD	1.5								
				10.4		BEAR RIVER	0.3								
				10.7		END OF TRACK	0.0								
						(10.7)									

WESTWARD				URBAN BRANCH				EASTWARD							
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS		Distance from Bakers	Time-Table No. 254 January 28, 1940	Distance from End of Track	FIRST CLASS		SECOND CLASS					
	277 Time Freight		31 Passenger					29 Passenger		30 Passenger		32 Passenger		278 Time Freight	
	Daily		Daily					Daily		Daily		Daily		Daily	
4,210 P				0.0		BAKERS	5.0								
				2.6		TEAL	2.4								
				3.9		NATAL (Spur)	1.1								
				4.9		URBAN (Spur)	0.1								
				5.0		END OF TRACK	0.0								
						(5.0)									

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

WESTWARD		CACHE VALLEY BRANCH				EASTWARD		
SECOND CLASS	FIRST CLASS	Time-Table No. 254 January 28, 1940		FIRST CLASS	SECOND CLASS			
403 Local Freight	553 Motor Passenger	STATIONS		554 Motor Passenger	404 Local Freight			
Daily Except Sunday	Daily							
WFYOP W. B. 4,253 E. B. 4,344	3.00AM	11.05AM	0.0	DN-R	CACHE JCT. CJ	50.8	A 7.10AM	A 4.05PM
P	3.11	11.13	3.4		3.2 BALLARD JCT.	47.4	6.54	3.40
		f	4.8		1.4 PETERSBORO (Spur)	46.0	f	
1,646	3.23	f 11.22	8.6		3.8 MENDON	42.2	f 6.45	3.25
			12.4		3.8 NEBEKER	38.4		
1,172	3.35	s 11.31	13.8	D	0.7 WELLSVILLE WV	37.0	s 6.36	2.41
		f	14.5		1.9 HILLS (Spur)	36.3	f	
		f	16.4		1.2 WEST (Spur)	34.4	f	
1,315	4.00	s 11.38	17.6	D	2.6 HYRUM RU	33.2	s 6.30	2.23
		f	20.2		1.5 HOLT (Spur)	30.6	f	
			21.7		2.0 SUGAR FACTORY JCT.	29.1		
			23.7		0.4 LOGAN JCT.	27.1		
4,163	4.17	s 11.55AM	24.1	D	0.3 LOGAN Q	26.7	s 6.17	2.05
			24.4		5.6 BENSON JCT.	26.4		
663			30.0		CARDON	20.8		
959	4.50	s 12.09PM	31.5	D	1.5 SMITHFIELD SM	19.3	s 6.00	1.18
			33.4		0.6 BAUGH (Spur)	17.4		
		f	34.0		1.0 FARMVILLE (Spur)	16.8	f	
		f	35.0		1.5 PLANTS (Spur)	15.8	f	
			36.5		0.9 HODGES (Spur)	14.3	f	
3,511	5.09	s 12.21	37.4	D	2.2 RICHMOND RN	13.4	s 5.49	1.03
		f 12.25	39.6		1.4 MERRILLS	11.2	f	
	5.18	f 12.28	41.0		0.5 WEBSTER	9.8	f 5.42	12.54
			41.5		2.3 LEWISTON (Spur)	9.3		
2,204	5.37	s 12.35	43.8	D	1.9 FRANKLIN F	7.0	s 5.37	12.35
			45.7		2.3 BULLEN	5.1		
1,256	5.46	f 12.43	48.0		2.6 WHITNEY	2.8	f 5.31	12.18
			50.6		0.2 U. I. C. CROSSING	0.2		
1,321	7.55AM	A 12.55PM	50.8	D-R	PRESTON PN	0.0	5.25AM	12.10PM
					(50.8 via Wellsville)		Daily	Daily Except Sunday
(4.55) 10.3	(1.50) 27.7	..... Thru Time.....		(1.45) 29.0	(3.55) 13.0	..... Average speed per hour.....		

WESTWARD		MACKAY BRANCH				EASTWARD		
SECOND CLASS	307 Mixed	309 Mixed	Time-Table No. 254 January 28, 1940		SECOND CLASS			
307 Mixed	309 Mixed	STATIONS		308 Mixed	310 Mixed			
Daily Except Sunday	Daily Except Sunday							
11,427	8.15AM	7.30AM	0.0	DN-R	BLACKFOOT BF	85.3	A 2.20PM	A 4.00PM
	f	f	2.1		2.1 COLLINS	83.2	f	f
			2.6		0.5 GARDNER JCT.	82.7		
480	f	f	3.8		1.2 AIKEN	81.5	f	f
990.4	f 8.25	f	4.3		0.5 CLARKSON	81.0	f 2.00	f
906	f 8.30	f 7.45	5.7		1.4 MORELAND	79.6	f 1.55	f 3.39
			5.9		0.2 THOMAS JCT.	79.4		
P	A 8.35AM	f 7.49	7.1	R	1.2 ABERDEEN JCT.	78.2	1.45PM	f 3.35
1,682		f 8.20	20.1		13.0 TABER	65.2		f 3.04
1,290		f 8.42	29.2		9.1 FUREY	56.1		f 2.42
1,634	P	f 8.56	35.4		6.2 CERRO GRANDE	49.9		f 2.27
913	P	f 9.18	44.7		9.3 PIONEER	40.6		f 2.05
1,916	WYP	s 9.53	59.1	D	14.4 ARCO RO	26.2	s 1.30	
376		f 10.06	63.6		4.5 LOST RIVER	21.7	f 1.07	
1,148	P	s 10.16	66.7		3.1 MOORE	18.6	s 12.58	
650		s 10.34	72.6		5.9 DARLINGTON	12.7	s 12.40	
		s 10.48	77.3		4.7 LESLIE	8.0	s 12.25	
3,395	WFYP	A 11.15AM	85.3	D-R	8.0 MACKAY MY	0.0		12.01PM
					(85.3)		Daily Except Sunday	Daily Except Sunday
	(0.20) 21.3	(3.45) 22.7	..... Thru Time.....		(0.35) 12.2	(3.59) 21.4	..... Average speed per hour.....	

WESTWARD					YELLOWSTONE BRANCH					EASTWARD								
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS				FIRST CLASS				Distance from Idaho Falls	Time-Table No. 254								
	477 Local Freight	279 Time Freight	303 Mixed	305 Mixed	555 Motor Passenger	33 Passenger	January 28, 1940											
	Daily Except Sunday	Daily Except Sunday	Monday Wednesday Friday	Tuesday Thursday Saturday	Daily	Daily	STATIONS											
WFTYOP	9.00AM	4.45AM	7.20AM	7.20AM			0.0	DN-R	IDAHO FALLS	AK								
965 YP	9.12		f 7.30	A 7.35AM	f		3.0		ORVIN									
							3.7		ST. LEON	(Spur)								
2,977 WP	9.32	5.05	A 7.50AM		s 5.05	s 8.00	7.6	D	UCON	UN								
4,925 OP	10.02	5.20			s 5.15	s 8.12	13.8	D	RIGBY	RG								
1,860 WP	10.17	5.27			s 5.22	s 8.20	18.1		LORENZO									
1,433 P	10.32	5.35			s 5.28	s 8.26	20.7	D	THORNTON	HO								
							21.9		MARK									
1,210 P							23.4		WINDER									
3,340 P	11.10	5.45			s 5.35	s 8.38	26.0	D	REXBURG	RX								
2,596 P	11.25	6.00			s 5.45	s 8.46	29.8	D	SUGAR CITY	SC								
1,886 YOP							30.9		HART									
							32.9		WILFORD	(Spur)								
6,580 WYOP	A 11.50AM	6.20	10.10AM		s 6.00	s 8.59	36.8	D	ST. ANTHONY	SH								
P			A 10.20AM				38.3		BELT									
							39.2		TWIN GROVES									
2,185 P		6.35			f 6.10	f 9.12	42.8		CHESTER									
2,345 WFYP		A 7.30AM			A 6.30PM	A 9.30AM	51.0	DN-R	ASHTON	HN								
1,487 P							58.2		WARM RIVER									
895 YP							66.9		GERRIT									
416 WP							72.5		PINEVIEW									
1,210							75.7		ECCLES									
897 P							80.6		ISLAND PARK									
1,553 P							85.4		TRUDE									
844 P							89.4		GUILD									
1,379 WYP							90.7		BIG SPRINGS									
1,205 YP							97.2		REAS PASS									
P							99.0		TIMBER	(Spur)								
P							103.8		CORETTE	(Spur)								
1,543 WFYP							107.1	D-R	WEST YELLOWSTONE	WS								
							(107.1)											
	(2.50) 12.9	(2.45) 15.7	(3.00) 15.9	(0.15) 12.0	(1.45) 29.1	(1.45) 29.1												
	Thru Time																	
	Average Speed per hour																	

Westward trains are superior to trains of the same class in the opposite direction—See rule 72.
Westward second class and extra trains must clear No. 279 as per rule 86.

WESTWARD					YELLOWSTONE BRANCH					EASTWARD								
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS				FIRST CLASS				Distance from West Yellowstone	Time-Table No. 254								
	477 Local Freight	279 Time Freight	303 Mixed	305 Mixed	555 Motor Passenger	33 Passenger	January 28, 1940											
	Daily Except Sunday	Daily Except Sunday	Monday Wednesday Friday	Tuesday Thursday Saturday	Daily	Daily	STATIONS											
WFTYOP	9.00AM	4.45AM	7.20AM	7.20AM			0.0	DN-R	IDAHO FALLS	AK								
965 YP	9.12		f 7.30	A 7.35AM	f		3.0		ORVIN									
							3.7		ST. LEON	(Spur)								
2,977 WP	9.32	5.05	A 7.50AM		s 5.05	s 8.00	7.6	D	UCON	UN								
4,925 OP	10.02	5.20			s 5.15	s 8.12	13.8	D	RIGBY	RG								
1,860 WP	10.17	5.27			s 5.22	s 8.20	18.1		LORENZO									
1,433 P	10.32	5.35			s 5.28	s 8.26	20.7	D	THORNTON	HO								
							21.9		MARK									
1,210 P							23.4		WINDER									
3,340 P	11.10	5.45			s 5.35	s 8.38	26.0	D	REXBURG	RX								
2,596 P	11.25	6.00			s 5.45	s 8.46	29.8	D	SUGAR CITY	SC								
1,886 YOP							30.9		HART									
							32.9		WILFORD	(Spur)								
6,580 WYOP	A 11.50AM	6.20	10.10AM		s 6.00	s 8.59	36.8	D	ST. ANTHONY	SH								
P			A 10.20AM				38.3		BELT									
							39.2		TWIN GROVES									
2,185 P		6.35			f 6.10	f 9.12	42.8		CHESTER									
2,345 WFYP		A 7.30AM			A 6.30PM	A 9.30AM	51.0	DN-R	ASHTON	HN								
1,487 P							58.2		WARM RIVER									
895 YP							66.9		GERRIT									
416 WP							72.5		PINEVIEW									
1,210							75.7		ECCLES									
897 P							80.6		ISLAND PARK									
1,553 P							85.4		TRUDE									
844 P							89.4		GUILD									
1,379 WYP							90.7		BIG SPRINGS									
1,205 YP							97.2		REAS PASS									
P							99.0		TIMBER	(Spur)								
P							103.8		CORETTE	(Spur)								
1,543 WFYP							107.1	D-R	WEST YELLOWSTONE	WS								
							(107.1)											
	(1.35) 32.2	(1.30) 34.0	(2.10) 23.4	(0.15) 12.0	(6.30) 5.6	(0.15) 12.0												
	Thru Time																	
	Average speed per hour																	

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

WESTWARD				ABERDEEN BRANCH				EASTWARD			
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS			Distance from Aberdeen Jct.	Time-Table No. 254 January 28, 1940	Distance from Aberdeen	SECOND CLASS				
			307 Mixed						308 Mixed		
			Daily Except Sunday								
			8.35AM	0.0	R	28.2	A	1.45PM			
			f 8.41	2.1		26.1	f	1.37			
1,661			f 8.48	4.3		23.9	f	1.30			
975			f 8.52	5.9		22.3	f	1.20			
			f 9.00	8.5		19.7	f	1.02			
1,538			s 9.13	10.2	D	18.0	s	12.55			
1,624	W		f 9.33	16.5		11.7	f	12.40			
969			s 9.50	19.7	D	8.5	s	12.25			
			f 10.03	23.6		4.6	f	12.08PM			
			10.10	26.0		2.2		11.59AM			
1,662	Y		A 10.25AM	28.2	D	0.0		11.50AM			
								Daily Except Sunday			
			(1.50) 15.4		..... Thru Time			(1.55) 14.7			
								..... Average speed per hour			

WESTWARD				GARDNER BRANCH				EASTWARD			
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.				Distance from Gardner Jct.	Time-Table No. 254 January 28, 1940	Distance from End of Track					
				0.0		7.3					
1,269				3.2		4.1					
				7.2		0.1					
				7.3		0.0					
						(7.3)					

WESTWARD				THOMAS BRANCH				EASTWARD			
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.				Distance from Thomas Jct.	Time-Table No. 254 January 28, 1940	Distance from End of Track					
				0.0		4.6					
1,020				2.1		2.5					
				4.4		0.2					
				4.6		0.0					
						(4.6)					

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

WESTWARD				TETON VALLEY BRANCH				EASTWARD						
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS			Distance from Ashton	Time-Table No. 254 January 28, 1940	Distance from Victor	FIRST CLASS							
			481 Local Freight						33 Passenger					
			Daily Except Sunday						Daily					
			2.345 WFYP	4.00AM		0.0	DN-R	ASHTON	HN	45.6	A	2.25PM	A	12.01PM
1,072				4.10		1.8		MARYSVILLE		43.8	s	2.18		11.50AM
1,731				4.25		6.0		GRAINVILLE		39.6	f	2.09		11.37
1,066	WP			4.45		8.6	D	DRUMMOND	MD	37.0	s	2.05		11.30
705				5.00		12.8		FRANCE		32.8	f	1.57		11.11
1,730	P			5.15		15.8		LAMONT		29.8	s	1.49		11.03
642				5.40		22.3		JUDKINS		23.3	f	1.35		10.31
1,110				6.00		26.3		FELT		19.3	s	1.25		10.10
1,217	WYP			6.25		30.3	D	TETONIA	NA	15.3	s	1.15		9.55
						31.5		TALBOT JCT.		14.1				
489						32.7		DWIGHT	(Spur)	12.9	f	1.07		
1,730				7.10		37.2	D	DRIGGS	DI	8.4	s	1.00		9.15
501						42.3		FOX CREEK		3.3				
1,058	WYP	A		7.30AM		45.6	D-R	VICTOR	VR	0.0		12.45PM		8.30AM
								(45.6)			Daily			Daily Except Sunday
			(3.30) 13.0			(2.00) 22.8		..... Thru Time		(1.40) 27.4				(3.31) 13.0
								..... Average speed per hour						

WESTWARD				TALBOT BRANCH				EASTWARD					
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.				Distance from Talbot Jct.	Time-Table No. 254 January 28, 1940	Distance from Talbot							
				0.0		9.0							
995	Y			9.0		0.0							
						(9.0)							

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