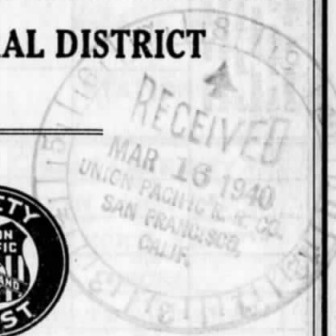


**MAP OF THE
SOUTH-CENTRAL DISTRICT
IDAHO DIVISION**
CORRECTED TO FEB. 1, 1940.

SCALE OF MILES
0 10 20 30 40 50



UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT

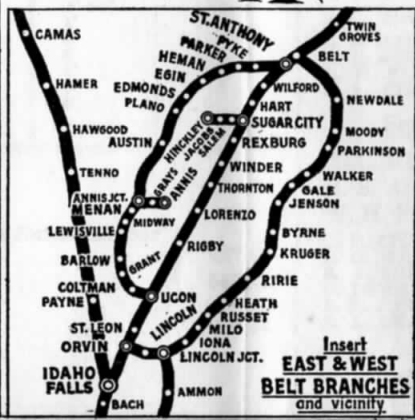
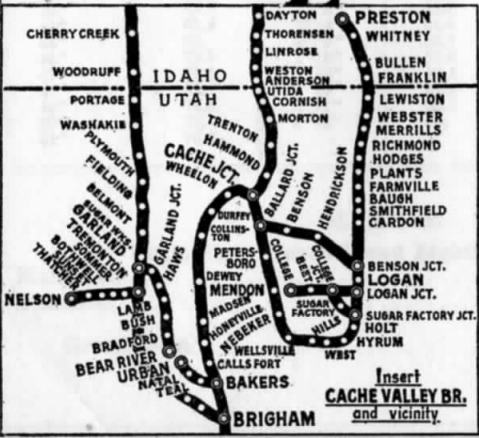
IDAHO DIVISION
FIFTH SUBDIVISION
AND BRANCHES

SUPPLEMENT NO. 1 TO
TIME-TABLE
No. 254

Effective Sunday,
March 17, 1940
at 12:01 A. M. Mountain Time



FOR EMPLOYEES ONLY



WESTWARD		FIFTH SUBDIVISION					Distance from Salt Lake City	Supplement No. 1 to Time-Table No. 254 March 17, 1940	
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS					Block Signals		STATIONS	
	254 Time Freight Daily	277 Time Freight Daily	279 Time Freight Daily Except Saturday	53 Mixed Daily	263 Time Freight Daily		DN-R SALT LAKE CITY VN 0.8 FIFTH NORTH TOWER 1.8 DN-R NORTH YARD C 0.8 BECKS 1.8 NORTH SALT LAKE 0.1 BAMBERGER E. RY. CROSS. 1.1 HATCHS (Spur) 1.8 D WOODS CROSS WC 2.1 CENTERVILLE (Spur) 4.7 D FARMINGTON FO 4.6 D KAYSVILLE K 2.2 D LAYTON NY 4.7 D CLEARFIELD CF 2.5 ANGUS (Spur) 1.2 ROY 5.1 BRIDGE JCT. 0.4 U. P. CROSSING 0.6 DN-R OGDEN OG YD	Connections	
					5.30PM	0.0			
I						0.8			
WFTYOP	9.30PM	8.00PM	7.00PM			2.6			
						3.4			
4,901 P	9.40	8.17	7.10	s 5.45	8.45	5.2			
						5.3			
						6.4			
2,497 P	9.47	8.25	7.15	f 5.50	8.51	8.2			
P						10.3			
3,602 WP	10.00	8.36	7.25	f 6.00	9.03	15.0			
6,416 P	10.08	8.42	7.31	f 6.07	9.10	19.6			
6,416 P	10.15	8.46	7.34	f 6.11	9.15	21.8			
2,861 P	10.22	8.54	7.41	s 6.18	9.23	26.5			
						29.0			
2,172 P	10.32	9.01	7.46	f 6.25	9.31	30.2			
P						35.3			
						35.7			
WFTYO	A 11.00PM	A 9.30PM	8.05PM	A 6.50PM	A 10.00AM	36.3			
	(1.30) 22.5	(1.30) 22.5	(1.05) 31.1	(1.20) 27.2	(1.30) 22.5			Thru Time Average Speed per hour	

WESTWARD		SYRACUSE BRANCH		EASTWARD	
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales & telephones.	Distance from Clearfield	Supplement No. 1 to Time-Table No. 254 March 17, 1940		Distance from Syracuse	
		STATIONS			
W. B. 2,861 P. B. 3,477 P	0.0	D CLEARFIELD CF	4.7		
	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.

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 Salt Lake City	Supplement No. 1 to Time-Table No. 254 March 17, 1940	
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales & telephones.	FIRST CLASS										Block Signals		STATIONS	
	41 Passenger Daily	51 Passenger Daily	29 Passenger Daily	818 Challenger Passenger Daily	8 Passenger Daily	38 Passenger Daily	6 Mail and Express Daily	104 Streamliner Passenger ★See note below	31 Passenger Daily	14 Passenger Daily		DN-R SALT LAKE CITY VN 0.8 FIFTH NORTH TOWER 1.8 DN-R NORTH YARD C 0.8 BECKS 1.8 NORTH SALT LAKE 0.1 BAMBERGER E. RY. CROSS. 1.1 HATCHS (Spur) 1.8 D WOODS CROSS WC 2.1 CENTERVILLE (Spur) 4.7 D FARMINGTON FO 4.6 D KAYSVILLE K 2.2 D LAYTON NY 4.7 D CLEARFIELD CF 2.5 ANGUS (Spur) 1.2 ROY 5.1 BRIDGE JCT. 0.4 U. P. CROSSING 0.6 DN-R OGDEN OG YD	Connections	
	11.35PM	11.00PM	8.00PM	6.40PM	6.35PM	6.30PM	6.25PM	10.29AM	8.00AM	6.45AM	0.0			
											0.8			
											2.6			
											3.4			
f 11.44	f 11.10	8.10	6.50	6.45	6.40	6.33	10.35	f 8.10	6.55		5.2			
											5.3			
											6.4			
f 11.48	f 11.13	8.13	6.53	6.48	6.43	6.36		f 8.14	6.58		8.2			
f											10.3			
f 11.55PM	f 11.20	8.20	7.00	6.55	6.50	6.42	10.42	f 8.24	7.05		15.0			
f 12.01AM	f 11.25	8.25	7.05	6.59	6.54	6.46	10.46	f 8.30	7.09		19.6			
f 12.05	f 11.27	8.27	7.07	7.01	6.56	6.48		f 8.34	7.12		21.8			
f 12.11	f 11.32	8.32	7.12	7.06	7.01	6.52	10.52	f 8.40	7.17		26.5			
											29.0			
f 12.15	f 11.36	8.36	7.16	7.10	7.05	6.55	10.55	f 8.46	7.21		30.2			
											35.3			
											35.7			
A 12.25AM	A 11.55PM	A 8.55PM	A 7.35PM	A 7.25PM	A 7.20PM	A 7.10PM	A 11.07AM	A 9.05AM	A 7.35AM		36.3			
	S. P. 21							S. P. 27 S. P. 87						
	(0.50) 43.6	(0.55) 39.6	(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			Thru Time Average Speed per hour	

WESTWARD		EVONA BRANCH		EASTWARD	
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales & telephones.	Distance from Ogden	Supplement No. 1 to Time-Table No. 254 March 17, 1940		Distance from Main Line Jct.	
		STATIONS			
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. 254
March 17, 1940

FIRST CLASS

Distance from Ogden	FIRST CLASS									
	32 Passenger	37 Passenger	7 Passenger	717 Challenger Passenger	42 Passenger	103 Streamliner Passenger	19 Passenger	5 Mail and Express	30 Passenger	21 Passenger
36.3	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	A 12.40PM
35.5										
33.7										
32.9										
31.1	f 6.47	7.23	9.17	9.27	f 9.41	5.57	8.09	10.57	11.06	12.33
31.0										
29.9										
28.1	f 6.43	7.20	9.13	9.23	f 9.37	5.55	8.05	10.54	f 11.01	12.30
26.0					f				f	
21.3	f 6.36	7.13	9.06	9.16	f 9.28	5.50	7.58	10.47	f 10.54	12.23
16.7	f 6.31	7.08	9.01	9.11	f 9.21		7.53	10.42	f 10.49	12.18
14.5	f 6.28	7.05	8.58	9.08	f 9.17	5.45	7.50	10.39	f 10.46	12.15
9.8	f 6.23	7.00	8.53	9.03	f 9.11	5.41	7.45	10.34	f 10.41	12.10
7.3										
6.1	f 6.17	6.55	8.47	8.57	f 9.06	5.37	7.40	10.30	f 10.36	12.05AM
1.1										
0.6										
0.0	6.05AM	6.45AM	8.35AM	8.45AM	8.55AM	5.30PM	7.30PM	10.20PM	10.25PM	11.55PM
(36.3) Connections	Daily	Daily	Daily	Daily S. P. 14	Daily	★See note below	Daily S. P. 88 S. P. 28	Daily	Daily	Daily

Thru Time	(0.55)	(0.50)	(0.55)	(0.55)	(1.00)	(0.35)	(0.50)	(0.50)	(0.55)	(0.50)
Average speed per hour	39.6	45.6	39.6	39.6	36.3	62.2	43.6	43.6	39.6	43.6

Nos. 7, 717 and 21 stop to pick up revenue passengers from 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 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. 254
March 17, 1940

SECOND CLASS

Distance from Ogden	SECOND CLASS				
	257 Time Freight	278 Time Freight	259 Time Freight	262 Time Freight	319 Mixed
36.3					
35.5					
33.7	A 4.00AM	A 4.15AM	A 5.00AM	A 1.00PM	A 9.15PM
32.9					
31.1	3.33	3.48	4.33	12.33	9.00
31.0					
29.9					
28.1	3.27	3.42	4.27	12.27	8.52
26.0					
21.3	3.13	3.28	4.13	12.13	8.41
16.7	3.05	3.20	4.05	12.05PM	8.33
14.5	3.00	3.15	4.00	11.59AM	8.29
9.8	2.50	3.05	3.50	11.50	8.22
7.3					
6.1	2.40	2.55	3.40	11.40	8.15
1.0					
0.6					
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)	(1.15)
Average speed per hour	19.3	19.3	19.3	19.3	29.0

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.

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. Tamm	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 Pagnire	Eye, Ear, Nose, Throat	Ogden	Kaysville to Brigham.
R. A. Pearse	Surgeon	Brigham	Willard to Cropley and Cache Jct.
Dalton J. Engelberg	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.
O. 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 Jct.
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. Culley	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	Areo	Mackay Branch.
Carroll A. E. 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 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

Fifth, Sixth, Seventh and Eighth Subdivisions:	
Main Line	427.60
Branches	547.54
Grand Total	975.14

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 Harris
 Pocatello.....Nate Mori
 Blackfoot.....F. C. Ch
 Idaho Falls.....C. F. A
 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
 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 } Train Dispatchers
 E. C. BULLIS } Salt Lake City, Ut
 L. W. FLAHERTY }
 H. L. CRAWFORD }

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 } Train Dispatchers
 R. A. SIGLIN } Pocatello, Idaho
 D. DURHAM }
 R. R. JOHNSON }
 E. L. CHANTRY }