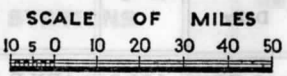


**MAP OF THE  
SOUTH-CENTRAL DISTRICT  
IDAHO DIVISION**  
CORRECTED TO FEB. 1, 1940.



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



**IDAHO DIVISION**  
SEVENTH SUBDIVISION  
YELLOWSTONE BRANCH  
TETON VALLEY BRANCH

**SUPPLEMENT NO. 1 TO  
TIME-TABLE  
No. 256**

**Effective Friday,  
Sept. 13, 1940**  
at 12:01 A. M. Mountain Time



**FOR EMPLOYEES ONLY**

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	Supplement No. 1 to Time-Table No. 256 September 13, 1940		STATIONS
	333	277	279	31	29		Time Freight	Time Passenger	
	Mixed	Time Freight	Time Freight	Passenger	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		5.3 FORT HALL	
3,706 P	f 6.31	6.01	3.13	f 1.50	1.55	151.0		5.3 GIBSON	
E.B. 4,548 W.B. 4,000 WFTYOP	s 6.42	6.15	3.24	s 2.03	s 2.12	158.1		7.1 DN BLACKFOOT	
3,790 P	f 6.51	6.28	3.32	f 2.10	f 2.21	164.0		5.9 WAPELLO	
						166.6		2.6 KIMBALL	
3,706 WP	s 7.00	6.39	3.41	s 2.17	f 2.28	169.4		2.8 FIRTH	
Y						169.8		0.4 GOSHEN JCT.	
676						172.2		2.4 MONROE	
5,174 OP	s 7.09	6.48	3.51	s 2.27	f 2.35	175.5		3.3 DN 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		1.4 DN-R 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		5.5 D 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	
E.B. 2,614 W.B. 3,147 WFTYOP		11.05		s 4.01	s 4.14	234.9		6.7 D 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		5.6 D SPENCER	
E.B. 2,740 W.B. 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		6.7 D 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		7.1 DN-R LIMA	
								(146.0)	

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

Westward trains are superior to trains of the same class in the opposite direction—See rule S-72.  
The time of No. 279 must be cleared not less than five minutes by Westbound second class and extra trains.

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 Bay via New Main Line	Supplement No. 1 to Time-Table No. 256 September 13, 1940		STATIONS
	30	32	278	280	334		Time Freight	Time Passenger	
	Passenger	Passenger	Time Freight	Time Freight	Mixed				
WFTYOP	A 5.25PM	A 1.30AM	A 4.00PM	A 12.25AM	A 1.20AM	256.8		DN-R POCATELLO	
P	5.12	1.11	2.20	9.35PM	12.55	253.3		3.5 MONTANA JCT.	
1,932						251.8		1.5 CHUBBUCK	
3,669 P	f 5.07	1.06	2.13	9.27	12.48	249.6		2.2 TYHEE	
3,682 WP	f 5.01	f 1.01	2.03	9.18	12.38	244.3		5.3 FORT HALL	
3,706 P	f 4.55	12.55	1.50	9.10	12.28	239.0		5.3 GIBSON	
E.B. 4,548 W.B. 4,000 WFTYOP	s 4.45	s 12.45	1.30	9.00	12.16	231.9		7.1 DN BLACKFOOT	
3,720 P	f 4.37	12.33	1.12	8.40	12.06AM	226.0		5.9 WAPELLO	
						223.4		2.6 KIMBALL	
3,706 WP	s 4.30	f 12.26	1.04	8.30	11.58PM	220.6		2.8 FIRTH	
Y						220.2		0.4 GOSHEN JCT.	
676						217.8		2.4 MONROE	
5,174 OP	s 4.23	s 12.19	12.54	8.19	11.48	214.5		3.3 DN SHELLEY	
						213.1		1.4 MITCHELL	
3,708 P	f 4.17	12.13	12.47	8.12	11.40	210.7		2.4 COTTON	
3,324	4.12	12.08	12.40	8.05	11.34	208.9		3.8 BACH	
WFTYOP	s 4.10	s 12.05AM	12.30PM	8.00PM	11.30PM	205.6		1.4 DN-R IDAHO FALLS	
						204.2		1.3 WEST IDAHO FALLS	
2,725 P	f 3.38	f 11.45	10.55AM			198.8		5.4 PAYNE	
2,729 P	f 3.32	f 11.39	10.46			193.5		5.3 BASSETT	
2,880 WP	s 3.25	s 11.33	10.37			188.0		5.5 D ROBERTS	
2,762 P	f 3.18	11.27	10.22			183.0		5.0 TENNO	
2,589 P	f 3.13	11.21	10.13			177.9		5.1 HAWGOOD	
2,698 P	s 3.06	f 11.14	10.01			172.5		5.4 HAMER	
2,668 WYP	f 2.58	f 11.06	9.42			166.9		5.6 CAMAS	
2,553 P	f 2.50	11.00	9.33			161.8		5.1 JONES	
E.B. 2,614 W.B. 3,147 WFTYOP	s 2.42	s 10.52	9.20			155.1		6.7 D DUBOIS	
2,676 P	f 2.29	f 10.40	8.49			147.1		8.0 HIGHBRIDGE	
2,887 WP	s 2.18	f 10.30	8.36			141.5		5.6 D SPENCER	
E.B. 2,740 W.B. 2,880 WYP	f 1.58	f 10.11	8.06			132.0		9.5 HUMPHREY	
2,122 WYP	s 1.50	f 10.02	7.45			125.3		6.7 D MONIDA	
2,727 WP	f 1.40	9.51	7.20			117.2		8.1 SNOWLINE	
WFTYOP	1.30PM	9.40PM	7.00AM			110.1		7.1 DN-R LIMA	
								(146.7)	

Thru Time..... (3.55) (3.50) (9.00) (4.25) (1.50)  
Average speed per hour..... 37.3 38.3 16.3 11.6 28.0

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

**WESTWARD**

**YELLOWSTONE BRANCH**

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	Supplement No. 1 to Time-Table No. 256 September 13, 1940	
	477 Local Freight	391 Mixed	397 Mixed	279 Time Freight	33 Passenger			STATIONS	
	Daily Except Sunday	Tuesday Thursday Saturday	Monday Wednesday Friday	Daily Except Sunday	Daily				
WFTYOP	10.00AM	7.20AM	7.20AM	4.45AM			0.0	DN-R	IDAHO FALLS AK
965 YP	10.10	A 7.35AM	f 7.30	4.55			3.0		ORVIN
730							3.7		ST. LEON (Spur)
2,977 WP	10.25		A 7.50AM	5.05	s	8.00	7.6	D	UCON UN
4,925 OP	10.55			5.20	s	8.12	13.8	D	RIGBY RG
1,860 WP	11.10			5.27	s	8.20	18.1		LORENZO
1,433 P	11.30AM			5.35	s	8.26	20.7	D	THORNTON HO
1,416							21.9		MARK
1,210 P							23.4		WINDER
3,340 P	12.05PM			5.45	s	8.38	26.0	D	REXBURG RX
2,596 P	12.20			6.00	s	8.46	29.8	D	SUGAR CITY SC
1,886 YOP							30.9		HART
340					f		32.9		WILFORD (Spur)
6,580 WYOP	12.35		10.10AM	6.20	s	8.59	36.8	D	ST. ANTHONY SH
P			A 10.20AM				38.3		BELT
					f		39.2		TWIN GROVES
2,185 P	12.55			6.35	f	9.12	42.8		CHESTER
2,345 WFYP	A 1.30PM			A 7.30AM	A	9.30AM	51.0	DN-R	ASHTON HN
940							52.5		INGLING (Spur)
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
1,206 YP							97.2		REAS PASS
1,543 WFYP							107.1	D-R	WEST YELLOWSTONE WS

(3.30) 14.5 (0.15) 12.0 (3.00) 15.9 (2.45) 15.7 (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 S-72.  
The time of No. 279 must be cleared not less than five minutes by Westbound second class and extra trains.

**YELLOWSTONE BRANCH**

**EASTWARD**

Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	FIRST CLASS		SECOND CLASS			
	34 Passenger		398 Mixed	392 Mixed	478 Local Freight	280 Time Freight
WFTYOP	DN-R	IDAHO FALLS AK	107.1	A 3.40PM	A 1.40PM	A 7.40PM
965 YP		ORVIN	104.1	3.23	1.25PM	f 1.30
730		ST. LEON (Spur)	103.4			6.40
2,977 WP	D	UCON UN	99.5	s 3.15	1.15PM	6.30
4,925 OP	D	RIGBY RG	93.3	s 3.05		6.15
1,860 WP		LORENZO	89.0	s 2.59		5.45
1,433 P	D	THORNTON HO	86.4	s 2.55		5.15
1,416		MARK	84.9			
1,210 P		WINDER	83.7	f		
3,340 P	D	REXBURG RX	81.1	s 2.48		4.45
2,596 P	D	SUGAR CITY SC	77.3	s 2.42		4.10
1,886 YOP		HART	76.2			
340		WILFORD (Spur)	74.2	f		
6,859 WYOP	D	ST. ANTHONY SH	70.3	s 2.32	A 10.15AM	3.40
P		BELT	68.8		10.05AM	
		TWIN GROVES	67.9	f		
2,185 P		CHESTER	64.3	f 2.17		3.15
3,345 WFYP	DN-R	ASHTON HN	56.1	2.05PM		3.00PM
940		INGLING (Spur)	54.6			
1,487 P		WARM RIVER	48.9			
895 YP		GERRIT	40.2			
416 WP		PINEVIEW	34.6			
1,210		ECCLES	31.4			
897 P		ISLAND PARK	26.5			
1,553 P		TRUDE	21.7			
844 P		GUILD	17.7			
1,379 WYP		BIG SPRINGS	16.4			
1,206 YP		REAS PASS	9.9			
1,543 WFYP	DR	WEST YELLOWSTONE WS	0.0			

Thru Time..... (1.35) 32.2 (0.15) 12.0 (3.35) 13.3 (4.30) 11.3 (2.10) 23.4 Average speed per hour.....

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

WESTWARD		TETON VALLEY BRANCH				EASTWARD	
SECOND CLASS	FIRST CLASS	Distance from Ashton	Supplement No. 1 to Time-Table No. 256		Distance from Victor	FIRST CLASS	SECOND CLASS
481 Local Freight Daily Except Sunday	33 Passenger Daily		September 13, 1940			34 Passenger	482 Local Freight
<b>STATIONS</b>							
2,345 WFYP	7.30AM	0.0	DN-R	ASHTON HN	45.6	A 2.00PM	A 4.00PM
1,072	7.40	1.8		MARYSVILLE 1.8	43.8	s 1.53	3.35
1,781	7.55	6.0		GRAINVILLE 4.2	39.6	f 1.44	3.25
1,066 WP	8.15	8.6	D	DRUMMOND 2.8 MD	37.0	s 1.40	3.15
705	8.30	12.8		FRANCE 4.2	32.8	f 1.32	3.00
1,780 P	8.45	15.8		LAMONT 3.0	29.8	s 1.24	2.50
642	9.10	22.3		JUDKINS 6.5	23.3	f 1.10	2.20
1,110	9.30	26.3		FELT 4.0	19.3	s 1.00	2.05
1,217 WYP	9.55	30.3	D	TETONIA 1.2 NA	15.3	s 12.50	1.50
		31.5		TALBOT JCT. 1.2	14.1		
489		32.7		DWIGHT (Spur) 4.5	12.9	f 12.42	
1,780	10.40	37.2	D	DRIGGS 5.1 DI	8.4	s 12.35	12.50
501		42.3		FOX CREEK 3.3	3.3		
1,058 WFYP	A 11.00AM	45.6	D-R	VICTOR VR	0.0	12.20PM	12.30PM
				(45.6)		Daily	Daily Except Sunday

(3.30) 13.0      (2.00) 22.8      **Thru Time**      (1.40) 27.4      (3.30) 13.0  
Average speed per hour

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
J. R. NILSSON	Chief Surgeon	Omaha	All
J. C. LANDENBERGER	District Surgeon	Salt Lake City	South-Central District (Idaho Division)
W. R. Wright	Division Surgeon	Salt Lake City	Salt Lake City
Smith	Eye, Ear, Nose, Throat	Salt Lake City	Salt Lake City
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. Tauffer	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	North Salt Lake	Farmington to North Salt Lake
Geo. W. Buchanan	Surgeon	Clearfield	Clearfield to Woods Cross
G. D. Rutledge	Surgeon	Kaysville	Kaysville to Brigham
J. R. Morrell	Surgeon	Ogden	Kaysville to Brigham
W. J. Thomson	Surgeon	Ogden	Willard to Cropley and Richman
LeRoy Pugmire	Eye, Ear, Nose, Throat	Ogden	McCammon to Weston
R. A. Pearse	Surgeon	Richman	Malad Branch and Honeyville to Cache Jct.
Dalton J. Engelberg	Surgeon	Downey	Freight Yard Telegraph Office
T. E. Betenson	Surgeon	Garland	Engine Dispatcher's Office, Roundhouse
O. H. Mabey	Surgeon	Malad	Telegraph Office
S. M. Budge	Surgeon	Logan	Engine Dispatcher's Office, Roundhouse
G. L. Rees	Surgeon	Smithfield	Engine Dispatcher's Office, Roundhouse
W. E. Cragun	Surgeon	Lewiston	Engine Dispatcher's Office, Roundhouse
G. W. States	Division Surgeon	Preston	Engine Dispatcher's Office, Roundhouse
E. N. Roberts	Eye, Ear, Nose, Throat	Pocatello	Engine Dispatcher's Office, Roundhouse
J. Clothier	Surgeon	Pocatello	Engine Dispatcher's Office, Roundhouse
J. R. Young	Surgeon	Pocatello	Engine Dispatcher's Office, Roundhouse
W. W. Brothers	Surgeon	Pocatello	Engine Dispatcher's Office, Roundhouse
E. S. Bovenmyer	Surgeon	Pocatello	Engine Dispatcher's Office, Roundhouse
W. W. Beck	Surgeon	Blackfoot	Engine Dispatcher's Office, Roundhouse
H. L. Schless	Surgeon	Shelley	Engine Dispatcher's Office, Roundhouse
H. L. Willson	Surgeon	Idaho Falls	Engine Dispatcher's Office, Roundhouse
Hoyt B. Woolley	Surgeon	Idaho Falls	Engine Dispatcher's Office, Roundhouse
E. T. Gangner	Surgeon	Lima	Engine Dispatcher's Office, Roundhouse
F. M. Poindexter	Surgeon	Dillon	Engine Dispatcher's Office, Roundhouse
W. H. Stephan	Surgeon	Dillon	Engine Dispatcher's Office, Roundhouse
R. C. Monahan	Surgeon	Butte	Engine Dispatcher's Office, Roundhouse
M. C. MacKinnon	Surgeon	Aberdeen	Engine Dispatcher's Office, Roundhouse
I. R. Egbert	Surgeon	Arco	Engine Dispatcher's Office, Roundhouse
Carroll A. B. Jensen	Surgeon	Mackay	Engine Dispatcher's Office, Roundhouse
Wm. L. Sutherland	Surgeon	Rexburg	Engine Dispatcher's Office, Roundhouse
T. A. Ellison	Surgeon	St. Anthony	Engine Dispatcher's Office, Roundhouse
E. L. Hargis	Surgeon	Ashton	Engine Dispatcher's Office, Roundhouse

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
30"	120.	33"	99.2	1' 15"	48.
31"	116.1	34"	97.9	1' 20"	45.
32"	112.5	35"	96.6	1' 25"	42.3
33"	109.1	36"	95.4	1' 30"	40.
34"	105.9	37"	94.2	1' 35"	37.9
35"	102.9	38"	93.1	1' 40"	36.
36"	100.	39"	92.	1' 45"	34.3
37"	97.3	40"	91.	1' 50"	32.7
38"	94.7	41"	90.	1' 55"	31.3
39"	92.3	42"	89.	2'	30.
40"	90.	43"	88.	2' 5"	28.6
41"	87.8	44"	87.1	2' 10"	27.3
42"	85.7	45"	86.2	2' 15"	26.2
43"	83.7	46"	85.3	2' 20"	25.
44"	81.8	47"	84.5	2' 25"	23.8
45"	80.	48"	83.7	2' 30"	22.8
46"	78.3	49"	82.9	2' 35"	21.8
47"	76.6	50"	82.1	2' 40"	21.1
48"	75.	51"	81.4	2' 45"	20.
49"	73.5		80.7	2' 50"	19.
50"	72.		80.	2' 55"	18.
51"	70.6			3' 0"	17.1

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	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
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
Silver Bow	Telegraph Office
Mackay	Telegraph Office
Ashton	Telegraph Office
West Yellowstone	Telegraph Office

**F. H. KNICKERBOCKER**, General Manager  
**P. J. LYNCH**, 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  
R. CRISPINO } 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  
F. W. ROTHAS  
L. C. WEAVER  
R. A. SIGLIN  
D. DURHAM  
E. L. CHANTRY  
H. L. CRAWFORD } Train Dispatchers Pocatello, Idaho