

UNION PACIFIC RAILROAD COMPANY

CENTRAL DISTRICT



UTAH DIVISION

FIFTH SUBDIVISION
SIXTH SUBDIVISION

SUPPLEMENT NO. 1 TO TIME-TABLE No. 246

Effective Monday,
March 8, 1937
at 12:01 A. M. Mountain Time



FOR EMPLOYEES ONLY

Railroad Surgeons are located as shown below:

NAME	TITLE	PLACE	TERRITORY
JOHN R. NILSSON	Chief Surgeon	Omaha	All.
J. C. Landenberger	District Surgeon	Salt Lake City	Salt Lake City.
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	Physical Examiner	Salt Lake City	Salt Lake City.
O. J. LaBarge	Senior Internist	Salt Lake City	Salt Lake City.
L. J. Tauffer	Surgeon	Salt Lake City	Salt Lake City.
W. M. Clinger	Surgeon	Salt Lake City	Salt Lake City.
Dr. F. E. Boucher	Surgeon	Murray	Sandy to Salt Lake.
Geo. W. Buchanan	Surgeon	Farmington	No. Salt Lake to Kaysville.
G. D. Rutledge	Surgeon	Kaysville	Clearfield to Woods Cross.
J. R. Morrell	Surgeon	Ogden	Kaysville to Brigham.
W. M. McKay	Surgeon	Ogden	Kaysville to Willard.
LeRoy Pugmire	Eye, Ear, Nose, Throat	Ogden	Brigham to Cropely and Willard.
R. A. Pearse	District Surgeon	Brigham	Kaysville to Brigham. to Cache Jct., inc. McCammon to Cache Jct.
H. J. Hartvigsen	Surgeon	Downey	Malad Branch and Honeyville to Cache Jct.
T. E. Betenson	Surgeon	Garland	Malad Branch.
O. H. Mabey	Surgeon	Malad	Cache Valley Branch.
D. C. Budge	Surgeon	Logan	Logan to Richmond.
G. L. Rees	Surgeon	Smithfield	Preston to Logan.
G. W. States	Surgeon	Preston	All.
E. N. Roberts	Division Surgeon	Pocatello	Blackfoot to American Falls and McCammon.
J. Clothier	Eye, Ear, Nose, Throat	Pocatello	Blackfoot to American Falls and McCammon.
J. R. Young	Surgeon	Pocatello	Blackfoot to Idaho Falls.
W. W. Brothers	Surgeon	Pocatello	Blackfoot to Idaho Falls.
F. W. Mitchell	Surgeon	Blackfoot	Blackfoot to Roberts, Rigby and Ririe.
H. L. Schless	Surgeon	Shelley	Dubois to Butte.
H. L. Willson	Surgeon	Idaho Falls	Humphrey to Dillon.
C. E. Jones	Surgeon	Dubois	Dillon to Butte.
C. T. Kendall	Surgeon	Lima	Melrose to Armstead.
F. M. Polindexter	Surgeon	Dillon	Butte to Monida.
W. H. Stephan	Surgeon	Dillon	Arcos to Moreland.
R. C. Monahan	Surgeon	Butte	Mackay Branch.
M. C. MacKinnon	Surgeon	Aberdeen	Rigby to St. Anthony.
I. R. Egbert	Surgeon	Arcos	St. Anthony to Ashton.
Carroll A. B. Jensen	Surgeon	Mackay	Ashton to West Yellowstone and Teton Valley Branch.
Wm. L. Sutherland	Surgeon	Rexburg	
T. A. Ellison	Surgeon	St. Anthony	
E. L. Hargis	Surgeon	Ashton	

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
86"	100.0	1' 1"	59	2'	80
88"	94.7	1' 2"	58	2' 10"	27.6
40"	90	1' 3"	57.1	2' 15"	26.6
42"	85.7	1' 4"	56.2	2' 20"	25.7
45"	80	1' 5"	55.3	2' 30"	24
48"	75	1' 6"	54.5	2' 40"	22.5
49"	73.5	1' 7"	53.7	2' 45"	21.8
50"	72	1' 8"	52.9	2' 50"	21.2
51"	70.6	1' 9"	52.1	3'	20
52"	69.2	1' 10"	51.4	3' 9"	19
53"	67.9	1' 12"	50	3' 20"	18
54"	66.6	1' 15"	48	3' 31"	17
55"	65.4	1' 20"	45	3' 45"	16
56"	64.2	1' 25"	42.3	4'	15
57"	63.1	1' 30"	40	5'	12
58"	62	1' 40"	36	6'	10
59"	61	1' 45"	34.3	7' 30"	8
1'	60	1' 50"	32.7	10'	6

MILEAGE

Fifth, Sixth, Seventh and Eighth Sub-Divisions:

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 & Gotberg
Logan	B. T. Cardon, 41 No. Main St.
Preston	T. C. Merrill
Pocatello	Farry Harrison
Pocatello	Nate Morgan
Blackfoot	F. C. Christ
Idaho Falls	C. F. Stamm
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	Telegraph Office
Pocatello	East End Yardmaster's Office
Pocatello	Dispatcher's Office
Pocatello	Telegraph Office, Passenger Station
Pocatello	West Whiskers Yardmaster's Office
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
Silver Bow	Telegraph Office
Mackay	Telegraph Office
Ashton	Telegraph Office
West Yellowstone	Telegraph Office

H. J. PLUMHOF, General Manager
G. L. WHIPPLE, General Superintendent Transportation
R. E. TITUS, Superintendent Pocatello, Idaho
C. D. WARING, Trainmaster Salt Lake City, Utah
J. E. DAVIS, Trainmaster Pocatello, Idaho

Fifth Sub-Division and Branches

C. E. AYE, Chief Train Dispatcher
O. J. LANGSTON, Night Chief Train Dispatcher
L. E. HALBERT } Train Dispatchers
L. G. CAMPBELL } Salt Lake City, Utah
J. C. HAYMOND

Sixth, Seventh and Eighth Sub-Divisions and Branches

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

2

WESTWARD

FIFTH SUBDIVISION

FIRST CLASS

41 Passenger	29 Passenger	38 Passenger	6 Mail and Express	818 Challenger Passenger	8 Passenger	53 Passenger	31 Passenger	104 Streamliner Passenger	14 Passenger
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	★See Note Below	Daily
11.20PM	8.30PM	7.30PM	6.50PM	6.40PM	6.30PM	5.30PM	8.15AM	7.47AM	6.45AM
11.30	8.40	7.40	6.59	6.50	6.40	5.48	8.25	7.53	6.55
11.33	8.46	7.43	7.02	6.53	6.43	5.53	8.29		6.58
11.40	8.53	7.50	7.08	7.00	6.50	6.03	8.39	8.00	7.05
11.45	9.01	7.54	7.12	7.04	6.54	6.10	8.45	8.04	7.09
11.48	9.07	7.56	7.14	7.06	6.56	6.14	8.49		7.12
11.53	9.16	8.01	7.18	7.11	7.01	6.21	8.55	8.10	7.17
11.58PM	9.24	8.05	7.22	7.15	7.05	6.27	9.01	8.13	7.21
12.15AM	9.45PM	8.20PM	7.40PM	7.30PM	7.20PM	6.50PM	9.20AM	8.25AM	7.35AM
S. P. 21							S. P. 27		

Distance from Salt Lake City

Block Signals

Supplement No. 1 to
Time-Table No. 246
March 8, 1937

STATIONS

DN-R	SALT LAKE CITY	VN	D
	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		
	BOY		
	5.1		
	BRIDGE JCT.		
	0.4		
	U. P. CROSSING		
	0.6		
DN-R	OGDEN	OG	YD

Double Track

(36.3)

Connections

(0.55)	(1.15)	(0.50)	(0.50)	(0.50)	(0.50)	(1.20)	(1.05)	(0.88)	(0.50) Thru Time
39.6	29.8	43.6	43.6	43.6	43.6	27.2	33.5	37.5	43.6 Average speed per hour

Nos. 8, 818 and 14 stop to discharge revenue passengers from Lynndyl and beyond and stop to pick up revenue passengers for Cheyenne and beyond.
No. 29 stops to pick up revenue passengers for north and west of Pocatello.

WESTWARD

EVONA BRANCH

EASTWARD

Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from Ogden	Supplement No. 1 to Time-Table No. 246 March 8, 1937		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 on 4th, 10th, 16th, 22nd and 28th of each month. The time of No. 103 and No. 104 must be cleared not less than ten 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. 246

March 8, 1937

FIRST CLASS

STATIONS	Distance from Ogden	21	32	37	7	717	42	103	19	5	30
		Passenger	Passenger	Passenger	Passenger	Challenger Passenger	Passenger	Streamliner Passenger	Passenger	Mall and Express	Passenger
DN-R SALT LAKE CITY VN D	36.3	A 1.10AM	A 7.10AM	A 7.35AM	A 9.30AM	A 9.40AM	A 9.55AM	A 6.05PM	A 8.40PM	A 11.10PM	A 11.25PM
0.8 FIFTH NORTH TOWER	35.5										
1.8 DN-R NORTH YARD C	33.7										
0.8 BECKS	32.9										
1.8 NORTH SALT LAKE	31.1	12.58	f 6.58	7.23	9.17	9.27	f 9.41	5.57	f 8.23	10.57	11.11
0.1 BAMBERGER E. RY. CROSS.	31.0										
1.1 HATCHS (Spur)	29.9										
1.8 D WOODS CROSS WC	28.1	12.55	f 6.55	7.20	9.13	9.23	f 9.37		f 8.17	10.54	f 11.06
2.1 CENTERVILLE (Spur)	26.0						f		f		f
4.7 D FARMINGTON FO	21.8	12.48	f 6.48	7.13	9.06	9.16	f 9.28	5.50	f 8.06	10.47	f 10.59
4.6 D KAYSVILLE K	16.7	12.43	f 6.43	7.08	9.01	9.11	f 9.21		f 7.58	10.42	f 10.54
2.2 D LAYTON NY	14.5	12.40	f 6.40	7.05	9.58	8.08	f 9.17	5.45	f 7.54	10.39	f 10.51
4.7 D CLEARFIELD CF	9.8	12.35	f 6.35	7.00	9.53	8.03	f 9.11	5.41	f 7.47	10.34	f 10.46
2.5 ANGUS (Spur)	7.3										
1.2 ROY	6.1	12.30	f 6.30	6.55	8.47	8.57	f 9.06		f 7.40	10.30	f 10.41
5.1 BRIDGE JCT.	1.0										
0.4 U. P. CROSSING	0.6										
0.6 DN-R OGDEN OG YD	0.0	12.20AM	6.20AM	6.45AM	8.35AM	8.45AM	8.55AM	5.30PM	7.25PM	10.20PM	10.30PM
(36.3) Connections		Daily	Daily	Daily	Daily	Daily S. P. 14	Daily	★See Note Below	Daily S. P. 30 S. P. 23	Daily	Daily

Thru Time	(0.50)	(0.50)	(0.50)	(0.55)	(0.55)	(1.00)	(0.35)	(1.15)	(0.50)	(0.55)
Average speed per hour	43.6	43.6	43.6	39.6	39.6	36.3	62.2	29.0	43.6	39.6

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

WESTWARD

FIVE POINTS BRANCH

EASTWARD

Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from Five Points Jct.	Supplement No. 1 to Time-Table No. 246 March 8, 1937		Distance from Five Points
		STATIONS		
	0.0	FIVE POINTS JCT. 1.1		1.1
	1.1	FIVE POINTS (1.1)		0.0

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 on 1st, 7th, 13th, 19th, and 25th of each month.

The time of No. 103 and No. 104 must be cleared not less than ten minutes by first class trains, and not less than fifteen minutes by second class and extra trains.

FIFTH SUBDIVISION

EASTWARD

Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	Supplement No. 1 to Time-Table No. 246 March 8, 1937		Distance from Ogden	SECOND CLASS							
	STATIONS			257 Time Freight	278 Time Freight	259 Time Freight	262 Time Freight				
	DN-R	SALT LAKE CITY VN	36.3								
		0.8									
		FIFTH NORTH TOWER	35.5								
		1.8									
	WFTYOP	DN-R NORTH YARD C	33.7	A 4.00AM	A 4.15AM	A 5.00AM	A 1.00PM				
		0.8									
		BECKS	32.9								
		1.8									
4,901 P		NORTH SALT LAKE	31.1	3.33	3.48	4.33	12.33				
		0.1									
		BAMBERGER E. RY. CROSS.	31.0								
		1.1									
		HATCHS (Spur)	29.9								
		1.8									
2,497 P		D WOODS CROSS WC	28.1	3.27	3.42	4.27	12.27				
		2.1									
	P	CENTERVILLE (Spur)	26.0								
		4.7									
3,602 WP		D FARMINGTON FO	21.3	3.13	3.28	4.13	12.13				
		4.6									
6,416 P		D KAYSVILLE K	16.7	3.05	3.20	4.05	12.05PM				
		2.2									
6,416 P		D LAYTON NY	14.5	3.00	3.15	4.00	11.59AM				
		4.7									
2,861 P		D CLEARFIELD CF	9.8	2.50	3.05	3.50	11.50				
		2.5									
		ANGUS (Spur)	7.3								
		1.2									
2,172 P		ROY	6.1	2.40	2.55	3.40	11.40				
		5.1									
	P	BRIDGE JCT.	1.0								
		0.4									
		U. P. CROSSING	0.6								
		0.6									
WFTYO	DN-R	OGDEN	0.0	2.15AM	2.30AM	3.15AM	11.15AM				
		OG YD									
		(36.2)									
		Connections		Daily	Daily	Daily	Daily				
Thru Time				(1.45)	(1.45)	(1.45)	(1.45)				
Average speed per hour.....				20.7	20.7	20.7	20.7				

WESTWARD		COLLEGE BRANCH		EASTWARD		
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	Supplement No. 1 to Time-Table No. 246 March 8, 1937		Distance from College Jct.	STATIONS		Distance from College
	STATIONS					
		COLLEGE JCT.	0.0			2.9
		1.3				
		BEET (Spur)	1.6			1.6
		1.6				
		COLLEGE (Spur)	0.0			0.0
		(2.9)				

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

★Note—No. 103 will run only on the following dates: Due to leave Ogden on 1st, 7th, 13th, 19th, and 25th of each month.

The time of No. 103 and No. 104 must be cleared not less than ten minutes by first class trains, and not less than fifteen minutes by second class and extra trains.

Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales & telephones

WESTWARD

SIXTH SUBDIVISION

SECOND CLASS

FIRST CLASS

277
Time Freight
Daily

263
Time Freight
Daily

29
Passenger
Daily

559
Motor Passenger
Daily

31
Passenger
Daily

41
Passenger
Daily

Distance from Ogden

Supplement No. 1 to
Time-Table No. 246
March 8, 1937

STATIONS

WTYOP	9.30PM	10.15AM	10.15PM	9.45AM	9.40AM	12.40AM	0.0
3,900 P	9.40	10.20	10.19	9.50	9.45	12.45	1.6
1,165							2.7
4,209 P	9.47	10.27	10.26	f 9.57	f 9.50	12.52	4.7
5,202 P	9.57	10.34	10.30	f 10.04	f 9.55	f 12.57	8.8
4,209 P	10.03	10.43	10.35	f 10.11	f 10.01	f 1.03	14.0
2,672 P	10.08	10.48	10.39	f 10.16	f 10.05	1.07	17.2
7,837 WYP	10.14	10.58	s 10.46	A 10.25AM	s 10.15	s 1.19	21.1
4,210 P	10.20	11.06	10.52		f 10.21	1.25	25.3
2,721 P	10.28	11.14	10.57		f 10.27	f 1.31	30.4
3,893 WP	10.35	11.22	11.03		f 10.34	f 1.37	35.9
5,207 P	10.43	11.30	11.07		f 10.40	f 1.43	40.1
3,886 P	10.49	11.38AM	11.12		f 10.45	f 1.49	44.6
W. B. 4,253 WF E. B. 4,344 YOP	11.30	12.15PM	s 11.30		s 11.05	s 2.10	48.8
2,708 P	11.45	12.23	11.36		f 11.10	2.16	52.9
5,206 P	11.51	12.31	11.41		f 11.15	f 2.21	56.9
3,900 P	11.56	12.37	f 11.46		f 11.21	f 2.27	60.6
2,791 P	11.59PM	12.41	11.48		f 11.24	f 2.30	62.4
4,340 P	12.05AM	12.46	11.52PM		f 11.32	f 2.35	65.1
4,158 P	12.19	12.57	f 12.01AM		f 11.43	f 2.47	71.0
3,898 WP	12.25	1.04	12.05		f 11.49	f 2.54	75.2
P	12.30	1.10	12.08		f 11.53	f 2.59	78.3
4,166 P	12.35	1.15	12.11		f 11.59AM	f 3.05	81.3
3,820 WP	12.40	1.22	12.15		f 12.05PM	f 3.11	84.7
4,203 P	12.48	1.32	12.21		f 12.12	f 3.20	89.9
3,866 WP	12.58	1.42	s 12.29		s 12.21	s 3.35	95.0
4,203 P	1.06	1.50	12.35		f 12.27	f 3.41	100.0
4,134 P	1.12	1.59	f 12.42		s 12.34	s 3.51	104.7
11,214 WIYP A	2.05AM	A 2.25PM	A 12.55AM		A 12.45PM	A 4.05AM	111.2

No. 29 Flag Stop. Cornish revenue passengers only.

Block Signals

DN-R	OGDEN	OG YD
	0.7	
	D. & R. G. W. CROSSING	0.9
	S. P. JCT.	1.1
	BROWNING	0.2
	FIVE POINTS JCT.	1.8
	U. I. C. CROSSING	0.0
	HARRISVILLE	4.1
	HOT SPRINGS	5.2
	WILLARD	3.2
	PERRY	2.1
	FRUIT (Spur)	1.8
DN	BRIGHAM	BM
	4.2	
	BAKERS	3.1
	CALLS FORT	2.0
D	HONEYVILLE	HX
	2.1	
	MADSEN	3.4
	DEWEY	4.3
	COLLINSTON	2.9
	DURFEY (Spur)	1.6
	WHEELON	4.2
DN	CACHE JCT.	CJ
	4.1	
	HAMMOND	4.0
D	TRENTON	ON
	1.3	
	MORTON	2.4
D	CORNISH	CG
	1.8	
	UTIDA	1.3
	ANDERSON (Spur)	1.4
D	WESTON	WI
	1.6	
	LINROSE (Spur)	1.8
	THORENSEN (Spur)	2.5
D	DAYTON	CN
	1.3	
	BEERS (Spur)	2.9
	CLIFTON	3.1
	COULAM	3.0
	OXFORD	3.4
	SWAN LAKE	5.2
	ZENDA	5.1
DN	DOWNEY	DO
	1.7	
	REASONER (Spur)	3.3
	VIRGINIA	2.5
	MARSH VALLEY (Spur)	2.2
D	ARIMO	A
	6.5	
DN-R	McCAMMON	MC
	(111.2)	

(4.35) 24.3 (4.10) 26.7 (2.40) 42.0 (0.40) 31.6 (3.05) 36.1 (3.25) 32.5 Thru Time
 W. B. Westward Siding E. B. Eastward Siding No. 29 stops to pick up revenue passengers for north and west of Poastello.
 Westward trains are superior to trains of the same class in the opposite direction—See rule 72.

SIXTH SUBDIVISION

EASTWARD

Supplement No. 1 to
Time-Table No. 246
March 8, 1937

Distance
from
Silver Bow
Via New
Main Line

FIRST CLASS				SECOND CLASS	
32	42	560	30	262	278
Passenger	Passenger	Motor Passenger	Passenger	Time Freight	Time Freight

Length of stings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales & telephones

WFTYOP	STATIONS	OG YD	32	42	560	30	262	278
	DN-R OGDEN	390.1	A 6.10AM	A 8.45AM	A 6.55PM	A 10.15PM	A 10.30AM	A 1.30AM
	0.7 D. & R. G. W. CROSSING	389.4						
3,900 P	0.9 S. P. JCT.	388.5					10.20	12.45AM
1,165	1.1 BROWNING	387.4						
	0.8 FIVE POINTS JCT.	387.2						
	1.8 U. I. C. CROSSING	385.4						
4,200 P	0.0 HARRISVILLE	385.4	5.57	8.31	6.41	10.03	10.10	12.30
5,202 P	4.1 HOT SPRINGS	381.3	f 5.52	f 8.26	f 6.35	9.57	10.04 9.55	12.15AM
4,200 P	5.2 WILLARD	376.1	f 5.46	f 8.20	f 6.29	9.51	9.43	11.59PM
2,672 P	3.2 PERRY	372.9	f 5.42	f 8.16	f 6.25	9.46	9.38	11.49
	2.1 FRUIT (Spur)	370.8						
7,837 WXP	1.8 DN BRIGHAM	369.0	s 5.37	s 8.11	6.20PM	s 9.40	9.30	11.40
4,210 P	4.2 BAKERS	364.8	5.27	f 8.02		f 9.31	9.23	11.30
	3.1 CALLS FORT	361.7						
2,721 P	2.0 D HONEYVILLE	359.7	f 5.22	f 7.56		f 9.25	9.15	11.21
	2.1 MADSEN	357.6						
3,898 WP	3.4 DEWEY	354.2	f 5.15	f 7.50		f 9.19	9.06	11.13
5,207 P	4.2 COLLINSTON	350.0	f 5.09	f 7.45		f 9.14	8.58	11.07
	2.9 DURFEY (Spur)	347.1						
3,886 P	1.6 WHEELON	345.5	f 5.03	f 7.40		f 9.09	8.50	10.49
W. B. 4,253 WP E. B. 4,344 YOP	4.2 DN CACHE JCT.	341.3	s 4.48	s 7.25		s 8.55	8.30	10.25
2,708 P	4.1 HAMMOND	337.2	f 4.35	7.13		8.40	8.00	9.26
5,205 P	4.0 D TRENTON	333.2	f 4.30	f 7.09		f 8.35	7.54	9.20
	1.3 MORTON	331.9						
3,900 P	2.4 D CORNISH	329.5	f 4.25	f 7.04		f 8.31	7.48	9.15
2,791 P	1.3 UTIDA	327.7	f 4.22	f 7.02		8.28	7.45	9.12
	1.3 ANDERSON (Spur)	326.4						
4,340 P	1.4 D WESTON	325.0	f 4.17	f 6.59		f 8.25	7.40	9.07
	1.6 LINROSE (Spur)	323.4						
	1.8 THORENSEN (Spur)	321.6						
4,158 P	2.5 D DAYTON	319.1	f 4.08	f 6.51		f 8.16	7.26	8.57
	1.3 BEERS (Spur)	317.8						
3,898 WP	2.9 CLIFTON	314.9	f 4.02	f 6.46		f 8.11	7.12	8.51
	3.1 COULAM	311.8	f 3.58	f 6.42		f 8.07	7.07	8.46
4,166 P	3.0 OXFORD	308.8	f 3.54	f 6.39		f 8.03	7.02	8.41
3,820 WP	3.4 SWAN LAKE	305.4	f 3.49	f 6.35		f 7.58	6.56	8.36
4,203 P	5.2 ZENDA	300.2	f 3.42	f 6.29		f 7.52	6.49	8.28
3,866 WP	5.1 DN DOWNEY	295.1	s 3.35	s 6.22		s 7.45	6.37	8.20
	1.7 REASONER (Spur)	293.4						
4,203 P	3.3 VIRGINIA	290.1	f 3.28	f 6.15		f 7.37	6.29	8.11
	2.5 MARSH VALLEY (Spur)	287.6						
4,134 P	2.2 D ARIMO	285.4	f 3.21	f 6.09		s 7.31	6.20	8.04
11,214 WXP	6.5 DN-R McCAMMON	278.9	3.10AM	6.00AM		7.20PM	6.05AM	7.50PM

Block Signals

(111.2)

Thru Time	(3.00)	(2.45)	(0.85)	(2.55)	(4.25)	(5.40)
Average speed per hour	37.1	40.5	36.1	38.1	25.1	19.5

W. B. Westward Siding Westward trains are superior to trains of the same class in the opposite direction—See rule 72.
E. B. Eastward Siding