

UNION PACIFIC RAILROAD COMPANY

CENTRAL DISTRICT



UTAH DIVISION

**FIFTH SUBDIVISION
SIXTH SUBDIVISION**

**SUPPLEMENT NO. 2
Superseding Sup. No. 1 to
TIME-TABLE
No. 246**

**Effective Tuesday,
March 9, 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. Wines | Physical Examiner | Salt Lake City | Salt Lake City. |
| O. J. LaBarge | Senior Internist | Salt Lake City | Salt Lake City. |
| L. J. Tauber | 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. |
| H. J. Hartvigsen | Surgeon | Downey | to Cache Jet, Inc. |
| T. E. Betenson | Surgeon | Garland | McCammon to Cache Jet, Malad Branch and Honeyville to Cache Jet. |
| O. H. Mabey | Surgeon | Malad | Malad Branch. |
| D. C. Budge | Surgeon | Logan | Cache Valley Branch. |
| G. L. Ross | Surgeon | Smithfield | Logan to Richmond. |
| G. W. Statas | Surgeon | Preston | Preston to Logan. |
| E. N. Roberts | Division Surgeon | Pocatello | All. |
| J. Clothier | Eye, Ear, Nose, Throat | Pocatello | Blackfoot to American Falls and McCammon. |
| J. E. Young | Surgeon | Pocatello | Blackfoot to American Falls and McCammon. |
| W. W. Brothers | Surgeon | Pocatello | Blackfoot to American Falls and McCammon. |
| F. W. Mitchell | Surgeon | Blackfoot | Blackfoot to Idaho Falls. |
| H. L. Schiess | Surgeon | Shelley | Blackfoot to Idaho Falls. |
| H. L. Willson | Surgeon | Idaho Falls | Blackfoot to Roberts, Rigby and Ririe. |
| C. E. Jones | Surgeon | Dubois | Dubois to Butte. |
| C. T. Kendall | Surgeon | Lima | Humphrey to Dillon. |
| F. M. Poindexter | Surgeon | Dillon | Dillon to Butte. |
| W. H. Stephan | Surgeon | Dillon | Melross to Armstead. |
| R. C. Monahan | Surgeon | Butte | Butte to Monida. |
| M. C. MacKinnon | Surgeon | Aberdeen | Aberdeen to Moreland. |
| I. R. Ebert | Surgeon | Aroo | 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 | St. Anthony 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 |
|---------------|----------------|---------------|----------------|---------------|----------------|
| 36" | 100.0 | 1' 1" | 59 | 2' | 80 |
| 38" | 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 & Gottberg
 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
 Salt Lake City Telegraph Office, Passenger S
 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 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
 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. SIGLEN }
 R. B. JOHNSON }

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 | Distance from Salt Lake City |
|-----------------|-----------------|-----------------|--------------------------|--------------------------------|----------------|-----------------|-----------------|---------------------------------|-----------------|---------------------------------|
| 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 | 0.0 |
| | | | | | | | | | | 0.8 |
| | | 7.38 | | | | | 8.23 | | | 2.6 |
| † 11.30 | 8.40 | 7.40 | 6.59 | 6.50 | 6.40 | † 5.48 | † 8.25 | 7.53 | 6.55 | 3.4 |
| | | | | | | | | | | 5.2 |
| † 11.33 | † 8.46 | 7.43 | 7.02 | 6.53 | 6.43 | † 5.53 | † 8.29 | | 6.58 | 5.3 |
| | | | | | | | | | | 6.4 |
| † 11.40 | 8.53 | 7.50 | 7.08 | 7.00 | 6.50 | † 6.03 | † 8.39 | 8.00 | 7.05 | 8.2 |
| | | | | | | | | | | 10.3 |
| † 11.45 | † 9.01 | 7.54 | 7.12 | 7.04 | 6.54 | † 6.10 | † 8.45 | 8.04 | 7.09 | 15.0 |
| | | | | | | | | | | 19.6 |
| † 11.48 | † 9.07 | 7.56 | 7.14 | 7.06 | 6.56 | † 6.14 | † 8.49 | | 7.12 | 21.8 |
| | | | | | | | | | | 26.5 |
| † 11.53 | 9.16 | 8.01 | 7.18 | 7.11 | 7.01 | † 6.21 | † 8.55 | 8.10 | 7.17 | 29.0 |
| | | | | | | | | | | 30.2 |
| † 11.58PM | † 9.24 | 8.05 | 7.22 | 7.15 | 7.05 | † 6.27 | † 9.01 | 8.13 | 7.21 | 35.3 |
| | | | | | | | | | | 35.7 |
| A 12.15AM | A 9.45PM | A 8.20PM | A 7.40PM | A 7.30PM | A 7.20PM | A 6.50PM | A 9.20AM | A 8.25AM | A 7.35AM | 36.3 |
| S. P. 21 | | | | | | | S. P. 27 | | | |

Supplement No. 2
SUPERSEDING SUP. NO. 1 TO
Time-Table No. 246
March 9, 1937

STATIONS

| | | |
|------|-------------------------|----------|
| DN-R | SALT LAKE CITY VN | D |
| | 0.8 | |
| | FIFTH NORTH TOWER | |
| | 1.8 | |
| DN-R | NORTH YARD | ⊙ |
| | 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 |

Electric Signal

Double Track

(36.3)
Connections

| | | | | | | | | | | |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------------------------------|
| (0.55) | (1.15) | (0.50) | (0.50) | (0.50) | (0.50) | (1.20) | (1.05) | (0.33) | (0.50) | Thru Time |
| 39.6 | 29.8 | 43.6 | 43.6 | 43.6 | 43.6 | 27.3 | 33.5 | 57.3 | 43.6 | Average speed per hour |

Nos. 8, 818 and 14 stop to discharge revenue passengers from Lyndyl 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. 2 SUPERSEDING SUP. NO. 1 TO Time-Table No. 246 March 9, 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 | 2.3 |
| | 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. 2
SUPERSEDING SUP. NO. 1 TO
Time-Table No. 246
March 9, 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 | Mail and Express | Passenger |
| DN-R SALT LAKE CITY VN D 0.8 | 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 |
| FIFTH NORTH TOWER 1.8 | 35.5 | | | | | | | | | | |
| Ten-R NORTH YARD C 0.8 | 33.7 | | | | | | | | | | |
| BECKS 1.8 | 32.9 | | | | | | | | | | |
| NORTH SALT LAKE 0.1 | 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 |
| BAMBERGER E. RY. CROSS. 1.1 | 31.0 | | | | | | | | | | |
| HATCHES (Spur) 1.8 | 29.9 | | | | | | | | | | |
| D WOODS CROSS WC 2.1 | 28.1 | 12.55 | f 6.55 | 7.20 | 9.13 | 9.23 | f 9.37 | | f 8.17 | 10.54 | f 11.06 |
| CENTERVILLE (Spur) 4.7 | 26.0 | | | | | | f | | f | | f |
| D FARMINGTON FO 4.6 | 21.3 | 12.48 | f 6.48 | 7.13 | 9.06 | 9.16 | f 9.28 | 5.50 | f 8.06 | 10.47 | f 10.59 |
| D KAYSVILLE K 2.2 | 16.7 | 12.43 | f 6.43 | 7.08 | 9.01 | 9.11 | f 9.21 | | f 7.58 | 10.42 | f 10.54 |
| D LAYTON NY 4.7 | 14.5 | 12.40 | f 6.40 | 7.05 | 8.58 | 9.08 | f 9.17 | 5.45 | f 7.54 | 10.39 | f 10.51 |
| D CLEARFIELD CF 2.5 | 9.8 | 12.35 | f 6.35 | 7.00 | 8.53 | 9.03 | f 9.11 | 5.41 | f 7.47 | 10.34 | f 10.46 |
| ANGUS (Spur) 1.2 | 7.3 | | | | | | | | | | |
| ROY 5.1 | 6.1 | 12.30 | f 6.30 | 6.55 | 8.47 | 8.57 | f 9.06 | | f 7.40 | 10.30 | f 10.41 |
| BRIDGE JCT. 0.4 | 1.0 | | | | | | | | | | |
| 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 31 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. 2 SUPERSEDING SUP. NO. 1 TO Time-Table No. 246 March 9, 1937 | | Distance from Five Points |
|--|--------------------------------|--|--|---------------------------|
| | | STATIONS | | |
| | 0.0 | FIVE POINTS JCT. 1.1 | | 1.1 |
| | 1.1 | FIVE POINTS | | 0.0 |
| | | (1.1) | | |

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. 2 SUPERSEDING SUP. NO. 1 TO Time-Table No. 246 March 9, 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 D 0.8 | 36.3 | | | | | |
| I | FIFTH NORTH TOWER 1.8 | 35.5 | | | | | |
| WFTYOP | DN-R NORTH YARD C 0.8 | 33.7 | A 4.00AM | A 4.15AM | A 5.00AM | A 1.00PM | |
| | BECKS 1.8 | 32.9 | | | | | |
| 4,901 P | NORTH SALT LAKE 0.1 | 31.1 | 3.33 | 3.48 | 4.33 | 12.33 | |
| | BAMBERGER E. RY. CROSS. 1.1 | 31.0 | | | | | |
| | HATCHS (Spur) 1.8 | 29.9 | | | | | |
| 2,497 P | D WOODS CROSS WC 2.1 | 28.1 | 3.27 | 3.42 | 4.27 | 12.27 | |
| P | CENTERVILLE (Spur) 4.7 | 26.0 | | | | | |
| 3,602 WP | D FARMINGTON FO 4.6 | 21.3 | 3.13 | 3.28 | 4.13 | 12.13 | |
| 6,416 P | D KAYSVILLE K 2.2 | 16.7 | 3.05 | 3.20 | 4.05 | 12.05PM | |
| 6,416 P | D LAYTON NY 4.7 | 14.5 | 3.00 | 3.15 | 4.00 | 11.59AM | |
| 2,861 P | D CLEARFIELD CF 2.5 | 9.8 | 2.50 | 3.05 | 3.50 | 11.50 | |
| | ANGUS (Spur) 1.2 | 7.3 | | | | | |
| 2,172 P | ROY 5.1 | 6.1 | 2.40 | 2.55 | 3.40 | 11.40 | |
| P | BRIDGE JCT. 0.4 | 1.0 | | | | | |
| | U. P. CROSSING 0.6 | 0.6 | | | | | |
| WFTYO | DN-R OGDEN OG YD | 0.0 | 2.15AM | 2.30AM | 3.15AM | 11.15AM | |
| | (36.3) 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. 2 SUPERSEDING SUP. NO. 1 TO Time-Table No. 246 March 9, 1937 | | Distance from College Jct. | | | | |
|--|--|-----|----------------------------|--|--|--|-----|
| | STATIONS | | | | | | |
| | COLLEGE JCT. 1.3 | 0.0 | | | | | 2.9 |
| | BEET (Spur) 1.6 | 1.3 | | | | | 1.6 |
| | COLLEGE (Spur) (2.9) | 2.9 | | | | | 0.0 |

Westward trains are superior to trains of the same class in the opposite direction. See Rule 73. 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 clear- ance points, loca- tion of water, fuel, interlocking plants, turning stations, scales & telephones | WESTWARD | | SIXTH SUBDIVISION | | | | Distance from Ogden | SUPPLEMENT NO. 2 SUPERSEDING SUP. NO. 1 TO Time-Table No. 246 March 9, 1937 | |
|--|---------------------------------|---------------------------------|--------------------------|------------------------------------|--------------------------|--------------------------|---------------------------|--|------------------------------|
| | SECOND CLASS | | FIRST CLASS | | | | | STATIONS | |
| | 277 Time Freight Daily | 263 Time Freight Daily | 29 Passenger Daily | 559 Motor Passenger Daily | 31 Passenger Daily | 41 Passenger Daily | | OG YD | |
| | WFTYOP | 9.30PM | 10.15AM | 10.15PM | 9.45AM | 9.40AM | 12.40AM | 0.0 | DN-R OGDEN |
| | | | | | | | | 0.7 | D. & B. G. W. CROSSING |
| 3,900 | P | 9.40 | 10.20 | 10.19 | 9.50 | 9.45 | 12.45 | 1.6 | S. P. JCT. |
| 1,165 | | | | | | | | 2.7 | BROWNING |
| | | | | | | | | 2.9 | FIVE POINTS JCT. |
| | | | | | | | | 4.7 | U. I. C. CROSSING |
| 4,209 | P | 9.47 | 10.27 | 10.26 | f 9.57 | f 9.50 | 12.52 | 4.7 | HARRISVILLE |
| f | P | 9.57 | 10.34 | 10.30 | f 10.04 | f 9.55 | f 12.57 | 8.8 | HOT SPRINGS |
| 4,209 | P | 10.03 | 10.43 | 10.35 | f 10.11 | f 10.01 | f 1.03 | 14.0 | WILLARD |
| 2,672 | P | 10.08 | 10.48 | 10.39 | f 10.16 | f 10.05 | 1.07 | 17.2 | PERRY |
| | | | | | | | | 19.3 | FRUIT (Spur) |
| 7,837 | WYP | 10.14 | 10.58 | s 10.46 | A 10.25AM | s 10.15 | s 1.19 | 21.1 | DN BRIGHAM |
| 4,210 | P | 10.20 | 11.06 | 10.52 | | f 10.21 | 1.25 | 25.3 | BAKERS |
| | | | | | | | | 28.4 | CALLS FORT |
| 2,721 | P | 10.28 | 11.14 | 10.57 | | f 10.27 | f 1.31 | 30.4 | D HONEYVILLE |
| | | | | | | | | 32.5 | MADSEN |
| 3,893 | WP | 10.35 | 11.22 | 11.03 | | f 10.34 | f 1.37 | 35.9 | DEWEY |
| 5,207 | P | 10.43 | 11.30 | 11.07 | | f 10.40 | f 1.43 | 40.1 | COLLINSTON |
| | | | | | | | | 43.0 | DURFEY (Spur) |
| 3,886 | P | 10.49 | 11.38AM | 11.12 | | f 10.45 | f 1.49 | 44.6 | WHEELON |
| W. B. 4,253 WP E. B. 4,344 YOP | | 11.30 | 12.15PM | s 11.30 | | s 11.05 | s 2.10 | 48.8 | DN CACHE JCT. |
| 2,700 | P | 11.45 | 12.23 | 11.36 | | f 11.10 | 2.16 | 52.9 | HAMMOND |
| 5,200 | P | 11.51 | 12.31 | 11.41 | | f 11.15 | f 2.21 | 56.9 | D TRENTON |
| | | | | | | | | 58.2 | MORTON |
| 3,900 | P | 11.56 | 12.37 | f 11.46 | | f 11.21 | f 2.27 | 60.6 | D CORNISH |
| 2,791 | P | 11.59PM | 12.41 | 11.48 | | f 11.24 | f 2.30 | 62.4 | UTIDA |
| | | | | | | | | 63.7 | ANDERSON (Spur) |
| 4,340 | P | 12.05AM | 12.46 | 11.52PM | | f 11.32 | f 2.35 | 65.1 | D WESTON |
| | | | | | | | | 66.7 | LINROSE (Spur) |
| | | | | | | | | 68.5 | THORENSEN (Spur) |
| 4,158 | P | 12.19 | 12.57 | f 12.01AM | | f 11.43 | f 2.47 | 71.0 | D DAYTON |
| | | | | | | | | 72.3 | BEERS (Spur) |
| 3,898 | WP | 12.25 | 1.04 | 12.05 | | f 11.49 | f 2.54 | 75.2 | CLIFTON |
| | P | 12.30 | 1.10 | 12.08 | | f 11.53 | f 2.59 | 78.3 | COULAM |
| 4,166 | P | 12.35 | 1.15 | 12.11 | | f 11.59AM | f 3.05 | 81.3 | OXFORD |
| 3,820 | WP | 12.40 | 1.22 | 12.15 | | f 12.05PM | f 3.11 | 84.7 | SWAN LAKE |
| 4,203 | P | 12.48 | 1.32 | 12.21 | | f 12.12 | f 3.20 | 89.9 | ZENDA |
| 3,866 | WP | 12.58 | 1.42 | s 12.29 | | s 12.21 | s 3.35 | 95.0 | DN DOWNEY |
| | | | | | | | | 96.7 | REASONER (Spur) |
| 4,203 | | 1.06 | 1.50 | 12.35 | | f 12.27 | f 3.41 | 100.0 | VIRGINIA |
| | P | | | | | | | 102.5 | MARSH VALLEY (Spur) |
| 4,134 | P | 1.12 | 1.59 | f 12.42 | | s 12.34 | s 3.51 | 104.7 | D ARIMO |
| 11,214 | WIYP | A 2.05AM | A 2.25PM | A 12.55AM | | A 12.45PM | A 4.05AM | 111.2 | 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 | | | | | | | | | Average speed per hour |
| 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. 2
SUPERSEDING SUP. NO. 1 TO
Time-Table No. 246
March 9, 1937

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

| WPTYOP | STATIONS | 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 |
| | DN-R OGDEN OG YD | 390.1 | A 6.10AM | A 8.45AM | A 6.55PM | A 10.15PM | A 10.30AM | A 1.30AM |
| | D. & B. G. W. CROSSING | 389.4 | | | | | | |
| 3,900 P | S. P. JCT. | 388.5 | | | | | 10.20 | 12.45AM |
| 1,165 | BROWNING | 387.4 | | | | | | |
| | FIVE POINTS JCT. | 387.2 | | | | | | |
| | U. I. C. CROSSING | 385.4 | | | | | | |
| 4,200 P | HARRISVILLE | 385.4 | 5.57 | 8.31 | 6.41 | 10.03 | 10.10 | 12.30 |
| 5,202 P | HOT SPRINGS | 381.8 | f 5.52 | f 8.26 | f 6.35 | 9.57 | 10.04 | 12.00 |
| 4,200 P | WILLARD | 376.1 | f 5.46 | f 8.20 | f 6.29 | 9.51 | 9.43 | 11.59PM |
| 2,672 P | PERRY | 372.9 | f 5.42 | f 8.16 | f 6.25 | 9.46 | 9.38 | 11.49 |
| | FRUIT (Spur) | 370.8 | | | | | | |
| 7,837 WYP | DN BRIGHAM BM | 369.0 | s 5.37 | s 8.11 | 6.20PM | s 9.40 | 9.30 | 11.40 |
| 4,210 P | BAKERS | 364.8 | 5.27 | f 8.02 | | f 9.31 | 9.23 | 11.30 |
| | CALLS FORT | 361.7 | | | | | | |
| 2,721 P | D HONEYVILLE HX | 359.7 | f 5.22 | f 7.56 | | f 9.25 | 9.15 | 11.21 |
| | MADSEN | 357.6 | | | | | | |
| 3,898 WF | DEWEY | 354.2 | f 5.15 | f 7.50 | | f 9.19 | 9.06 | 11.13 |
| 5,207 P | COLLINSTON | 350.0 | f 5.09 | f 7.45 | | f 9.14 | 8.58 | 11.07 |
| | DURFEY (Spur) | 347.1 | | | | | | |
| 3,886 P | WHEELON | 345.5 | f 5.03 | f 7.40 | | f 9.09 | 8.50 | 10.49 |
| W. B. 4,253 WF E. B. 4,344 YOP | DN CACHE JCT. CJ | 341.3 | s 4.48 | s 7.25 | | s 8.55 | 8.30 | 10.25 |
| 2,708 P | HAMMOND | 337.2 | f 4.35 | 7.13 | | 8.40 | 8.00 | 9.26 |
| 5,205 P | D TRENTON ON | 333.2 | f 4.30 | f 7.09 | | f 8.35 | 7.54 | 9.00 |
| | MORTON | 331.9 | | | | | | |
| 3,900 P | D CORNISH CG | 329.5 | f 4.25 | f 7.04 | | f 8.31 | 7.48 | 9.15 |
| 2,791 P | UTIDA | 327.7 | f 4.22 | f 7.02 | | 8.28 | 7.45 | 9.12 |
| | ANDERSON (Spur) | 326.4 | | | | | | |
| 4,340 P | D WESTON WI | 325.0 | f 4.17 | f 6.59 | | f 8.25 | 7.40 | 9.07 |
| | LINROSE (Spur) | 323.4 | | | | | | |
| | THORENSEN (Spur) | 321.6 | | | | | | |
| 4,158 P | D DAYTON CN | 319.1 | f 4.08 | f 6.51 | | f 8.16 | 7.26 | 8.57 |
| | BEERS (Spur) | 317.8 | | | | | | |
| 3,898 WF | CLIFTON | 314.9 | f 4.02 | f 6.46 | | f 8.11 | 7.12 | 8.51 |
| | COULAM | 311.8 | f 3.58 | f 6.42 | | f 8.07 | 7.07 | 8.46 |
| 4,166 P | OXFORD | 308.8 | f 3.54 | f 6.39 | | f 8.03 | 7.02 | 8.41 |
| 3,820 WF | SWAN LAKE | 305.4 | f 3.49 | f 6.35 | | f 7.58 | 6.56 | 8.36 |
| 4,203 P | ZENDA | 300.2 | f 3.42 | f 6.29 | | f 7.52 | 6.49 | 8.28 |
| 3,866 WF | DN DOWNEY DO | 295.1 | s 3.35 | s 6.22 | | s 7.45 | 6.37 | 8.20 |
| | REASONER (Spur) | 293.4 | | | | | | |
| 4,203 P | VIRGINIA | 290.1 | f 3.28 | f 6.15 | | f 7.37 | 6.29 | 8.11 |
| | MARSH VALLEY (Spur) | 287.6 | | | | | | |
| 4,134 P | D ARIMO A | 285.4 | f 3.21 | f 6.09 | | s 7.31 | 6.20 | 8.04 |
| 11,214 WYTP | DN-R McCAMMON MC | 278.9 | 3.10AM | 6.00AM | | 7.20PM | 6.05AM | 7.50PM |

| | | | | | | | |
|------------------------|--------|--------|--------|--------|--------|--------|-------|
| (111.2) | Daily | Daily | Daily | Daily | Daily | Daily | Daily |
| Thru Time | (3.00) | (2.45) | (0.35) | (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