



**MAP OF THE
SOUTH-CENTRAL DISTRICT
IDAHO DIVISION**

CORRECTED TO FEB. 1, 1940.

SCALE OF MILES
0 10 20 30 40 50



IDAHO DIVISION

FIFTH SUBDIVISION
SIXTH SUBDIVISION
SEVENTH SUBDIVISION
EIGHTH SUBDIVISION
AND BRANCHES

**TIME-TABLE
No. 257**

**Effective Monday,
February 3, 1941**
at 12:01 A. M. Mountain Time



FOR EMPLOYEES ONLY

Railroad Surgeons are located as shown below:

NAME	TITLE	PLACE	TERRITORY
J. R. NILSSON	Chief Surgeon	Omaha	All.
SPENCER WRIGHT	District Surgeon	Salt Lake City	South-Central District (Idaho Division).
L. J. Tauffer	Division Surgeon	Salt Lake City	Salt Lake City.
F. L. Stauffer	Eye, Ear, Nose, Throat	Salt Lake City	Salt Lake City.
H. O. Frazier	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	Salt Lake City	Salt Lake City.
W. M. Clinger	Senior Internist	Salt Lake City	Salt Lake City.
Rulon E. Smith	Surgeon	Salt Lake City	Salt Lake City.
R. H. Anderson	Surgeon and Physical Examiner	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.
W. E. Cragun	Surgeon	Lewiston	Preston to Logan and Dayton to Cache Jet.
G. W. States	Division 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.
W. L. Olsen	Surgeon	Pocatello	Blackfoot to American Falls and McCammon.
W. W. Beek	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. Woolley	Surgeon	Idaho Falls	Firth-Roberts-Goshen Branch.
E. T. Gagner	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 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..... 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

Blackfoot..... Nate Morgan

Idaho Falls..... F. C. Christ

Dillon..... C. F. Ames

Butte..... Albert Stamm

..... 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

Preston..... Telegraph Office

McCammon..... Telegraph Office

Pocatello..... East End Yardmaster's Office

Pocatello..... Yardmaster'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

F. C. PAULSEN, General Supt. Salt Lake City, Utah

R. E. TITUS, Superintendent..... Pocatello, Idaho

J. W. MYERS, Asst. Superintendent..... Salt Lake City, Utah

E. L. CHANTRY, Trainmaster..... Pocatello, Idaho

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, Utah

L. W. FLAHERTY..... }

R. CRISPINO..... }

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..... } Train Dispatchers

L. C. WEAVER..... } Pocatello, Idaho

R. A. SIGLIN..... }

D. DURHAM..... }

H. L. CRAWFORD..... }

CONDENSED TIME-TABLE

WESTWARD

SECOND CLASS			FIRST CLASS			Distance from Salt Lake City via New Main Line	Time-Table No. 257 February 3, 1941	STATIONS
263 Time Freight	277 Time Freight	279 Time Freight	41 Passenger	29 Passenger	31 Passenger			
Daily	Daily	Daily Except Saturday	Daily	Daily	Daily			
8.30AM	8.00PM	7.10PM	11.35PM	8.00PM	8.00AM	0.0		SALT LAKE CITY
9.45	9.30	8.10	12.25AM	8.55	9.05	36.3		OGDEN
10.15	10.15	8.15	12.50	9.20	9.25	57.4		BRIGHAM
10.53AM	11.04PM	8.47	1.22	9.55	10.00	85.1		CACHE JCT.
12.01PM	12.15AM	9.55	2.09	10.45PM	10.57AM	147.5		MCCAMMON
1.50	2.00	11.40PM	3.40	12.05AM	12.30PM	170.2		POCATELLO
A 2.30PM	3.15	12.30AM	A 4.20AM	12.10	1.10	194.4		BLACKFOOT
	5.30	2.45		1.30	1.25	220.8		IDAHO FALLS
	6.15	3.24		2.12	2.03	271.8		ASHTON
	7.15	4.30		3.00	2.45	317.4		VICTOR
	8.45	4.45				327.9		WEST YELLOWSTONE
						433.3		BUTTE
								(433.3)
(6.00)	(31.30)	(12.20)	(4.45)	(13.15)	(13.05)			Thru Time
28.4	13.7	22.0	35.6	32.7	33.1			Average speed per hour

EASTWARD

Time-Table No. 257 February 3, 1941	Distance from Butte via Old Main Line	FIRST CLASS			SECOND CLASS	
		32 Passenger	42 Passenger	30 Passenger	278 Time Freight	262 Time Freight
SALT LAKE CITY	434.0	A 7.00AM	A 9.55AM	A 10.30PM	A 4.15AM	A 1.00PM
OGDEN	397.7	6.05	8.55	9.35	2.30	11.15AM
BRIGHAM	376.6	5.55	8.45	9.20	1.30AM	10.30
CACHE JCT.	348.9	5.19	8.11	8.47	11.19PM	9.30
MCCAMMON	286.5	4.32	7.21	8.02	9.55	8.30
POCATELLO	263.8	2.50	5.55	6.35	7.50	6.05
BLACKFOOT	238.9	2.45	5.25AM	6.00	7.00	5.00AM
IDAHO FALLS	212.5	1.30	5.25	5.25	4.00	
ASHTON	263.5			4.45	1.30	
VICTOR	309.1				12.30PM	
WEST YELLOWSTONE	319.6					
BUTTE	0.0	6.30PM		9.45AM	8.00PM	
(434.0)		Daily	Daily	Daily	Daily	Daily
Thru Time.....		(12.30)	(4.30)	(12.45)	(32.15)	(8.00)
Average speed per hour.....		34.7	37.8	34.0	13.4	21.3

WESTWARD		FIFTH SUBDIVISION					Distance from Salt Lake City	Time-Table No. 257 February 3, 1941	
		SECOND CLASS						STATIONS	
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.		254 Time Freight Daily	277 Time Freight Daily	279 Time Freight Daily Except Saturday	53 Mixed Daily	263 Time Freight Daily			
						5.20PM	0.0	DN-R SALT LAKE CITY VN	
	I					0.8	0.8 FIFTH NORTH TOWER		
	WFTYOP	9.30PM	8.00PM	7.10PM		2.6	1.8 DN-R NORTH YARD C		
						3.4	0.8 BECKS		
	4,901 P	9.40	8.17	7.20	s 5.35	5.2	1.8 NORTH SALT LAKE		
						5.3	0.1 BAMBERGER E. RY. CROSS.		
						6.4	1.1 HATCHS (Spur)		
	2,497 P	9.47	8.25	7.25	f 5.40	8.2	1.8 D WOODS CROSS WC		
	P					10.3	2.1 CENTERVILLE (Spur)		
	3,602 WP	10.00	8.36	7.34	f 5.50	15.0	4.7 D FARMINGTON FO		
	6,416 P	10.08	8.42	7.40	f 5.57	19.6	4.6 D KAYSVILLE K		
	6,416 P	10.15	8.46	7.43	f 6.01	21.8	2.2 D LAYTON NY		
	2,861 P	10.22	8.54	7.50	s 6.08	26.5	4.7 D CLEARFIELD CF		
						29.0	2.5 ANGUS (Spur)		
	2,172 P	10.32	9.01	7.55	f 6.15	30.2	1.2 ROY		
	P					35.3	5.1 BRIDGE JCT.		
						35.7	0.4 U. P. CROSSING		
	WFTYO	A 11.00PM	A 9.30PM	A 8.10PM	A 6.40PM	36.3	0.6 DN-R OGDEN OG YD		
							(36.3) Connections		
		(1.30) 22.5	(1.30) 22.5	(1.00) 36.3	(1.20) 27.2	(1.15) 29.0	..... Thru Time Average Speed per hour		

WESTWARD		SYRACUSE BRANCH			EASTWARD		
		Time-Table No. 257 February 3, 1941					
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales & telephones.		STATIONS			Distance from Syracuse		
	W. B. 2,861 P	0.0	D CLEARFIELD CF	4.7			
	E. B. 3,477 P	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 S-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, extra trains, and yard engines.

The time of No. 279 must be cleared not less than five minutes by westward second class and extra trains.

WESTWARD		FIFTH SUBDIVISION									Distance from Salt Lake City	Time-Table No. 257 February 3, 1941		
		FIRST CLASS										STATIONS		
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales & telephones.		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 Streamline Passenger ★See note below	31 Passenger Daily	14 Passenger Daily			
			11.35PM	11.00PM	8.00PM	7.05PM	7.00PM	6.30PM	6.25PM	10.29AM	8.00AM	6.45AM	0.0	DN-R SALT LAKE CITY VN
												0.8	0.8 FIFTH NORTH TOWER	
												2.6	1.8 DN-R NORTH YARD C	
												3.4	0.8 BECKS	
	f 11.42	f 11.10	8.10	7.15	7.10	6.40	6.33	10.35	f 8.10	6.55	5.2	1.8 NORTH SALT LAKE		
											5.3	0.1 BAMBERGER E. RY. CROSS.		
											6.4	1.1 HATCHS (Spur)		
	f 11.46	f 11.13	8.13	7.18	7.13	6.43	6.36		f 8.14	6.58	8.2	1.8 D WOODS CROSS WC		
	f										10.3	2.1 CENTERVILLE (Spur)		
	f 11.53	f 11.20	8.20	7.25	7.20	6.50	6.42	10.42	f 8.24	7.05	15.0	4.7 D FARMINGTON FO		
	f 11.58PM	f 11.25	8.25	7.30	7.24	6.54	6.46	10.46	f 8.30	7.09	19.6	4.6 D KAYSVILLE K		
	f 12.01AM	f 11.27	8.27	7.32	7.26	6.56	6.48		f 8.34	7.12	21.8	2.2 D LAYTON NY		
	f 12.07	f 11.32	8.32	7.37	7.31	7.01	6.52	10.52	f 8.40	7.17	26.5	4.7 D CLEARFIELD CF		
											29.0	2.5 ANGUS (Spur)		
	f 12.11	f 11.36	8.36	7.41	7.35	7.05	6.55	10.55	f 8.46	7.21	30.2	1.2 ROY		
											35.3	5.1 BRIDGE JCT.		
											35.7	0.4 U. P. CROSSING		
	A 12.25AM	A 11.50PM	A 8.55PM	A 8.00PM	A 7.50PM	A 7.20PM	A 7.10PM	A 11.07AM	A 9.05AM	A 7.35AM	36.3	0.6 DN-R OGDEN OG YD		
		S. P. 21							S. P. 27 S. P. 87			(36.3) Connections		
	(0.50) 43.6	(0.50) 43.6	(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		
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.														
No. 29 stops to discharge revenue passengers from points south of Salt Lake.														

WESTWARD		EVONA BRANCH			EASTWARD		
		Time-Table No. 257 February 3, 1941					
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales & telephones.		STATIONS			Distance from Main Line Jct.		
	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 S-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, extra trains, and yard engines.

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. 257 February 3, 1941	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	H CA PO
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	FH
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 BLACKFOOT	BF
3,720 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	FR
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	3.3 SHELLEY	SY
						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 IDAHO FALLS	AK
						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 ROBERTS	AR
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 DUBOIS	BO
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 SPENCER	RC
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 MONIDA	MO
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 LIMA	RD
						(146.0)		

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 Westward 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.	Time-Table No. 257 February 3, 1941	STATIONS	Distance from Silver Bow via New Main Line	FIRST CLASS		SECOND CLASS			
				30 Passenger	32 Passenger	278 Time Freight	280 Time Freight	334 Mixed	
WFTYOP		DN-R POCATELLO	256.8	A 5.25PM	A 1.30AM	6.45P	A 4.00PM	A 12.25AM	A 1.20AM
P		3.5 MONTANA JCT.	258.3	5.12	1.11		2.20	9.35PM	12.55
1,932		1.5 CHUBBUCK	251.8						
3,669 P		2.2 TYHEE	249.6	f 5.07	1.06		2.13	9.27	12.48
3,682 WP		5.3 FORT HALL	244.3	f 5.01	f 1.01		2.03	9.18	12.38
3,706 P		5.3 GIBSON	239.0	f 4.55	12.55		1.50	9.10	12.28
E.B. 4,548 W.B. 4,000 WFTYOP		7.1 BLACKFOOT	231.9	s 4.45	s 12.45		1.30	9.00	12.16
3,720 P		5.9 WAPELLO	226.0	f 4.37	12.33		1.12	8.40	12.06AM
		2.6 KIMBALL	223.4	f					
3,706 WP		2.8 FIRTH	220.6	s 4.30	f 12.26		1.04	8.30	11.58PM
Y		0.4 GOSHEN JCT.	220.2						
676		2.4 MONROE	217.8						
5,174 OP		3.3 SHELLEY	214.5	s 4.23	s 12.19		12.54	8.19	11.48
		1.4 MITCHELL	213.1						
3,708 P		2.4 COTTON	210.7	f 4.17	12.13		12.47	8.12	11.40
3,324 P		3.8 BACH	206.9	4.12	12.08		12.40	8.05	11.34
WFTYOP		1.4 IDAHO FALLS	205.6	s 4.10	s 12.05AM	5.00P	12.30PM	8.00PM	11.30PM
		1.3 WEST IDAHO FALLS	204.2	3.48	11.51PM				
2,725 P		5.4 PAYNE	198.8	f 3.38	f 11.45		10.55AM		
2,729 P		5.3 BASSETT	193.5	f 3.32	f 11.39		10.46		
2,880 WP		5.5 ROBERTS	188.0	s 3.25	s 11.33		10.37		
2,762 P		5.0 TENNO	183.0	f 3.18	11.27		10.22		
2,589 P		5.1 HAWGOOD	177.9	f 3.13	11.21		10.13		
2,698 P		5.4 HAMER	172.5	s 3.06	f 11.14		10.01		
2,668 WYP		5.6 CAMAS	166.9	f 2.58	f 11.06		9.42		
2,553 P		5.1 JONES	161.8	f 2.50	11.00		9.33		
E.B. 2,614 W.B. 3,147 WFTYOP		6.7 DUBOIS	155.1	s 2.42	s 10.52		9.20		
2,676 P		8.0 HIGHBRIDGE	147.1	f 2.29	f 10.40		8.49		
2,887 WP		5.6 SPENCER	141.5	s 2.18	f 10.30		8.36		
E.B. 2,740 W.B. 2,880 WYP		9.5 HUMPHREY	132.0	f 1.58	f 10.11		8.06		
2,122 WYP		6.7 MONIDA	125.3	s 1.50	f 10.02		7.45		
2,727 WP		8.1 SNOWLINE	117.2	f 1.40	9.51		7.20		
WFTYOP		7.1 LIMA	110.1	1.30PM	9.40PM		7.00AM		
			(146.7)	Daily	Daily		Daily	Daily Ex. Sunday	Daily

Thru Time.....
Average speed per hour.....

Westward trains are superior to trains of the same class in the opposite direction—See rule S-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. 257 February 3, 1941	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								
	WFTYP	3.30PM	5.30PM	5.45AM	279.9	DN-R	LIMA RD	110.1	A 1.20PM	A 9.30PM	A 5.45AM
			f		284.9		GOSMAN (Spur)	105.1	f		
2,563	P	3.50	s 5.42	s 5.57	288.0	D	DELL DE	102.0	s 1.00	f 9.20	3.40
2,571	P	4.15	f 5.48	f 6.03	294.0		KIDD	96.0	f 12.50	f 9.12	3.21
2,605	WP	4.30	f 5.58	f 6.12	302.8		RED ROCK	87.2	f 12.40	f 9.01	3.02
2,877	P	5.00	s 6.05	s 6.20	307.0	D	ARMSTEAD AD	83.0	s 12.35	f 8.56	2.50
2,651	P	5.15	f 6.15	f 6.30	312.9		GRAYLING	77.1	f 12.19	f 8.48	2.15
991	P		f	f	316.4		DALYS	73.6	f	f	
3,421	P	5.30	f 6.28	f 6.43	320.4		BARRATTS	69.6	f 12.09PM	f 8.39	1.50
3,461	WFTP	6.44	s 6.44	s 6.57	328.0	DN	DILLON DN	62.0	s 11.58AM	s 8.30	1.30
2,024	P	7.20	f 6.53	f 7.05	334.4		BOND	55.6	f 11.47	f 8.18	12.05AM
2,429	P	8.11	f 7.02	f 7.13	340.3		APEX	49.7	f 11.40	f 8.11	11.50PM
			f	f	347.8		GLEN (Spur)	42.2	s	f	
2,586	YP	8.35	7.21	7.31	348.7		NAVY	41.3	11.26	7.56	11.20
2,719	P	8.42	f 7.26	f 7.35	351.7		LAVON	38.3	f 11.22	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 11.13	s 7.42	10.50
2,109	P	9.30	f 7.55	f 7.58	364.9		QUINN	25.1	f 11.02	f 7.26	10.10
	P		f	f	366.0		MAIDEN ROCK	24.0	f	f	
2,198	P	9.50	s 8.07	s 8.09	370.1	D	DIVIDE J	19.9	s 10.53	s 7.16	9.50
3,454		9.59	f 8.12	f 8.15	374.3		WOODIN	15.7	f 10.45	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 10.35	f 7.02	9.20
1,888	P	10.25	f 8.29	f 8.39	384.6		BUXTON	5.4	f 10.25	f 6.55	9.10
	WFP	A 11.00PM	A 8.40PM	A 8.50AM	390.0	DN-R	SILVER BOW SB	0.0	10.15AM	6.45PM	8.40PM
							(110.1)		Daily	Daily	Daily
		(7.30) 14.7	(3.10) 34.8	(3.05) 35.7			Thru Time	(3.05) 35.7	(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 10.00AM	A s 6.45PM	A 8.25PM
		A 3.30AM	A 9.05PM	A 9.15AM	397.0	DN	BUTTE BY	0.0	9.45AM	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				

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WESTWARD			THATCHER BRANCH			EASTWARD		
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from Tremonton	Time-Table No. 257 February 3, 1941			Distance from Nelson			
		STATIONS						
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.	Distance from Garland	Time-Table No. 257 February 3, 1941			Distance from End of Track			
		STATIONS						
1,037	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.	Distance from Bakers	Time-Table No. 257 February 3, 1941			Distance from End of Track			
		STATIONS						
4,210	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)						

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WESTWARD			CACHE VALLEY 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 Cache Jct.	Time-Table No. 257 February 3, 1941	Distance from Preston	FIRST CLASS	SECOND CLASS	
	405 Local Freight	553 Motor Passenger				554 Motor Passenger	406 Local Freight	
	Daily Except Sunday	Daily		STATIONS				
WFYOP W. B. 4,253 E. B. 4,344	3.00AM	11.15AM	0.0	DN-R CACHE JCT. CJ	50.8	A 7.10AM	A 4.05PM	
P	3.11	11.23	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 11.32	8.6	3.8 MENDON	42.2	f 6.45	3.25	
			12.4	3.8 NEBEKER	38.4			
1,172 W	3.35	s 11.41	13.8	1.4 D WELLSVILLE WV	37.0	s 6.36	2.41	
		f	14.5	0.7 HILLS (Spur)	36.3	f		
		f	16.4	1.9 WEST (Spur)	34.4	f		
1,315	4.00	s 11.48AM	17.6	1.2 D HYRUM RU	33.2	s 6.30	2.23	
		f	20.2	2.6 HOLT (Spur)	30.6	f		
			21.7	1.5 SUGAR FACTORY JCT.	29.1			
			23.7	2.0 LOGAN JCT.	27.1			
4,163 wyo	4.17	s 12.05PM	24.1	0.4 D LOGAN Q	26.7	s 6.17	2.05	
			24.4	0.3 BENSON JCT.	26.4			
663			30.0	5.6 CARDON	20.8			
959	4.50	s 12.19	31.5	1.5 D SMITHFIELD SM	19.3	s 6.00	1.18	
			33.4	1.9 BAUGH (Spur)	17.4			
		f	34.0	0.6 FARMVILLE (Spur)	16.8	f		
		f	35.0	1.0 PLANTS (Spur)	15.8	f		
			36.5	1.5 HODGES (Spur)	14.3	f		
3,511 W	5.09	s 12.31	37.4	0.9 D RICHMOND RN	13.4	s 5.49	1.03	
		f 12.35	39.6	2.2 MERRILLS	11.2	f		
	5.18	f 12.38	41.0	1.4 WEBSTER	9.8	f 5.42	12.54	
			41.5	0.5 LEWISTON (Spur)	9.3			
2,204	5.37	s 12.45	43.8	2.3 D FRANKLIN F	7.0	s 5.37	12.45	
			45.7	1.9 BULLEN	5.1			
1,256	5.46	f 12.53	48.0	2.3 WHITNEY	2.8	f 5.31	12.18	
			50.6	2.6 U. I. C. CROSSING	0.2			
1,321 WFY	A 7.55AM	A 1.05PM	50.8	0.2 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			
W. B. Westward Siding E. B. Eastward Siding	Westward trains are superior to trains of the same class in the opposite direction—See rule S-72.							

WESTWARD			MACKAY BRANCH			EASTWARD		
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales & telephones	SECOND CLASS		Distance from Blackfoot	Time-Table No. 257 February 3, 1941	Distance from Mackay	SECOND CLASS		
	321 Mixed	309 Mixed				322 Mixed	310 Mixed	
	Daily Except Sunday	Daily Except Sunday		STATIONS				
11,427 WFYOP	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 7.42	4.3	0.5 CLARKSON	81.0	f 2.00	f 3.42	
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	1.2 R ABERDEEN JCT.	78.2	1.45PM	f 3.35	
1,682 W		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	f 2.42	
1,634 P		f 8.56	35.4	6.2 CERRO GRANDE	49.9	f	f 2.27	
913 P		f 9.18	44.7	9.3 PIONEER	40.6	f	f 2.05	
1,916 WYP		s 9.53	59.1	14.4 D ARCO RO	26.2	s	s 1.30	
376		f 10.06	63.6	4.5 LOST RIVER	21.7	f	f 1.07	
1,148 P		s 10.16	66.7	3.1 MOORE	18.6	s	s 12.58	
650		s 10.34	72.6	5.9 DARLINGTON	12.7	s	s 12.40	
		s 10.48	77.3	4.7 LESLIE	8.0	s	s 12.25	
3,395 WFYP		A 11.15AM	85.3	8.0 D-R 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			GOSHEN BRANCH			EASTWARD		
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales & telephones	SECOND CLASS		Distance from Goshen Jct.	Time-Table No. 257 February 3, 1941	Distance from Lincoln Jct.	SECOND CLASS		
	321 Mixed	309 Mixed				322 Mixed	310 Mixed	
	Daily Except Sunday	Daily Except Sunday		STATIONS				
Y			0.0	GOSHEN JCT.	21.6			
1,092			3.2	3.2 ANTON	18.4			
1,067			4.8	1.6 GOSHEN	16.8			
1,304			7.2	2.4 DUMAS	14.4			
			9.2	2.0 COX (Spur)	12.4			
1,200			10.6	1.4 GERRARD	11.0			
688			12.4	1.8 INDIAN	9.2			
826			15.2	2.8 HACKMAN	6.4			
			18.1	2.9 AMMON (Spur)	3.5			
			21.6	3.5 LINCOLN JCT.	0.0			
				(21.6)				
Westward trains are superior to trains of the same class in the opposite direction—See rule S-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. 257 February 3, 1941	Distance from Aberdeen	SECOND CLASS		
		321 Mixed Daily Except Sunday				322 Mixed		
		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	
					(28.2)		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. 257 February 3, 1941		Distance from End of Track				
		STATIONS						
	0.0	GARDNER JCT.	7.3					
1,269	3.2	PETERSON	4.1					
	7.2	GARDNER (Spur)	0.1					
	7.3	END OF TRACK	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. 257 February 3, 1941		Distance from End of Track				
		STATIONS						
	0.0	THOMAS JCT.	4.6					
1,020	2.1	PATTERSON	2.5					
	4.4	THOMAS (Spur)	0.2					
	4.6	END OF TRACK	0.0					
			(4.6)					

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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. 257 February 3, 1941	Distance from Victor	FIRST CLASS			
	481 Local Freight Daily Except Sunday	33 Passenger Daily				34 Passenger	482 Local Freight		482
2,345	WFYP	7.30AM	0.0	DN-R	45.6	A	2.00PM	A 4.00PM	130P
1,072		7.40	1.8		43.8	s	1.53		3.35
1,731		7.55	6.0		39.6	f	1.44		3.25
1,066	WP	8.15	8.6	D	37.0	s	1.40		3.15
705		8.30	12.8		32.8	f	1.32		3.00
1,730	P	8.45	15.8		29.8	s	1.24		2.50
642		9.10	22.3		23.3	f	1.10		2.20
1,110		9.30	26.3		19.3	s	1.00		2.05
1,217	WYP	9.55	30.3	D	15.3	s	12.50		1.50
			31.5		14.1				1130A
489			32.7		12.9	f	12.42		
1,730		10.40	37.2	D	8.4	s	12.35		12.50
501			42.3		3.3				1100
1,058	WFYP	A 11.00AM	45.6	D-R	0.0		12.20PM		12.30PM
					(45.6)		Daily		Daily Except Sunday
		(3.30) 13.0	Thru Time	(1.40) 27.4	Average speed per hour	(3.30) 13.0	

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