

UNION PACIFIC SYSTEM
OREGON SHORT LINE RAILROAD CO.



SUPPLEMENT NO. 3 TO
TIME-TABLE
No. 238

SEVENTH SUBDIVISION
YELLOWSTONE AND TETON VALLEY
BRANCHES

Effective Thursday,
Sept. 13, 1934
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. 3 to Time-Table No. 238 September 13, 1934
	333	277	31	555	29		
	Mixed	Time Freight	Passenger	Motor Passenger	Passenger		
	Daily	Daily	Daily	Daily	Daily		STATIONS
WFTYOP	5.30AM	5.15AM	12.55PM	11.00AM	2.00AM	133.9	DN-R POCATELLO ^H _{CA} _{PO}
P	5.47	5.27	1.07	11.12	2.08	136.7	3.5 MONTANA JCT.
1,932						138.2	1.5 CHUBBUCK
3,669 P	f 5.54	5.35	f 1.12	f 11.17	2.12	140.4	2.2 TYHEE
3,682 WP	s 6.05	5.43	s 1.18	s 11.23	f 2.18	145.7	5.3 D FORT HALL _{FR}
3,706 P	f 6.15	5.51	f 1.25	f 11.30	2.24	151.0	5.3 GIBSON
						153.2	2.2 YOUNG (Spur)
11,427 WFTYOP	s 6.40	6.10	s 1.39	s 11.44	s 2.35	158.1	4.9 DN BLACKFOOT _{BF}
3,720 P	f 6.52	6.20	f 1.46	f 11.52AM	f 2.48	164.0	5.9 WAPELLO
						166.6	2.6 KIMBALL
3,706 WP	s 7.06	6.31	s 1.55	s 12.02PM	f 2.55	169.4	2.8 D FIRTH _{FR}
Y						169.8	0.4 GOSHEN JCT.
						172.2	2.4 MONROE
5,174 OP	s 7.23	6.44	s 2.07	s 12.13	s 3.03	175.5	3.3 DN SHELLEY _{SY}
						176.9	1.4 MITCHELL
3,708 P	f 7.30	6.52	f 2.12	f 12.18	3.07	179.3	2.4 COTTON
3,324 P	7.40	7.00	2.17	12.23	3.12	183.1	3.8 BACH
WFTYOP	A 7.45AM	7.15 8.45	s 2.35	A 12.40PM	s 3.30	184.5	1.4 DN-R IDAHO FALLS _{AK}
2,725 P		9.00	f 2.45		f 3.39	191.2	6.7 PAYNE
2,729 P		9.15	f 2.53		f 3.45	196.5	5.3 BASSETT
						199.1	2.6 SHEPPARD (Spur)
2,880 WP		9.45	s 3.02		s 3.53	202.0	2.9 D ROBERTS _{AR}
2,762 P		10.00	f 3.10		3.59	207.0	5.0 TENNO
2,589 P		10.20	f 3.16		4.04	212.1	5.1 HAWGOOD
2,698 P		10.35	s 3.22		f 4.11	217.5	5.4 HAMER
2,668 WYP		10.50	f 3.29		f 4.16	223.1	5.6 CAMAS
2,553 P		11.05AM	f 3.40		4.21	228.2	5.1 JONES
6,110 WFTYOP		12.05PM	s 3.55		s 4.40	234.9	6.7 D DUBOIS _{BO}
2,676 P		12.25	f 4.10		4.52	242.9	8.0 HIGHBRIDGE
2,887 WP		1.25	s 4.23		s 5.08	248.5	5.6 D SPENCER _{RC}
2,880 WYP		2.45	f 4.47		f 5.32	258.0	9.5 HUMPHREY
2,122 WYP		3.10	s 4.57		s 5.48	264.7	6.7 D MONIDA _{MO}
2,727 WP		3.30	f 5.11		6.04	272.8	8.1 SNOWLINE
WFTYOP		A 4.00PM	A 5.25PM		A 6.15AM	279.9	7.1 DN-R LIMA _{BK}
							(146.0)

(2.15)
22.8

(10.45)
14.1

(4.30)
32.4

(1.40)
30.3

(4.15)
34.5

..... Thru Time
Average speed per hour

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

SEVENTH SUBDIVISION

EASTWARD

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

Supplement No. 3 to
Time-Table No. 238
September 13, 1934

Distance from
Silver Bow via
New Main Line

FIRST CLASS

SECOND CLASS

WFTYOP	STATIONS	Distance from Silver Bow via New Main Line	FIRST CLASS			SECOND CLASS	
			556 Motor Passenger	30 Passenger	32 Passenger	278 Time Freight	334 Mixed
	DN-R POCATELLO ^H _{CA} ^{PO}	256.8	A 9.40AM	A 6.15PM	A 1.50AM	A 5.00PM	A 1.30AM
	3.5 MONTANA JCT.	253.3	9.28	5.55	1.35	4.25	1.05
1,932	1.5 CHUBBUCK	251.8					
3,669	2.2 TYHEE	249.6	f 9.23	f 5.50	1.30	4.17	f 12.54
3,682	5.3 D FORT HALL ^{FH}	244.3	s 9.15	f 5.44	f 1.23	4.07	f 12.44
3,706	5.3 GIBSON	239.0	f 9.08	f 5.38	1.16	3.55	f 12.34
	2.2 YOUNG (Spur)	236.8					
11,427	4.9 DN BLACKFOOT ^{BF}	231.9	s 8.58	s 5.28	s 1.04	3.40	f 12.20
3,720	5.9 WAPELLO	226.0	f 8.43	f 5.18	12.49	3.10	f 12.08AM
	2.6 KIMBALL	223.4	f	f			f
3,706	2.8 D FIRTH ^{FR}	220.6	s 8.35	s 5.11	f 12.43	2.55	f 11.57PM
	0.4 GOSHEN JCT.	220.2					
	2.4 MONROE	217.8	f				
5,174	3.3 DN SHELLEY ^{SY}	214.5	s 8.25	s 5.03	s 12.35	2.38	f 11.46
	1.4 MITCHELL	213.1					
3,708	2.4 COTTON	210.7	f 8.15	f 4.57	12.29	2.12	f 11.40
3,324	3.8 BACH	206.9	8.09	4.52	12.24	1.55	f 11.33
	1.4 DN-R IDAHO FALLS ^{AK}	205.5	8.05AM	s 4.50	s 12.20 s 12.10	1.50	11.30PM
2,725	6.7 PAYNE	198.8		f 4.31	f 12.01AM	12.40	
2,729	5.3 BASSETT	193.5		f 4.25	f 11.55PM	12.20	
	2.6 SHEPPARD (Spur)	190.9					
2,880	2.9 D ROBERTS ^{AR}	188.0		s 4.19	s 11.49	12.05PM	
2,762	5.0 TENNO	183.0		f 4.11	11.43	11.50AM	
2,589	5.1 HAWGOOD	177.9		f 4.05	11.37	11.35	
2,698	5.4 HAMER	172.5		s 3.58	f 11.30	11.10	
2,668	5.6 WYP CAMAS	166.9		f 3.50	f 11.22	10.50	
2,553	5.1 JONES	161.8		f 3.40	11.16	10.30	
6,110	6.7 D DUBOIS ^{BO}	155.1		s 3.25	s 11.08	10.10	
2,676	8.0 HIGHBRIDGE	147.1		f 3.13	f 10.56	9.25	
2,887	5.6 D SPENCER ^{RC}	141.5		s 3.03	s 10.46	8.45	
2,880	9.5 WYP HUMPHREY	132.0		f 2.45	f 10.26	8.15	
2,122	6.7 D MONIDA ^{MO}	125.3		s 2.33	f 10.17	7.50	
2,727	8.1 WYP SNOWLINE	117.2		f 2.21	10.06	7.25	
	7.1 DN-R LIMA ^{BK}	110.1		2.10PM	9.55PM	7.00AM	
	(146.7)		Daily	Daily	Daily	Daily	Daily

Thru Time.....	(1.35)	(4.05)	(3.55)	(10.00)	(2.00)
Average speed per hour.....	32.5	36.0	37.5	14.6	25.3

Westward trains are superior to trains of the same class in the opposite direction—See rule 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	STATIONS	
	477 Local Freight	303 Mixed	305 Mixed			555 Motor Passenger	33 Passenger			
	Daily Except Sunday	Monday Wednesday Friday	Tuesday Thursday Saturday			Daily	Daily			
WFTYOP	8.15AM	7.20AM	7.20AM			2.40PM	8.00AM	0.0	DN-R	IDAHO FALLS AK
965 YP	8.25	f 7.45	A 7.35AM			f 2.46	f 8.06	3.0		3.0 ORVIN
							f	3.7		0.7 ST. LEON (Spur)
2,977 WP	9.00	A 7.55AM				s 2.54	s 8.14	7.6	D	3.9 UCON UN
4,925 OP	10.30	Via West Belt Branch				s 3.06	s 8.26	13.8	D	6.2 RIGBY RG
1,860 WP	10.50					s 3.14	s 8.34	18.1		4.3 LORENZO
1,433 P	11.10AM					s 3.20	s 8.40	20.7	D	2.6 THORNTON HO
1,210 P							f	23.4		2.7 WINDER
3,340 P	12.30PM					s 3.33	s 8.52	26.0	D	2.6 REXBURG RX
2,596 P	1.30					s 3.40	s 9.00	29.8	D	3.8 SUGAR CITY SC
1,886 YOP								30.9		1.1 HART
						f		32.9		2.0 WILFORD (Spur)
6,859 WYOP	2.30		10.10AM			s 3.55	s 9.13	36.8	D	3.9 ST. ANTHONY SH
P			A 10.20AM					38.3		1.5 BELT
					f	f	39.2		0.9 TWIN GROVES	
2,185 P	3.50 3.02				f 4.05	f 9.25	42.8		3.6 CHESTER	
2,345 WFYP	A 3.25PM				A 4.25PM	A 9.45AM	51.0	DN-R	8.2 ASHTON HN	
1,487 WP							58.2		7.2 WARM RIVER	
895 YP							66.9		8.7 GERRIT	
416 WP							72.5		5.6 PINEVIEW	
1,210							75.7		3.2 ECCLES	
897 P							80.6		4.9 ISLAND PARK	
1,553 P							85.4		4.8 TRUDE	
844 P							89.4		4.0 GUILD	
1,379 WYP							90.7		1.3 BIG SPRINGS	
1,205 YP							97.2		6.5 REAS PASS	
P							99.0		1.8 TIMBER (Spur)	
P							103.8		4.8 CORETTE (Spur)	
1,543 WFYP							107.1	DR	3.3 WEST YELLOWSTONE WS	

(7.10) (3.00) (0.15) (1.45) (1.45) Thru Time
7.1 15.9 12.0 29.1 29.1 Average speed per hour

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

YELLOWSTONE BRANCH

EASTWARD

Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	Supplement No. 3 to Time-Table No. 238 September 13, 1934		Distance from West Yellowstone	FIRST CLASS				SECOND CLASS			
				556 Motor Passenger	34 Passenger			478 Local Freight	304 Mixed	306 Mixed	
	STATIONS										
	WFTYOP DN-R IDAHO FALLS AK	107.1	A 7.55AM	A 4.30PM				A 9.00PM	A 1.40PM	A 1.40PM	
965	YP ORVIN 3.0	104.1	f 7.45	f					<u>1.25PM</u>	f 1.30	
	ST. LEON (Spur) 0.7	103.4	f	f							
2,977	WP D UCON UN	99.5	s 7.35	s 4.15				8.30		<u>1.15PM</u>	
4,925	OP D RIGBY RG	93.3	s 7.25	s 4.01				8.00			
1,860	WP LORENZO 3.9	89.0	s 7.15	s 3.51				7.00			
1,433	P D THORNTON HO	86.4	s 7.10	s 3.45				6.30			
1,210	P WINDER 2.6	83.7	f	f							
3,340	P D REXBURG RX	81.1	s 7.02	s 3.33				6.00			
2,596	P D SUGAR CITY SC	77.3	s 6.55	s 3.27				5.00			
1,886	YOP HART 1.1	76.2									
	WILFORD (Spur) 2.0	74.2	f	f							
6,859	WYOP D ST. ANTHONY SH	70.3	s 6.45	s 3.17				3.55		10.15AM	
	BELT 1.5	68.8						3.17		10.05AM	
	TWIN GROVES 0.9	67.9	f	f							
2,185	P CHESTER 3.6	64.3	f 6.35	f 3.02				2.50			
2,345	WFYP DN-R ASHTON HN	56.1	<u>6.25AM</u>	<u>2.50PM</u>				<u>2.30PM</u>			
1,487	WP WARM RIVER 7.2	48.9									
895	YP GERRIT 8.7	40.2									
416	WP PINEVIEW 5.6	34.6									
1,210	ECCLES 3.2	31.4									
897	P ISLAND PARK 4.9	26.5									
1,553	P TRUDE 4.8	21.7									
844	P GUILD 4.0	17.7									
1,379	WYP BIG SPRINGS 1.3	16.4									
1,206	YP REAS PASS 6.5	9.9									
	P TIMBER (Spur) 1.8	8.1									
	P CORETTE (Spur) 4.8	3.3									
1,543	WFYP DR WEST YELLOWSTONE WS	0.0									
	(107.1)		Daily	Daily				Daily Except Sunday	Monday Wednesday Friday	Tuesday Thursday Saturday	
	Thru Time		(1.30)	(1.40)				(6.30)	(0.15)	(3.35)	
	Average speed per hour		34.0	30.0				7.8	12.0	13.3	

Via West Belt Branch

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

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		FIRST CLASS		Distance from Ashton	Supplement No. 3 to Time-Table No. 238 September 13, 1934		Distance from Victor	FIRST CLASS		SECOND CLASS	
	481		33			STATIONS			34		482	
	Local Freight		Passenger						Passenger		Local Freight	
	Monday Wednesday Friday		Daily								Monday Wednesday Friday	
2,345 WFYP	4.00AM		9.55AM		0.0	DN-R	ASHTON HN	45.6	A	2.40PM		A 12.01PM
1,072	4.10		s 10.00		1.8		MARYSVILLE	43.8	s	2.33		11.50AM
1,731	4.25		f 10.10		6.0		GRAINVILLE	39.6	f	2.24		11.37
1,066 WP	4.45		s 10.15		8.6	D	DRUMMOND MD	37.0	s	2.20		11.30
706	5.00		f 10.25		12.8		FRANCE	32.8	f	2.12		11.11
1,730 P	5.15		s 10.31		15.8		LAMONT	29.8	s	2.04		11.03
659	5.25		f 10.36		19.3		FERRON (Spur)	26.3	f	1.56		10.55
642	5.40		f 10.46		22.3		JUDKINS	23.3	f	1.50		10.46
1,110	6.00		s 10.56		26.3		FELT	19.3	s	1.40		10.20
1,217 WYP	6.25		s 11.10		30.3	D	TETONIA NA	15.3	s	1.30		10.00
					31.5		TALBOT JCT.	14.1				
489			f 11.20		32.7		DWIGHT (Spur)	12.9	f	1.22		
1,730	7.10		s 11.35		37.2	D	DRIGGS DI	8.4	s	1.15		9.15
501					42.3		FOX CREEK	3.3				
1,058 WFYP	A 7.30AM		A 11.55AM		45.6	D-R	VICTOR VR	0.0		1.00PM		8.30AM
							(45.6)		Daily			Monday Wednesday Friday

(3.30)
13.0

(2.00)
22.8

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

(1.40)
27.3

(3.31)
13.0

Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	WESTWARD		TALBOT BRANCH		EASTWARD		TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
			Supplement No. 3 to Time-Table No. 238 September 13, 1934							
	Distance from Talbot Jct.		STATIONS		Distance from Talbot					
							51"	70.6	1' 25"	42.3
							52"	69.2	1' 30"	40
							53"	67.9	1' 40"	36
							54"	66.6	1' 45"	34.3
							55"	65.4	1' 50"	32.7
							56"	64.2	2'	30
							57"	63.1	2' 10"	27.6
							58"	62	2' 15"	26.6
							59"	61	2' 20"	25.7
							1'	60	2' 30"	24
Y		0.0	TALBOT JCT.	5.1	9.0		1' 1"	59	2' 40"	22.5
1,078		5.1	DYBERT	3.9			1' 2"	58	2' 45"	21.8
			3.9				1' 3"	57.1	2' 50"	21.2
995 Y		9.0	TALBOT	0.0			1' 4"	56.2	3'	20
							1' 5"	55.3	3' 9"	19
			(9.0)				1' 6"	54.5	3' 20"	18
							1' 7"	53.7	3' 31"	17
							1' 8"	52.9	3' 45"	16
							1' 9"	52.1	4'	15
							1' 10"	51.4	5'	12
							1' 12"	50	6'	10
							1' 15"	48	7' 30"	8
							1' 20"	45	10'	6

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

Railroad Surgeons are located as shown below:

NAME	TITLE	PLACE	TERRITORY
J.C. Landenberger	Chief Surgeon	Salt Lake City	All
Spencer Wright	District Surgeon	Salt Lake City	Salt Lake City.
W. L. Smith	Eye, Ear, Nose and Throat	Salt Lake City	Salt Lake City.
F. R. Slopankey	Eye, Ear, Nose and Throat	Salt Lake City	Salt Lake City.
J. L. Kimball	Physical Examiner	Salt Lake City	Salt Lake City.
O. J. LaBarge	District Surgeon	Salt Lake City	Salt Lake City.
Leland R. Cowan	District Surgeon	Salt Lake City	Salt Lake City.
C. R. Cornwall	Surgeon	Emergency Hospital	North Yard.
F. E. Bucher	District Surgeon	Murray	Sandy to Salt Lake.
Geo. W. Buchanan	District Surgeon	Farmington	No. Salt Lake to Kaysville.
G. D. Rutledge	District Surgeon	Kaysville	Clearfield to Woods Cross.
J. R. Morrell	District Surgeon	Ogden	Kaysville to Brigham.
W. M. McKay	District Surgeon	Ogden	Kaysville to Willard.
LeRoy Pugmire	Eye, Ear, Nose and Throat	Ogden	Kaysville to Brigham.
R. A. Pearce	District Surgeon	Brigham	Brigham to Crop-ley and Willard to Cache Jet. inc.
H. J. Hartvigsen	District Surgeon	Downey	McCammon to Cache Jet.
T. E. Betenson	District Surgeon	Garland	Malad Branch and Honeyville to Cache Jet.
J. M. Kerns	District Surgeon	Malad	Malad Branch.
D. C. Budge	District Surgeon	Logan	Cache Valley Branch.
G. L. Rees	District Surgeon	Smithfield	Logan to Richmond.
G. W. States	District Surgeon	Preston	Preston to Logan.
E. N. Roberts	Division Surgeon	Pocatello	All.
J. Clothier	Eye, Ear, Nose and Throat	Pocatello	Blackfoot to American Falls and McCammon.
J. R. Young	District Surgeon	Pocatello	Blackfoot to American Falls and McCammon.
W. W. Brothers	District Surgeon	Pocatello	Blackfoot to American Falls and McCammon.
F. W. Mitchell	District Surgeon	Blackfoot	Blackfoot to Idaho Falls.
H. L. Willson	District Surgeon	Idaho Falls	Blackfoot to Roberts, Rigby and Ririe.
E. D. Jones	District Surgeon	Roberts	Payne to Dubois.
C. E. Jones	District Surgeon	Dubois	Dubois to Butte.
C. T. Kendall	District Surgeon	Lima	Humphrey to Dillon.
F. M. Poindexter	District Surgeon	Dillon	Dillon to Butte.
W. H. Stephan	District Surgeon	Dillon	Melrose to Armstead.
R. C. Monohan	District Surgeon	Butte	Butte to Monida.
M. C. MacKinnon	District Surgeon	Aberdeen	Aberdeen to Moreland.
I. R. Egbert	District Surgeon	Arco	Mackay Branch.
Carroll A. B. Jensen	District Surgeon	Mackay	Mackay Branch.
Wm. L. Sutherland	District Surgeon	Rexburg	Rigby to St. Anthony.
T. A. Ellison	District Surgeon	St. Anthony	St. Anthony to Ashton.
E. L. Hargis	District Surgeon	Ashton	Ashton to West Yellowstone and Teton Valley Branch.

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.
 Ogden..... J. S. Lewis & Co., 2449 Washington St.
 Brigham..... Milton D. Peters, 4 So. Main St.
 Tremonton..... W. E. Getz
 Malad..... Walter Peterson
 Logan..... B. T. Cardon, 41 No. Main St.
 Preston..... T. C. Merrill
 Pocatello..... Parry Harrison
 Pocatello..... Pacific Watch Co.
 Blackfoot..... F. C. Christ
 Idaho Falls..... C. F. Ames
 Dillon..... Albert Stamm
 Butte..... S. & S. Jewelry Co.
 Ashton..... R. Marquardt

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 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
 Ashton..... Telegraph Office
 West Yellowstone..... Telegraph Office

H. J. PLUMHOF, General Manager
G. L. WHIPPLE, General Superintendent Transportation
E. C. MANSON, Superintendent .. Pocatello, Ida.
 R. A. PIERCE, Asst. Supt. Pocatello, Ida.
 J. E. DAVIS, Trainmaster Salt Lake City, Utah

Sixth, Seventh and Eighth Subdivisions and Branches

E. C. RIDDLE, Chief Train Dispatcher
 R. S. ASHBY, Night Chief Train Dispatcher
 O. B. CHALMERS.....
 F. W. ROTHAS.....
 C. E. AYE.....
 L. C. WEAVER.....
 } Train Dispatchers,
 Pocatello, Idaho.

