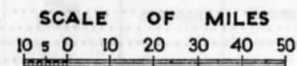


**MAP OF THE
SOUTH-CENTRAL DISTRICT
IDAHO DIVISION**

CORRECTED TO FEB. 1, 1940.



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



IDAHO DIVISION

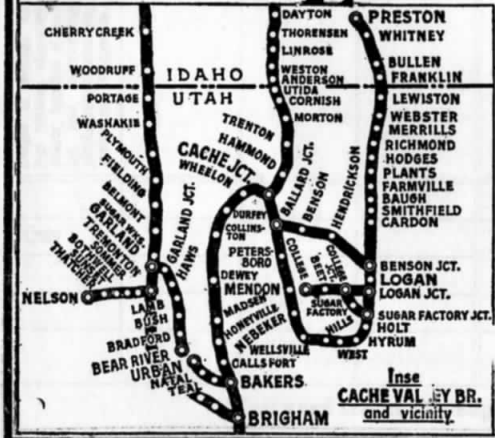
- FIFTH SUBDIVISION
- SIXTH SUBDIVISION
- SEVENTH SUBDIVISION
- EIGHTH SUBDIVISION
- AND BRANCHES

**TIME-TABLE
No. 256**

**Effective Saturday,
June 29, 1940
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. LANDEBERGER	District Surgeon	Salt Lake City	South-Central District (Idaho Division).
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	Surgeon and Physical Examiner	Salt Lake City	Salt Lake City.
W. M. Clinger	Senior Internist	Salt Lake City	Salt Lake City.
L. J. Tauber	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	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	Eye, Ear, Nose, Throat	Pocatello	Idaho Division.
J. Clothier	Surgeon	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.
E. S. Bovenmyer	Surgeon	Pocatello	Blackfoot to American Falls and McCammon.
W. W. Beck	Surgeon	Blackfoot	Blackfoot to Fort Hall and Aberdeen Jet.
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.
J. H. Culley	Surgeon	Rigby	Idaho Falls to Rigby, East and West Belt Branches.
E. T. Gangner	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. Eghert	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"	42.8
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.
 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
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	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
Idaho Falls	Enginemen's Register
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. W. MANNING

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
R. R. JOHNSON
E. L. CHANTRY
H. L. CRAWFORD
R. CRISPINO

Train Dispatchers
Pocatello, Idaho

CONDENSED TIME-TABLE

WESTWARD

SECOND CLASS			FIRST CLASS						Distance from Salt Lake City via New Main Line	Time-Table No. 256 June 29, 1940	STATIONS
263 Time Freight	277 Time Freight	279 Time Freight	65 Passenger	45 Passenger	35 Passenger	41 Passenger	29 Passenger	31 Passenger			
Daily	Daily	Daily Except Saturday	Daily	Daily	Daily	Daily	Daily	Daily			
8.30AM	8.00PM	7.00PM				11.35PM	8.00PM	8.00AM	0.0		SALT LAKE CITY
9.45	9.30	8.05				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.
11.01PM	12.15AM	9.55				2.09	10.45PM	10.57AM	147.5		McCAMMON
11.15	2.00	11.40PM				3.40	12.05AM	12.30PM	170.2		POCATELLO
A 2.30PM	3.15	12.30AM			9.40AM	A 4.20AM	12.45	1.10	194.4		BLACKFOOT
	5.30	2.45					1.30	1.25	220.8		IDAHO FALLS
	6.15	3.24			10.15		2.12	2.03	271.8		ASHTON
	7.15	4.30					3.00	2.45	317.4		VICTOR
	8.45	4.45		3.25AM	11.00AM				327.9		WEST YELLOWSTONE
									433.3		BUTTE
											(433.3)
(6.00)	(31.30)	(12.30)	(1.45)	(4.05)	(4.50)	(4.45)	(13.15)	(13.05)	Thru Time		
28.4	13.7	22.1	26.1	26.3	32.6	35.6	32.7	33.1	Average speed per hour		

EASTWARD

Time-Table No. 256 June 29, 1940		Distance from Butte via Old Main Line	FIRST CLASS						SECOND CLASS	
STATIONS			32 Passenger	42 Passenger	30 Passenger	36 Passenger	46 Passenger	66 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		A 12.30AM		7.00	5.00AM	
IDAHO FALLS	212.5	1.30	5.25	5.25				4.00		
ASHTON	263.5							1.30		
VICTOR	309.1							11.48PM		
WEST YELLOWSTONE	319.6							11.10		
BUTTE	0.0							A 3.55PM		
(434.0)		6.30PM		9.45AM				9.35	A 9.15PM	
								7.45PM		
		Daily	Daily	Daily	Daily	Daily	Daily			
Thru Time		(12.30)	(4.30)	(12.45)	(3.05)	(5.15)	(1.30)	(32.15)	(8.00)	
Average speed per hour		34.7	37.8	34.0	34.6	30.1	30.4	13.4	21.3	

WESTWARD		FIFTH SUBDIVISION					Distance from Salt Lake City	Time-Table No. 256 June 29, 1940	
SECOND CLASS		254 Time Freight	277 Time Freight	279 Time Freight	53 Mixed	263 Time Freight		STATIONS	
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.		Daily	Daily	Daily Except Saturday	Daily	Daily		DN-R SALT LAKE CITY VN	
							0.0	0.8	
	I						0.8	FIFTH NORTH TOWER	
	WFTYOP	9.30PM	8.00PM	7.00PM		8.30AM	2.6	1.8	
							3.4	DN-R NORTH YARD C	
	4,901 P	9.40	8.17	7.10	s 5.35	8.42	5.2	0.8	
							5.3	1.8	
							6.4	BECKS	
	2,497 P	9.47	8.25	7.15	f 5.40	8.47	8.2	1.8	
	P						10.3	NORTH SALT LAKE	
	3,602 WP	10.00	8.36	7.25	f 5.50	8.58	15.0	0.1	
	6,416 P	10.08	8.42	7.31	f 5.57	9.05	19.6	1.1	
	6,416 P	10.15	8.46	7.34	f 6.01	9.09	21.8	BAMBERGER E. RY. CROSS.	
	2,861 P	10.22	8.54	7.41	s 6.08	9.16	26.5	1.8	
						29.0	HATCHS (Spur)		
2,172 P	10.32	9.01	7.46	f 6.15	9.22	30.2	D WOODS CROSS WC		
P						35.3	2.1		
						35.7	CENTERVILLE (Spur)		
WFTYO	A 11.00PM	A 9.30PM	A 8.05PM	A 6.40PM	A 9.45AM	36.3	4.7		
							D FARMINGTON FO		
							4.6		
							D KAYSVILLE K		
							2.2		
							D LAYTON NY		
							4.7		
							D CLEARFIELD CF		
							2.5		
							ANGUS (S)		
							1.2		
							ROY		
							5.1		
							BRIDGE JCT.		
							0.4		
							U. P. CROSSING		
							0.6		
							DN-R OGDEN OG YD		

(1.30) 22.5	(1.30) 22.5	(1.05) 31.1	(1.20) 27.2	(1.15) 29.0	..... Thru Time
					Average Speed per hour

WESTWARD		SYRACUSE BRANCH		EASTWARD	
		Time-Table No. 256 June 29, 1940			
		STATIONS			
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.		Distance from Clearfield		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 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 second class and extra trains must clear No. 279 as per rule 86.

WESTWARD		FIFTH SUBDIVISION										Distance from Salt Lake City	Time-Table No. 256 June 29, 1940	
FIRST CLASS		41 Passenger	51 Passenger	29 Passenger	818 Challenger Passenger	8 Passenger	38 Passenger	6 Mail and Express	104 Streamline Passenger	31 Passenger	14 Passenger		STATIONS	
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.		Daily	Daily	Daily	Daily	Daily	Daily	Daily	*See note below	Daily	Daily		DN-R SALT LAKE CITY VN	
												0.0	0.8	
												0.8	FIFTH NORTH TOWER	
		11.35PM	11.00PM	8.00PM	6.40PM	6.35PM	6.30PM	6.25PM	10.29AM	8.00AM	6.45AM	2.6	1.8	
												3.4	DN-R NORTH YARD C	
												5.2	0.8	
												5.3	1.8	
												6.4	BECKS	
												8.2	1.8	
												10.3	NORTH SALT LAKE	
												15.0	0.1	
												19.6	1.1	
												21.8	BAMBERGER E. RY. CROSS.	
												26.5	1.8	
											29.0	HATCHS (Spur)		
											30.2	D WOODS CROSS WC		
											35.3	2.1		
											35.7	CENTERVILLE (Spur)		
												D FARMINGTON FO		
												4.6		
												D KAYSVILLE K		
												2.2		
												D LAYTON NY		
												4.7		
												D CLEARFIELD CF		
												2.5		
												ANGUS (S)		
												1.2		
												ROY		
												5.1		
												BRIDGE JCT.		
												0.4		
												U. P. CROSSING		
												0.6		
												DN-R OGDEN OG YD		

(0.50) 43.6	(0.55) 39.6	(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 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.

No. 29 stops to discharge revenue passengers from points south of Salt Lake.

WESTWARD		EVONA BRANCH		EASTWARD	
		Time-Table No. 256 June 29, 1940			
		STATIONS			
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.		Distance from Ogden		Distance from Main Line Jct.	
	WFTYOP	0.0	DN-R OGDEN OG YD	3.8	
		0.7	EVONA	3.1	
	1,170	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 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.

FIFTH SUBDIVISION EASTWARD

Time-Table No. 256
June 29, 1940

FIRST CLASS

Distance from Ogden	FIRST CLASS									
	32 Passenger	37 Passenger	7 Passenger	717 Challenger Passenger	42 Passenger	103 Streamline Passenger	19 Passenger	30 Passenger	5 Mail and Express	21 Passenger
36.3	A 7.00AM	A 7.35AM	A 9.30AM	A 9.40AM	A 9.55AM	A 6.05PM	A 8.20PM	A 10.30PM	A 11.10PM	A 12.45AM
35.5										
33.7										
32.9										
31.1	f 6.47	7.23	9.17	9.27	f 9.41	5.57	8.09	10.16	10.57	12.33
31.0										
29.9										
28.1	f 6.43	7.20	9.13	9.23	f 9.37	5.55	8.05	f 10.11	10.54	12.30
26.0					f			f		
21.3	f 6.36	7.13	9.06	9.16	f 9.28	5.50	7.58	f 10.04	10.47	12.23
16.7	f 6.31	7.08	9.01	9.11	f 9.21	7.53	7.53	f 9.59	10.42	12.18
14.5	f 6.28	7.05	8.58	9.08	f 9.17	5.45	7.50	f 9.56	10.39	12.15
9.8	f 6.23	7.00	8.53	9.03	f 9.11	5.41	7.45	f 9.51	10.34	12.10
7.3										
6.1	f 6.17	6.55	8.47	8.57	f 9.06	5.37	7.40	f 9.46	10.30	12.00
1.1										
0.6										
0.0	6.05AM	6.45AM	8.35AM	8.45AM	8.55AM	5.30PM	7.30PM	9.35PM	10.20PM	11.55PM
	Daily	Daily	Daily	Daily	Daily	★See note below	Daily	Daily	Daily	Daily

Thru Time.....	(0.55)	(0.50)	(0.55)	(0.55)	(1.00)	(0.35)	(0.50)	(0.55)	(0.50)	(0.50)
Average speed per hour.....	39.6	45.6	39.6	39.6	36.3	62.2	43.6	39.6	43.6	43.6

Nos. 7, 717 and 21 stop to pick up revenue passengers for points on Los Angeles Division where trains are scheduled to stop and discharge revenue passengers from Cheyenne and beyond.
 No. 32 Flag stop for revenue passengers only.
 No. 19 will stop to discharge passengers.

WESTWARD FIVE POINTS BRANCH EASTWARD

Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales & telephones	Distance from Five Points Jct.	Time-Table No. 256 June 29, 1940		Distance from Five Points
		WESTWARD	EASTWARD	
	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 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.

FIFTH SUBDIVISION EASTWARD

Time-Table No. 256
June 29, 1940

SECOND CLASS

Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales & telephones	Distance from Ogden	SECOND CLASS				
		257 Time Freight	278 Time Freight	259 Time Freight	262 Time Freight	319 Mixed
	36.3					
	35.5					
	33.7	A 4.00AM	A 4.15AM	A 5.00AM	A 1.00PM	A 9.15PM
	32.9					
	31.1	3.33	3.48	4.33	12.33	9.00
	31.0					
	29.9					
	28.1	3.27	3.42	4.27	12.27	8.52
	26.0					
	21.3	3.13	3.28	4.13	12.13	8.41
	16.7	3.05	3.20	4.05	12.05PM	8.33
	14.5	3.00	3.15	4.00	11.59AM	8.29
	9.8	2.50	3.05	3.50	11.50	8.22
	7.3					
	6.1	2.40	2.55	3.40	11.40	8.15
	1.0					
	0.6					
	0.0	2.15AM	2.30AM	3.15AM	11.15AM	8.00PM
		Daily	Daily	Daily	Daily	Daily

Thru Time.....	(1.45)	(1.45)	(1.45)	(1.45)	(1.15)
Average speed per hour.....	19.3	19.3	19.3	19.3	29.0

WESTWARD COLLEGE BRANCH EASTWARD

Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales & telephones	Distance from College Jct.	Time-Table No. 256 June 29, 1940		Distance from College
		WESTWARD	EASTWARD	
	0.0	COLLEGE JCT. 1.3		2.9
	1.3	BEET (Spur) 1.6		1.6
	2.9	COLLEGE (Spur) (2.9)		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 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.

Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales & telephones	WESTWARD				SIXTH SUBDIVISION				Distance from Ogden	Time-Table No. 256	
	SECOND CLASS			FIRST CLASS				June 29, 1940			
	277	279	263	29	559	31	41	STATIONS			
	Time Freight	Time Freight	Time Freight	Passenger	Motor Passenger	Passenger	Passenger	DN-R		OG	
Daily	Daily Ex. Saturday	Daily	Daily	Daily	Daily	Daily	Daily	YD	MC		
WFTYOP	10.15PM	8.15PM	10.15AM	9.20PM	9.30AM	9.25AM	12.50AM	0.0	OGDEN	OG	
3,900 P	10.25	8.18	10.20	9.25	9.35	9.30	12.55	0.7	D. & R. G. W. CROSSING	YD	
1,165								0.9	S. P. JCT.		
								1.1	BROWNING		
								0.2	FIVE POINTS JCT.		
								1.8	U. I. C. CROSSING		
4,209 P	10.35	8.22	10.26	9.30	f 9.42	f 9.35	12.59	4.7	HARRISVILLE		
5,202 P	10.43	8.28	10.32	9.34	f 9.47	f 9.40	f 1.03	8.8	HOT SPRINGS		
4,209 P	10.52	8.35	10.40	9.40	f 9.54	f 9.46	f 1.09	14.0	WILLARD		
2,672 P	10.57	8.39	10.45	9.46	f 9.59	f 9.50	1.13	17.2	PERRY		
								19.3	FRUIT (Spur)		
7,837 WYP	11.04	8.47	10.53	s 9.55	A 10.10AM	s 10.00	s 1.22	21.1	DN BRIGHAM	BM	
4,210 P	11.12	8.55	11.01	10.01		f 10.06	1.28	25.3	BAKERS		
								28.4	CALLS FORT		
2,721 P	11.20	9.02	11.09	10.07		f 10.12	f 1.34	30.4	D HONEYVILLE	HX	
								32.5	MADSEN		
3,893 WP	11.29	9.10	11.16	10.15		f 10.20	f 1.40	35.9	DEWEY		
5,207 P	11.36	9.16	11.23	10.21		f 10.26	f 1.45	40.1	COLLINSTON		
								43.0	DURFEY (Spur)		
3,886 P	11.44PM	9.23	11.30AM	10.26		f 10.31	f 1.50	44.6	WHEELON		
W.B. 4,253 WP E.B. 4,344 YOP	12.15AM	9.55	12.01PM	s 10.45		s 10.57	s 2.09	48.8	DN CACHE JCT.	CJ	
2,703 P	12.22	10.02	12.09	10.51		f 11.05	2.14	52.9	HAMMOND		
5,205 P	12.29	10.08	12.15	10.56		f 11.10	f 2.19	56.9	D TRENTON	ON	
								58.2	MORTON		
3,990 P	12.36	10.13	12.21	11.00		f 11.14	f 2.23	60.6	D CORNISH	CG	
2,791 P	12.39	10.16	12.24	11.02		f 11.17	f 2.25	62.4	UTIDA		
								63.7	ANDERSON (Spur)		
4,340 P	12.45	10.20	12.29	11.06		f 11.23	f 2.29	65.1	D WESTON	WI	
								66.7	LINROSE (Spur)		
								68.5	THORENSEN (Spur)		
4,158 P	12.57	10.31	12.40	11.14		f 11.33	f 2.39	71.0	DN DAYTON	CN	
								72.3	BEERS (Spur)		
3,898 WP	1.03	10.37	12.46	11.18		f 11.38	f 2.44	75.2	CLIFTON		
								78.3	COULAM		
4,166 P	1.12	10.46	12.55	11.24		f 11.44	f 2.51	81.3	OXFORD		
3,820 WP	1.17	10.51	1.01	11.28		f 11.50	f 2.56	84.7	SWAN LAKE		
4,203 P	1.24	10.59	1.09	11.34		f 11.57AM	f 3.02	89.9	ZENDA		
3,866 WP	1.32	11.08	1.19	s 11.42		s 12.05PM	s 3.14	95.0	DN DOWNEY	DO	
4,203 P	1.40	11.17	1.27	11.48		f 12.12	f 3.22	100.0	VIRGINIA		
								102.5	MARSH VALLEY (Spur)		
4,134 P	1.47	11.26	1.35	f 11.55PM		f 12.19	f 3.28	104.7	D ARIMO	A	
11,214 WYXP	A 2.00AM	A 1.40PM	A 1.50PM	A 12.05AM		A 12.30PM	A 3.40AM	111.2	DN-R McCAMMON	MC	

W. B. Westward Siding No. 29 will stop to discharge revenue passengers from points south of Salt Lake.
 E. B. Eastward Siding No. 29 will stop to pick up revenue passengers for points west and east of McCammon.
 Westward trains are superior to trains of the same class in the opposite direction—See rule 72.
 Westward second class and extra trains must clear No. 279 as per rule 86.

Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales & telephones	SIXTH SUBDIVISION				EASTWARD		Distance from Silver Bow via New Main Line	Time-Table No. 256	
	FIRST CLASS			SECOND CLASS		June 29, 1940			
	32	42	560	30	262	278		STATIONS	
	Passenger	Passenger	Motor Passenger	Passenger	Time Freight	Time Freight		DN-R	OG
Daily	Daily	Daily	Daily	Daily	Daily	Daily	YD	MC	
WFTYOP	5.55AM	8.45AM	6.45PM	9.20PM	10.30AM	1.30AM	390.1	OGDEN	OG
3,900 P							389.4	D. & R. G. W. CROSSING	YD
1,165					10.20	11.59PM	388.5	S. P. JCT.	
							387.4	BROWNING	
							387.2	FIVE POINTS JCT.	
4,209 P	5.42	8.31	6.30	9.08	10.10	11.47	385.4	U. I. C. CROSSING	
5,202 P	f 5.36	f 8.26	f 6.24	9.03	10.04	11.40	385.4	HARRISVILLE	
4,209 P	f 5.29	f 8.20	f 6.16	8.57	9.54 9.46	11.32	381.3	HOT SPRINGS	
2 P	f 5.24	f 8.16	f 6.11	8.53	9.38	11.27	376.1	WILLARD	
							372.9	PERRY	
7,837 WYP	s 5.19	s 8.11	6.05PM	s 8.47	9.30	11.19	370.8	FRUIT (Spur)	
4,210 P	5.07	f 8.00		f 8.35	9.23	11.12	369.0	DN BRIGHAM	BM
							364.8	BAKERS	
							361.7	CALLS FORT	
2,721 P	f 5.02	f 7.53		f 8.30	9.15	10.53	359.7	D HONEYVILLE	HX
							357.6	MADSEN	
3,893 WP	f 4.56	f 7.47		f 8.24	9.06	10.46	354.2	DEWEY	
7 P	f 4.51	f 7.41		f 8.19	8.58	10.40	350.0	COLLINSTON	
							347.1	DURFEY (Spur)	
3,886 P	f 4.45	f 7.36		f 8.14	8.50	10.26	345.5	WHEELON	
W.B. 4,253 WF E.B. 4,344 YOP	s 4.32	s 7.21		s 8.02	8.30	9.55	341.3	DN CACHE JCT.	CJ
2,703 P	f 4.20	7.08		7.47	8.00	9.22	337.2	HAMMOND	
5,205 P	f 4.15	f 7.04		f 7.42	7.54	9.16	333.2	D TRENTON	ON
							331.9	MORTON	
3,990 P	f 4.10	f 6.59		f 7.38	7.48	9.10	329.5	D CORNISH	CG
2,791 P	f 4.05	f 6.57		7.36	7.45	9.07	327.7	UTIDA	
							326.4	ANDERSON (Spur)	
4,340 P	f 4.00	f 6.54		f 7.33	7.40	9.02	325.0	D WESTON	WI
							323.4	LINROSE (Spur)	
							321.6	THORENSEN (Spur)	
4,158 P	f 3.50	f 6.46		f 7.26	7.26	8.52	319.1	DN DAYTON	CN
							317.8	BEERS (Spur)	
3,898 WP	f 3.43	f 6.41		f 7.21	7.12	8.46	314.9	CLIFTON	
							311.8	COULAM	
4,166 P	f 3.39	f 6.37		f 7.17			308.8	OXFORD	
3,820 WP	f 3.34	f 6.34		f 7.14	7.02	8.37	305.4	SWAN LAKE	
4,203 P	f 3.29	f 6.30		f 7.10	6.56	8.31	300.2	ZENDA	
3,866 WP	f 3.20	f 6.24		f 7.04	6.49	8.23	295.1	DN DOWNEY	DO
4,203 P	s 3.14	s 6.17		s 6.58	6.37	8.15	290.1	VIRGINIA	
	f 3.07	f 6.10		f 6.50	6.29	8.07	287.6	MARSH VALLEY (Spur)	
							285.4	D ARIMO	A
4,134 P	f 3.01	f 6.04		s 6.45	6.20	8.00	278.9	DN-R McCAMMON	MC
11,214 WYXP	2.50AM	5.55AM		6.35PM	6.05AM	7.50PM			

W. B. Westward Siding No. 29 will stop to discharge revenue passengers from points south of Salt Lake.
 E. B. Eastward Siding No. 29 will stop to pick up revenue passengers for points west and east of McCammon.
 Westward trains are superior to trains of the same class in the opposite direction—See rule 72.

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. 256 June 29, 1940	STATIONS
	333	277	279	31	35	29			
	Mixed	Time Freight	Time Freight	Passenger	Passenger	Passenger			
	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily			
WFTYOP	6.00AM	5.30AM	2.45AM	1.25PM	9.40AM	1.30AM	183.9	DN-R POCATELLO	H CA PO
P	6.09	5.39	2.53	1.33	9.48	1.38	186.7	3.5 MONTANA JCT.	
1,932							188.2	1.5 CHUBBUCK	
3,669 P	f 6.15	5.45	2.59	f 1.38	9.52	1.43	140.4	2.2 TYHEE	
3,682 WP	s 6.23	5.53	3.06	s 1.44	9.58	f 1.49	145.7	5.3 FORT HALL	H
3,706 P	f 6.31	6.01	3.13	f 1.50	10.04	1.55	151.0	5.3 GIBSON	
11,427 WFYOP	s 6.42	6.15	3.24	s 2.03	s 10.15	s 2.12	158.1	7.1 BLACKFOOT	BF
3,720 P	f 6.51	6.28	3.32	f 2.10	10.25	f 2.21	164.0	5.9 WAPELLO	
	f			f			166.6	2.6 KIMBALL	
3,706 WP	s 7.00	6.39	3.41	s 2.17	10.34	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	10.42	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	10.47	2.39	179.3	2.4 COTTON	
3,324 P	7.23	7.01	4.03	2.35	10.52	2.43	183.1	3.8 BACH	
WFTYOP	A 7.30AM	7.15 8.45	A 4.30AM	s 2.45	A 10.55AM	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	
5,980 WFYP		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
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	
WFTYP		A 1.15PM		A 5.20PM		A 5.35AM	279.9	7.1 LIMA	RD
							(146.0)		

(1.30) (7.45) (1.45) (3.55) (1.15) (4.05) Thru Time
34.2 18.8 28.9 37.5 41.0 35.9 Average Speed per hour

Westward trains are superior to trains of the same class in the opposite direction—See rule 72.
Westward second class and extra trains must clear No. 279 as per rule 86.

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. 256 June 29, 1940	STATIONS	Distance from Silver Bow via New Main Line	FIRST CLASS			SECOND CLASS		
				30	32	46	278	280	334
				Passenger	Passenger	Passenger	Time Freight	Time Freight	Mixed
WFTYOP		DN-R POCATELLO	256.8	A 5.25PM	A 1.30AM	A 12.30AM	A 4.00PM	A 12.25AM	A 1.20AM
P		3.5 MONTANA JCT.	253.3	5.12	1.11	12.15	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	12.09	2.13	9.27	12.48
3,682 WP		5.3 FORT HALL	244.3	f 5.01	f 1.01	12.03AM	2.03	9.18	12.38
3,706 P		5.3 GIBSON	239.0	f 4.55	12.55	11.57PM	1.50	9.10	12.28
11,427 WFYOP		7.1 BLACKFOOT	231.9	s 4.45	s 12.45	s 11.48	1.30	9.00	12.16
3,720 P		5.9 WAPELLO	226.0	f 4.37	12.33	11.39	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	11.32	1.04	8.30	11.58PM
Y		0.4 GOSHEN JCT.	220.2						
		2.4 MONROE	217.8						
5,174 OP		3.3 SHELLEY	214.5	s 4.23	s 12.19	11.24	12.54	8.19	11.48
		1.4 MITCHELL	213.1						
3,708 P		2.4 COTTON	210.7	f 4.17	12.13	11.18	12.47	8.12	11.40
3,324 P		3.8 BACH	206.9	4.12	12.08	11.13	12.40	8.05	11.34
WFTYOP		1.4 IDAHO FALLS	205.6	s 4.10	s 12.05AM	11.10PM	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		
5,980 WFYP		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		
2,782 WP		5.6 SPENCER	141.5	s 2.18	f 10.30		8.36		
2,880 WYP		9.5 HUMPHREY	132.0	f 1.58	f 10.11		8.06		
3,180 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		
WFTYP		7.1 LIMA	110.1	1.30PM	9.40PM		7.00AM		
			(146.7)	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily

Thru Time..... (3.55) (3.50) (1.20) (9.00) (4.25) (1.50)
Average speed per hour..... 37.3 38.3 38.5 16.3 11.6 28.0

Westward trains are superior to trains of the same class in the opposite direction—See rule 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. 256 June 29, 1940	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		STATIONS										
	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		2.5
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		BARRETT'S		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		11.2
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		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		9.1
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
	WFY	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.....

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

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. 256 June 29, 1940			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. 256 June 29, 1940			Distance from End of Track		
			STATIONS					
1,037	0.0		GARLAND			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. 256 June 29, 1940			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)					

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

WESTWARD			MALAD 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 Brigham	Time-Table No. 256 June 29, 1940		
		401 Local Freight					559 Motor Passenger	STATIONS	
		Daily Except Sunday			Daily				
7,837 WYP		3.15AM			10.15AM	0.0	DN-R	BRIGHAM	BM
		3.25			f 10.24	3.9		CORINNE JCT.	
		3.37			s 10.28	5.8	D-R	CORINNE	WB
		3.46			f 10.37	9.5		HOLMGREN	
		3.51			f 10.40	11.6		EVANS	
		3.56			f 10.44	13.7		CROPLEY	
		4.01			f 10.47	15.7		ELWOOD	
2,451		4.30			s 10.55	17.8	D	TREMONTON	MU
1,037 WY		4.48			s 11.03	19.8	D	GARLAND	AJ
						20.1		SUGAR WORKS	
		4.59			f 11.09	23.4		BELMONT	
1,188		5.04			f 11.13	25.0		FIELDING	
		5.13			f 11.19	27.9		PLYMOUTH	
		5.22			f 11.24	30.5		HALBERT (Spur)	
		5.34			f 11.32	34.5		WASHAKIE (Spur)	
913		5.41			s 11.39	36.7		PORTAGE	
		5.53			f 11.47	40.7		WOODRUFF (Spur)	
		6.05			f 11.55AM	44.5		CHERRY CREEK (Spur)	
1,701 FWY		A 6.30AM			A 12.15PM	51.5	D-R	MALAD	MV

(3.15) Thru Time (2.00) Thru Time
 15.8 Average speed per hour 25.8 Average speed per hour

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

WESTWARD		LOGAN SUGAR FACTORY BRANCH			EASTWARD	
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from Sugar Factory Jct.	Time-Table No. 256 June 29, 1940			Distance from Logan Jct.	
		STATIONS				
	0.0	SUGAR FACTORY JCT.			2.5	
	0.8	SUGAR FACTORY			1.7	
	1.9	COLLEGE JCT.			0.6	
	2.5	LOGAN JCT.			0.0	
		(2.5)				

WESTWARD			MALAD 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 Malad	Time-Table No. 256 June 29, 1940		
		402 Local Freight					560 Motor Passenger	STATIONS	
		Daily Except Sunday			Daily				
7,837 WYP						51.5	DN-R	BRIGHAM	BM
					f 10.24	47.6		CORINNE JCT.	
					s 10.28	45.9	D-R	CORINNE	WB
					f 10.37	42.0		HOLMGREN	
					f 10.40	39.9		EVANS	
					f 10.44	37.8		CROPLEY	
					f 10.47	35.8		ELWOOD	
2,451					s 10.55	33.7	D	TREMONTON	MU
1,037 WY					s 11.03	31.7	D	GARLAND	AJ
						31.4		SUGAR WORKS	
					f 11.09	28.1		BELMONT	
1,188					f 11.13	26.5		FIELDING	
					f 11.19	23.6		PLYMOUTH (Spur)	
					f 11.24	21.0		HALBERT (Spur)	
					f 11.32	17.0		WASHAKIE (Spur)	
913					s 11.39	14.8		PORTAGE	
					f 11.47	10.8		WOODRUFF (Spur)	
					f 11.55AM	7.0		CHERRY CREEK (Spur)	
1,701 FWY					A 12.15PM	0.0	D-R	MALAD	MV

Thru Time (1.40) Thru Time
 Average speed per hour 30.9 Average speed per hour

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

WESTWARD		BENSON BRANCH			EASTWARD	
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from Ballard Jct.	Time-Table No. 256 June 29, 1940			Distance from Benson Jct.	
		STATIONS				
	0.0	BALLARD JCT.			8.3	
	3.1	BENSON			5.2	
	4.4	HENDRICKSON (Spur)			3.9	
	8.3	BENSON JCT.			0.0	
		(8.3)				

WESTWARD		CACHE VALLEY BRANCH				EASTWARD		
SECOND CLASS	FIRST CLASS	Time-Table No. 256 June 29, 1940		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	11.05AM	0.0	DN-R	CACHE JCT. CJ	50.8	A 7.10AM	A 4.05PM
P	3.11	11.13	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 11.22	8.6		3.8 MENDON	42.2	f 6.45	3.25
			12.4		1.4 NEBEKER	38.4		
1,172	3.35	s 11.31	13.8	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 11.38	17.6	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	4.17	s 11.55AM	24.1	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 12.09PM	31.5	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	5.09	s 12.21	37.4	D	RICHMOND RN	13.4	s 5.49	1.03
		f 12.25	39.6		2.2 MERRILLS	11.2	f	
	5.18	f 12.28	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 12.35	43.8	D	FRANKLIN F	7.0	s 5.37	12.35
			45.7		1.9 BULLEN	5.1		
1,256	5.46	f 12.43	48.0		2.3 WHITNEY	2.8	f 5.31	12.18
			50.6		2.6 U. I. C. CROSSING	0.2		
1,321	7.55AM	A 12.55PM	50.8	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	..... Average speed per hour		(3.55) 13.0	

W. B. Westward Siding
E. B. Eastward Siding

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

WESTWARD		MACKAY BRANCH				EASTWARD		
SECOND CLASS	Time-Table No. 256 June 29, 1940		SECOND CLASS			SECOND CLASS		
321 Mixed	309 Mixed	STATIONS		322 Mixed	310 Mixed			
Daily Except Sunday	Daily Except Sunday	STATIONS						
11,427	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	R	ABERDEEN JCT. RO	78.2	1.45PM	f 3.35
1,682		f 8.20	20.1		13.0 TABER	65.2	f	f 3.04
1,290		f 8.42	29.2		9.1 FUREY	56.1	f	f 2.42
1,634		f 8.56	35.4		6.2 CERRO GRANDE	49.9	f	f 2.27
913		f 9.18	44.7		9.3 PIONEER	40.6	f	f 2.05
1,916	WYP	s 9.53	59.1	D	ARCO	26.2	s	s 1.30
376		f 10.06	63.6		4.5 LOST RIVER	21.7	f	f 1.07
		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	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	
SECOND CLASS	Time-Table No. 256 June 29, 1940		SECOND CLASS			SECOND CLASS	
321 Mixed	309 Mixed	STATIONS		322 Mixed	310 Mixed		
Daily Except Sunday	Daily Except Sunday	STATIONS					
Y			0.0				
			3.2				
1,067			4.8				
1,304			7.2				
			9.2				
1,200			10.6				
688			12.4				
826			15.2				
			18.1				
			21.6				

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	Time-Table No. 256						
	477 Local Freight	279 Time Freight	397 Mixed	391 Mixed	35 Passenger	45 Passenger		June 29, 1940						
	Daily Except Sunday	Daily Except Sunday	Monday Wednesday Friday	Tuesday Thursday Saturday	Daily	Daily		STATIONS						
WFTYOP	10.00AM	4.45AM	7.20AM	7.20AM			0.0	DN-R	IDAHO FALLS	AK				
965 YP	10.10	4.55	f 7.30	A 7.35AM			3.0		ORVIN					
							3.7		ST. LEON	(Spur)				
2,977 WP	10.25	5.05	A 7.50AM				7.6	D	UCON	UN				
4,925 OP	10.55	5.20					13.8	D	RIGBY	RG				
1,860 WP	11.10	5.27					18.1		LORENZO					
1,433 P	11.30AM	5.35					20.7	D	THORNTON					
1,416							21.9		MARK					
1,210 P							23.4		WINDER					
3,340 P	12.05PM	5.45					26.0	D	REXBURG	RX				
2,596 P	12.20	6.00					29.8	D	SUGAR CITY	SC				
1,886 YOP							30.9		HART					
							32.9		WILFORD	(Spur)				
6,580 WYOP	12.35	6.20	10.10AM				36.8	D	ST. ANTHONY	SH				
P			A 10.20AM				38.3		BELT					
							39.2		TWIN GROVES					
2,185 P	12.55	6.35					42.8		CHESTER					
2,345 WFYP	A 1.30PM	A 7.30AM					51.0	DN-R	ASHTON	HN				
							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					
P							99.0		TIMBER	(Spur)				
P							103.8		CORETTE	(Spur)				
1,543 WFYP							107.1	D-R	WEST YELLOWSTONE	WS				

(3.30) 14.5 (2.45) 15.7 (3.00) 15.9 (0.15) 12.0 (3.30) 30.6 (4.05) 26.3 Thru Time Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction—See rule 72.
Westward second class and extra trains must clear No. 279 as per rule 86.

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		Distance from West Yellowstone	Time-Table No. 256					
	36 Passenger	46 Passenger			478 Local Freight	280 Time Freight		398 Mixed	392 Mixed	June 29, 1940			
					Daily Except Sunday	Daily Except Sunday		Monday Wednesday Friday	Tuesday Thursday Saturday	STATIONS			
WFTYOP	DN-R	IDAHO FALLS	AK	107.1	A 3.55PM	A 11.05PM			A 7.30PM	A 7.40PM	A 1.40PM	A 1.40PM	
965 YP		ORVIN		104.1	f 3.40	10.54			6.40	7.30	1.25PM	f 1.30	
		ST. LEON	(Spur)	103.4	f								
2,977 WP	D	UCON	UN	99.5	s 3.35	s 10.48			6.30	7.18		1.15PM	
4,925 OP	D	RIGBY	RG	93.3	f 3.27	s 10.38			6.15	7.02			
1,860 WP		LORENZO		89.0	f 3.22	f 10.32			5.45	6.52			
P	D	THORNTON	HO	86.4	s 3.18	s 10.27			5.15	6.47			
1,416		MARK		84.9									
1,210 P		WINDER		83.7									
3,340 P	D	REXBURG	RX	81.1	s 3.10	s 10.19			4.45	6.35			
2,596 P	D	SUGAR CITY	SC	77.3	s 3.05	f 10.09			4.10	6.26			
1,886 YOP		HART		76.2									
		WILFORD	(Spur)	74.2	f								
6,580 WYOP	D	ST. ANTHONY	SH	70.3	s 2.56	s 9.59			3.40	6.00		A 10.15AM	
P		BELT		68.8								10.05AM	
		TWIN GROVES		67.9	f	f							
2,185 P		CHESTER		64.3	f 2.48	f 9.45			3.15	5.43			
3,345 WFYP	DN-R	ASHTON	HN	56.1	s 2.38	s 9.35			3.00PM	5.30PM			
		INGLING	(Spur)	54.6		9.20							
1,487 P		WARM RIVER		48.9	f 2.25	9.00							
YF		GERRIT		40.2	f 1.58	8.32							
416 WP		PINEVIEW		34.6									
1,210		ECCLES		31.4	f 1.47	f 8.18							
897 P		ISLAND PARK		26.5	f 1.41	f 8.10							
1,553 P		TRUDE		21.7	s 1.35	s 8.01							
844 P		GUILD		17.7									
1,379 WYP		BIG SPRINGS		16.4	s 1.23	s 7.50							
1,206 YP		REAS PASS		9.9	f 1.07	7.32							
P		TIMBER	(Spur)	8.1									
P		CORETTE	(Spur)	8.3									
1,543 WFYP	DR	WEST YELLOWSTONE	WS	0.0	12.50PM	7.15PM							

Thru Time (3.05) 34.6 (3.50) 27.9 (4.30) 11.3 (2.10) 23.4 (0.15) 12.0 (3.35) 13.3 Average speed per hour

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

WESTWARD			EAST BELT 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 Orvin	Time-Table No. 256 June 29, 1940	Distance from Belt	SECOND CLASS		
		391				398		
		Mixed						Mixed
	Tuesday Thursday Saturday							
965	YP	7.40AM	0.0	R	ORVIN	44.4	A 1.25PM	
1,169	OP	f 7.46	2.3		LINCOLN	42.1	f 1.15	
			3.1		LINCOLN JCT.	41.3		
2,348	P	s 8.02	5.7	D	IONA	38.7	s 12.55	
688		f 8.10	8.9		MILO	35.5	f 12.40	
			9.9		RUSSET (Spur)	34.5		
689	P	f 8.17	12.0		HEATH	32.4	f 12.25	
1,180	WP	s 8.30	16.4	D	RIRIE	28.0	s 12.15PM	
		f 8.40	19.9		KRUGER (Spur)	24.5	f 11.49AM	
805	P	f 8.43	21.4		BYRNE	23.0	f 11.43	
688	P	f 8.55	25.6		JENSON	18.8	f 11.28	
			27.5		GALE (Spur)	16.9		
1,249	P	f 9.05	28.2		WALKER	16.2	f 11.20	
2,056	P	f 9.17	32.4		PARKINSON	12.1	f 11.05	
725	P	f 9.23	34.3		MOODY	10.1	f 10.55	
726	P	s 9.50	38.1	D	NEWDALE	6.3	s 10.45	
	P	A 10.05AM	44.4		BELT	0.0	10.20AM	
					(44.4)		Monday Wednesday Friday	
		(2.25) 18.4	Thru Time	(3.05) 14.4	Average speed per hour	

		(1.48) 21.5	Thru Time	(2.30) 15.5	Average speed per hour
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WESTWARD			ANNIS 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 Annis Jct.	Time-Table No. 256 June 29, 1940	Distance from Annis	SECOND CLASS		
		391				398		
		Mixed						Mixed
	Tuesday Thursday Saturday							
			0.0		ANNIS JCT.	2.6		
			0.5		GRAYS (Spur)	2.1		
			2.6		ANNIS (Spur)	0.0		
					(2.6)			

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

WESTWARD			WEST BELT 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 Ucon	Time-Table No. 256 June 29, 1940	Distance from St. Anthony	SECOND CLASS		
		397				392		
		Mixed						Mixed
	Monday Wednesday Friday							
2,977	WP	7.57AM	0.0	D-R	UCON	38.7	A 1.15PM	
	P	f 8.03	2.8		COLTMAN (Spur)	35.9	f 1.03	
	P	f 8.09	4.8		GRANT (Spur)	33.9	f 12.55	
			7.0		BARLOW (Spur)	31.7		
1,159	P	f 8.21	8.8		LEWISVILLE	29.9	f 12.40	
			9.4		MIDWAY (Spur)	29.3		
2,016	P	s 8.26	10.5	D	MENAN	28.2	s 12.30PM	
			11.5		ANNIS JCT.	27.2		
684		f 8.48	20.4		AUSTIN	18.3	f 11.55AM	
2,599	P	f 8.58	25.0		PLANO	13.7	f 11.42	
712		f 9.03	26.7		EDMONDS	12.0	f 11.35	
712	P	f 9.11	29.3		EGIN	9.4	f 11.26	
			31.6		HEMAN (Spur)	7.1	f 11.16	
9	P	f 9.25	33.5		PARKER	5.2	f 11.10	
		f 9.33	35.3		PYKE (Spur)	3.4	f 11.00	
6,859	WROP	A 9.45AM	38.7	D-R	ST. ANTHONY	0.0	10.45AM	
					(38.7)		Tuesday Thursday Saturday	
		(1.48) 21.5	Thru Time	(2.30) 15.5	Average speed per hour	

		(1.48) 21.5	Thru Time	(2.30) 15.5	Average speed per hour
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WESTWARD			SUGAR CITY 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 Sugar City	Time-Table No. 256 June 29, 1940	Distance from Hinckley	SECOND CLASS		
		397				392		
		Mixed						Mixed
	Monday Wednesday Friday							
2,596	YP		0.0	D	SUGAR CITY	4.4		
			1.4		SALEM (Spur)	3.0		
			3.3		JACOBS (Spur)	1.1		
			4.4		HINCKLEY (Spur)	0.0		
					(4.4)			

Westward trains are superior to trains of the same class in the opposite direction—See rule 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. 256 June 29, 1940	Distance from Aberdeen	SECOND CLASS		
		321 Mixed Daily Except Sunday				322 Mixed		
		8.35AM	0.0	R ABERDEEN JCT. 2.1	28.2	A 1.45PM		
		f 8.41	2.1	ARMY (Spur) 2.2	26.1	f 1.37		
1,661		f 8.48	4.3	ROCKFORD 1.6	23.9	f 1.30		
975		f 8.52	5.9	LIBERTY 2.6	22.3	f 1.20		
		f 9.00	8.5	VIRIDEN (Spur) 1.7	19.7	f 1.02		
1,538		s 9.13	10.2	D PINGREE PG 6.3	18.0	s 12.55		
1,624	W	f 9.33	16.5	SPRINGFIELD 3.2	11.7	f 12.40		
969		s 9.50	19.7	D STERLING SK 3.9	8.5	s 12.25		
		f 10.03	23.6	STRANG 2.4	4.6	f 12.08PM		
		10.10	26.0	FINGAL 2.2	2.2	11.59AM		
1,662	Y	A 10.25AM	28.2	D ABERDEEN BN (28.2)	0.0	11.50AM		
		(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. 256 June 29, 1940	Distance from End of Track			
			0.0	GARDNER JCT. 3.2	7.3			
1,269			3.2	PETERSON 4.0	4.1			
			7.2	GARDNER (Spur) 0.1	0.1			
			7.3	END OF TRACK (7.3)	0.0			

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. 256 June 29, 1940	Distance from End of Track			
			0.0	THOMAS JCT. 2.1	4.6			
1,020			2.1	PATTERSON 2.3	2.5			
			4.4	THOMAS (Spur) 0.2	0.2			
			4.6	END OF TRACK (4.6)	0.0			

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		Distance from Ashton	Time-Table No. 256 June 29, 1940	Distance from Victor	FIRST CLASS		
		481 Local Freight Daily Except Sunday				65 Passenger Daily	66 Passenger		482 Local Freight
2,345	WFYP	7.00AM	0.0	DN-R ASHTON HN 1.8	45.6	A 9.15PM	A 2.30PM	
1,072		7.10	1.8	MARYSVILLE 4.2	43.8	s 9.00	1.50	
1,731		7.25	6.0	GRAINVILLE 2.6	39.6	f 8.53	1.40	
1,066	WP	7.45	8.6	D DRUMMOND MD 4.2	37.0	s 8.48	1.32	
705		8.00	12.8	FRANCE 3.0	32.8	f 8.41	1.17	
1,070	P	8.15	15.8	LAMONT 6.5	29.8	s 8.36	1.10	
1,072		8.40	22.3	JUDKINS 4.0	23.3	f 8.27	12.49	
1,110		9.00	26.3	FELT 4.0	19.3	s 8.20	12.37	
1,217	WYP	9.25	30.3	D TETONIA NA 1.2	15.3	s 8.13	12.25PM	
			31.5	TALBOT JCT. 1.2	14.1			
489			32.7	DWIGHT (Spur) 4.5	12.9	f 8.07		
1,730		10.10	37.2	D DRIGGS DI 5.1	8.4	s 8.00	11.45AM	
501			42.3	FOX CREEK 3.3	3.3			
WFYP	A 10.30AM		45.6	D-R VICTOR VR (45.6)	0.0	7.45PM	11.00AM	
						Daily	Daily Except Sunday	
		(3.30) 13.0	Thru Time	(1.30) 30.4	Average speed per hour	(3.30) 13.0

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