

Railroad Surgeons are located as shown below:

NAME	TITLE	PLACE	TERRITORY
JOHN R. NILSSON	Chief Surgeon	Omaha	All.
SPENCER WRIGHT	District Surgeon	Salt Lake City	Salt Lake City to McCammon and Idaho Division.
E. N. Roberts	Division Surgeon	Pocatello	Idaho Division.
J. Clothier	Eye, Ear, Nose, Throat	Pocatello	Blackfoot to American Falls and McCammon.
R. M. Ray	Surgeon	Pocatello	Blackfoot to American Falls and McCammon.
H. J. Hartvigsen	Surgeon	Pocatello	Blackfoot to American Falls and McCammon.
W. L. Olsen	Surgeon	Pocatello	Blackfoot to American Falls and McCammon.
W. W. Beck	Surgeon	Blackfoot	Blackfoot to Fort Hall and Aberdeen Jct.
W. W. Beck, Jr.	Surgeon	Blackfoot	Blackfoot to Fort Hall and Aberdeen Jct.
H. L. Schiess	Surgeon	Shelley	Blackfoot to Idaho Falls.
H. L. Willson	Surgeon	Idaho Falls	Blackfoot, Roberts, Rigby and Ririe.
N. H. Battles	Eye, Ear, Nose, Throat	Idaho Falls	Firth-Roberts-Goshen Branch.
Hoyt B. Woolley	Surgeon	Idaho Falls	Humphrey to Dillon.
E. T. Gangner	Surgeon	Lima	Dillon to Butte.
F. M. Poldexter	Surgeon	Dillon	Melrose to Armstead.
W. H. Stephan	Surgeon	Dillon	Butte to Dillon.
R. C. Monahan	Surgeon	Butte	Aberdeen Branch.
F. L. Harms	Surgeon	Aberdeen	Mackay Branch.
L. R. Egbert	Surgeon	Aberdeen	Mackay Branch.
Carrol A. B. Jensen	Surgeon	Aberdeen	Aberdeen Branch.
F. L. Harms	Surgeon	Aberdeen	Ucon to Rexburg and East and West Belt.
Alden Tall	Surgeon	Rigby	Rigby to St. Anthony.
Wm. L. Sutherland	Surgeon	Rexburg	Sugar City to Ashton.
T. A. Ellison	Surgeon	St. Anthony	Ashton to West Yellowstone.
E. L. Hargis	Surgeon	Ashton	Ashton to Victor.
O. D. Hoffman	Surgeon	Driggs	Ashton to Victor.

Time Inspectors are located as shown below:

THE BALL RAILROAD TIME SERVICE Chicago, Ill.
R. V. Owens, General Supervisor of Time Service Omaha
 Pocatello Parry Harrison
 Pocatello Nate Morgan
 Blackfoot F. C. Christ
 Idaho Falls C. F. ...
 Dillon Albert Stamm & ...
 Butte S. & S. Jewelry Co.

Standard clocks are located as shown below:

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 Switchman's Locker 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

R. E. TITUS,
General Manager

T. S. KINNERSLEY,
Superintendent Transportation

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

H. A. McDANIEL, Superintendent Pocatello, Idaho

W. T. ENNIS, Asst. Superintendent Pocatello, Idaho

E. L. CHANTRY, Trainmaster Pocatello, Idaho

Fifth and Sixth Subdivisions and Branches

E. C. RIDDLE, Chief Train Dispatcher

L. R. SCHOU, Assistant Chief Train Dispatcher

W. H. POWERS, Assistant Chief Train Dispatcher

O. B. CHALMERS
 D. DURHAM
 H. L. CRAWFORD
 R. R. JOHNSON
 H. J. BAILEY
 J. BOWEN
 } Train Dispatchers
 Pocatello, Idaho

CONDENSED TIME-TABLE

WESTWARD

SECOND CLASS			FIRST CLASS			Distance from Salt Lake City via Old Main Line	Time-Table No. 259 December 21, 1941
35 Time Freight	277 Time Freight	279 Time Freight	41 Passenger	29 Passenger	31 Passenger		
Daily	Daily	Daily Except Saturday	Daily	Daily	Daily		
9.15AM	8.00PM	7.15PM	11.35PM	8.00PM	8.00AM	0.0	SALT LAKE CITY
10.45 11.30AM	9.30 10.15	8.15 8.30	12.25AM 12.50	8.55 9.20	9.05 9.25	36.3	OGDEN
12.08PM	11.04PM	9.09	1.22	9.55	10.00	57.4	BRIGHAM
1.15	12.15AM	10.10	2.09	10.45PM	10.57AM	85.1	CACHE JCT.
3.05	2.00	11.45PM	3.40 3.45	12.05AM 12.10	12.30PM 12.35	147.5	McCAMMON
4.30 6.45	3.15 6.15	12.30AM 2.45	4.20 6.00	12.35 1.30	A 1.10PM	170.2	POCATELLO
7.28	7.15	3.24	6.40	2.12		194.4	BLACKFOOT
8.20PM	8.15 9.30	4.30 4.45	7.45	3.00		220.8	IDAHO FALLS
		A 7.30AM	9.35			271.8	ASHTON
			A 11.35AM			317.4	VICTOR
						327.9	WEST YELLOWSTONE
A 6.30AM	A 2.30AM			A 9.15AM		433.3	BUTTE
							(433.3)
(21.15) 20.3	(30.30) 14.2	(12.15) 22.2	(12.00) 26.4	(13.15) 32.7	(5.10) 32.9		Thru Time Average speed per hour

EASTWARD

Time-Table No. 259 December 21, 1941	Distance from Butte via New Main Line	FIRST CLASS			SECOND CLASS	
		32 Passenger	42 Passenger	30 Passenger	278 Time Freight	356 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 5.55	8.55 8.45	9.35 9.20	2.30 1.30AM	11.15AM 10.30
BRIGHAM	376.6	5.19	8.11	8.47	11.19PM	9.30
CACHE JCT.	348.9	4.32	7.21	8.02	10.00	8.30
McCAMMON	286.5	2.50 2.45	5.55	6.35	7.50	6.05
POCATELLO	263.8	2.15 2.00	5.25AM	6.00 5.20	7.00 3.30	5.00 4.00
BLACKFOOT	238.9	1.20		4.35	2.03	3.00
IDAHO FALLS	212.5	12.40AM		3.50	1.00PM	2.00 12.10AM
ASHTON	263.5			2.05		
VICTOR	309.1			12.20PM		
WEST YELLOWSTONE	319.6					
BUTTE	0.0	6.30PM			7.00PM	11.30AM
(434.0)		Daily	Daily	Daily	Daily	Daily
Thru Time		(12.30)	(4.30)	(10.10)	(33.15)	(25.30)
Average speed per hour		34.7	37.8	31.2	13.0	17.00

WESTWARD

FIFTH SUBDIVISION

Length of sidings in feet, etc. See Rule 6 (A).	SECOND CLASS			FIRST CLASS		Distance from Pocatello Via Old Main Line	Time-Table No. 259 December 21, 1941	STATIONS	
	355 Time Freight	277 Time Freight	279 Time Freight	41 Passenger	29 Passenger				
	Daily	Daily	Daily Except Sunday	Daily	Daily				
WFTYOP	6.45PM	6.15AM	2.45AM	6.00AM	1.30AM	0.0	DN-R POCATELLO	H CA PO	
P	6.53	6.30	2.53	6.08	1.38	2.8	2.8	MONTANA JCT.	
1,932						4.3	1.5	CHUBBUCK	
3,669 P	6.58	6.36	2.59	f 6.13	1.43	6.5	2.2	TYHEE	
3,682 WP	7.06	6.45	3.06	s 6.19	f 1.49	11.8	5.3	FORT HALL	FH
3,706 P	7.14	6.53	3.13	f 6.25	1.55	17.1	5.3	GIBSON	
E.B. 4,548 W.B. 4,000 WFXYP	7.28	7.15	3.24	s 6.40	s 2.12	24.2	7.1	BLACKFOOT	BF
3,720 P	7.37	7.25	3.32	f 6.49	f 2.21	30.1	5.9	WAPELLO	
						32.7	2.6	KIMBALL	
3,706 WP	7.45	7.34	3.41	s 6.56	f 2.28	35.5	2.8	FIRTH	FR
YP						35.9	0.4	GOSHEN JCT.	
676						38.3	2.4	MONROE	
5,174 P	7.54	7.44	3.51	s 7.05	f 2.35	41.6	3.3	SHELLEY	SY
						43.0	1.4	MITCHELL	
3,708 YP	8.00	7.50	3.57	f 7.10	2.39	45.4	2.4	COTTON	
3,324	8.06	7.56	4.03	7.14	2.43	49.2	3.8	BACH	
WFTYOP	8.20	8.15 9.30	A 4.30AM	A 7.30AM	s 3.00	50.6	1.4	IDAHO FALLS	AK
						51.9	1.3	WEST IDAHO FALLS	
2,725 P	8.32	9.45			f 3.12	57.3	5.4	PAYNE	
2,729 P	8.40	9.55			f 3.18	62.6	5.3	BASSETT	
2,880 WP	8.48	10.10			s 3.26	68.1	5.5	ROBERTS	AR
2,762 P	8.56	10.22			3.32	73.1	5.0	TENNO	
2,589 P	9.04	10.30			3.37	78.2	5.1	HAWGOOD	
2,698 P	9.12	10.40			s 3.44	83.6	5.4	HAMER	
2,668 YP	9.21	10.50			f 3.50	89.2	5.6	CAMAS	
2,553 P	9.29	10.59			3.56	94.3	5.1	JONES	
E.B. 2,614 W.B. 3,147 WFXYP	9.46	11.30			s 4.14	101.0	6.7	DUBOIS	BO
2,676 P	9.58	11.45			4.25	109.0	8.0	HIGHBRIDGE	
2,782 WP	10.08	11.55AM			s 4.38	114.6	5.6	SPENCER	RC
E.B. 2,740 W.B. 2,880 WP	10.37	12.20PM			f 4.59	124.1	9.5	HUMPHREY	
3,200 YP	11.01	12.40			s 5.10	130.8	6.7	MONIDA	MO
2,727 WP	11.15	12.55			5.22	138.9	8.1	SNOWLINE	
WFTYOP	A 11.55PM	A 2.15PM			A 5.35AM	146.0	7.1	LIMA	RD

(5.10) 28.2 (8.00) 18.2 (1.45) 28.9 (1.30) 33.7 (4.05) 35.9 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 and 355 must be cleared not less than five minutes by westward second class and extra trains.

FIFTH SUBDIVISION

EASTWARD

Length of sidings in feet, etc. See Rule 6 (A).	FIRST CLASS		SECOND CLASS			Distance from Butte via New Main Line	Time-Table No. 259 December 21, 1941	STATIONS	
	30 Passenger	32 Passenger	278 Time Freight	280 Time Freight	356 Time Freight				
	Daily	Daily	Daily	Daily Except Sunday	Daily				
WFTYOP	A 5.20PM	A 2.00AM	A 3.30PM	A 1.15AM	A 4.00AM	263.8	DN-R POCATELLO	H CA PO	
P	5.03	1.47	2.45	12.40	3.37	260.3	3.5	MONTANA JCT.	
1,932						258.8	1.5	CHUBBUCK	
3,669 P	4.57	1.43	2.37	12.33	3.31	256.6	2.2	TYHEE	
3,682 WP	4.51	f 1.35	2.29	12.23	3.23	251.3	5.3	FORT HALL	FH
3,706 P	f 4.45	1.28	2.20	12.13	3.13	246.0	5.3	GIBSON	
E.B. 4,548 W.B. 4,000 WFXYP	s 4.35	s 1.20	2.03	12.01AM	3.00	238.9	7.1	BLACKFOOT	BF
3,720 P	f 4.20	f 1.06	1.36	11.51PM	2.50	233.0	5.9	WAPELLO	
						230.4	2.6	KIMBALL	
3,706 WP	s 4.13	f 1.00	1.27	11.43	2.44	227.0	2.8	FIRTH	FR
YP						227.2	0.4	GOSHEN JCT.	
676						224.8	2.4	MONROE	
5,174 P	s 4.05	s 12.53	1.17	11.33	2.35	221.6	3.3	SHELLEY	SY
						220.1	1.4	MITCHELL	
3,708 P	f 3.59	12.47	1.11	11.25	2.13	217.7	2.4	COTTON	
3,324 P	3.55	12.43	1.05	11.19	2.07	213.0	3.8	BACH	
WFTYOP	3.50PM	s 12.40	1.00PM 11.45AM	11.15PM	2.00 12.10AM	212.6	1.4	IDAHO FALLS	AK
						211.2	1.3	WEST IDAHO FALLS	
2,725 P		f 12.18	10.55		11.56PM	205.8	5.4	PAYNE	
2,729 P		f 12.12	10.46		11.48	200.5	5.3	BASSETT	
2,880 WP		s 12.05AM	10.37		11.39	195.0	5.5	ROBERTS	AR
2,762 P		11.58PM	10.22		11.30	190.0	5.0	TENNO	
2,589 P		11.53	10.13		11.22	184.9	5.1	HAWGOOD	
2,698 P		s 11.46	10.01		11.13	179.5	5.4	HAMER	
2,668 WYP		s 11.38	9.42		11.04	173.9	5.6	CAMAS	
2,553 P		f 11.29	9.33		10.56	168.8	5.1	JONES	
E.B. 2,614 W.B. 3,147 WFXYP		s 11.21	9.20		10.45	162.1	6.7	DUBOIS	BO
2,676 P		f 11.06	8.49		10.23	154.1	8.0	HIGHBRIDGE	
2,782 WP		s 10.57	8.36		10.08	148.5	5.6	SPENCER	RC
E.B. 2,740 W.B. 2,880 WP		f 10.37	8.06		9.40	139.0	9.5	HUMPHREY	
3,200 YP		s 10.28	7.45		9.25	132.3	6.7	MONIDA	MO
2,727 WP		f 10.16	7.20		9.05	124.9	8.1	SNOWLINE	
WFTYOP		10.05PM	7.00AM		8.45PM	117.1	7.1	LIMA	RD

Thru Time Average speed per hour (1.30) 34.1 (3.55) 37.4 (8.30) 17.2 (2.00) 25.2 (7.15) 20.2

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

WESTWARD

SIXTH SUBDIVISION

Length of sidings in feet, etc. See Rule 6 (A).	SECOND CLASS		FIRST CLASS		Distance from Butte Via Old Main Line	Time-Table No. 259 December 21, 1941
	355 Time Freight	277 Time Freight	29 Passenger			
	Daily	Daily	Daily			
WFTYP	12.55AM	4.15PM	5.45AM		146.0	DN-R LIMA RD
					151.0	5.0 GOSMAN (Spur)
2,563 P	1.15	4.35	s 5.57	154.1	D 154.1	DELL DE
2,571 P	1.24	4.45	f 6.03	160.1		KIDD
2,605 WP	1.36	4.59	f 6.12	168.9		RED ROCK
2,877 P	1.45	5.10	s 6.20	173.1	D 173.1	ARMSTEAD AD
2,651 P	1.55	5.22	f 6.30	179.0		GRAYLING
991 P			f	182.5		DALYS
3,421 P	2.08	5.35	f 6.43	186.5		BARRATTS
3,461 WFP	2.40	6.30	s 6.55	194.1	DN 194.1	DILLON DN
2,024 P	2.50	6.53	f 7.05	200.5		BOND
2,429 P	3.10	7.13	f 7.13	206.4		APEX
			f	213.9		GLEN (Spur)
2,586 YP	3.33	7.38	7.31	214.8		NAVY
2,719 P	3.38	7.54	f 7.35	217.8		LAVON
				219.0		BROWNS (Spur)
3,256 WFP	3.50	8.30	s 7.47	225.0	D 225.0	MELROSE VI
2,109 P	4.02	8.50	f 7.58	231.0		QUINN
			f	232.1		MAIDEN ROCK
2,198 P	4.15	9.05	s 8.09	236.2	D 236.2	DIVIDE J
3,454	4.22	9.15	f 8.15	240.4		WOODIN
2,350 P	4.40	9.35	f 8.28	246.8		FEELY
1,888 P	4.48	9.43PM	f 8.39	250.7		BUXTON
	5.30	1.00AM	s 8.55	256.1	DN-R 256.1	SILVER BOW SB
WFY	6.00	2.00	A 9.15AM	263.1	DN 263.1	BUTTE BY
	A 6.30AM	A 2.30AM				

(5.35) (10.15) (3.30) Thru Time
20.9 10.2 33.5 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. 355 must be cleared not less than five minutes by westward second class and extra trains.

Time shown at Butte is for information only. Trains are governed by Northern Pacific time table and rules while using their tracks between Silver Bow and Butte.

SIXTH SUBDIVISION

EASTWARD

Length of sidings in feet, etc. See Rule 6 (A).	FIRST CLASS		SECOND CLASS		Distance from Butte Via New Main Line	Time-Table No. 259 December 21, 1941
	32 Passenger		356 Time Freight	278 Time Freight		
WFTYP	DN-R	LIMA RD	117.1	A 9.55PM		A 7.30PM A 5.00AM
		5.0 GOSMAN (Spur)	112.1	f		
2,563 P	D	DELL DE	109.0	s 9.35		6.01 1.15
2,571 P		KIDD	103.0	f 9.24		5.48 12.56
2,605 WP		RED ROCK	94.2	f 9.13		5.25 12.40
2,877 P	D	ARMSTEAD AD	90.0	s 9.07		5.10 12.30
2,651 P		GRAYLING	84.1	f 8.56		4.45 12.18
991 P		DALYS	80.6	f		
3,421 P		BARRATTS	76.6	f 8.46		4.30 12.05AM
3,461 WFP	DN	DILLON DN	69.0	f 8.35		4.15 11.50PM
2,024 P		BOND	62.0	f 8.20		3.05 10.47
2,429 P		APEX	56.7	f 8.13		2.50 10.35
		GLEN (Spur)	49.9	f		
2,586 YP		NAVY	48.3	7.58		2.26 10.12
2,719 P		LAVON	45.9	f 7.54		2.20 10.05
		BROWNS (Spur)	44.1	f		
3,256 WFP	D	MELROSE VI	38.1	s 7.45		2.05 9.50
2,109 P		QUINN	32.1	f 7.29		1.40 9.30
		MAIDEN ROCK	31.0	f		
2,198 P	D	DIVIDE J	26.9	s 7.22		1.28 9.05
3,454		WOODIN	22.7	f 7.14		1.20 8.48
2,350 P		FEELY	16.3	f 7.04		1.10 8.36
1,888 P		BUXTON	12.4	f 6.55		12.55 8.24
	WFP	DN-R SILVER BOW SB	7.0	s 6.45		12.45PM 8.05
	DN	BUTTE BY	0.0	6.30PM		11.55AM 7.15
		(117.1)		Daily		Daily Daily

Thru Time..... (3.25)
Average speed per hour..... 34.2 (8.00) (10.00)
14.6 11.6

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

Time shown at Butte is for information only. Trains are governed by Northern Pacific time table and rules while using their tracks between Butte and Silver Bow.

WESTWARD				MACKAY BRANCH				EASTWARD			
Length of sidings in feet, etc. See Rule 6 (A).	SECOND CLASS			Distance from Blackfoot	Time-Table No. 259 December 21, 1941	Distance from Mackay	SECOND CLASS				
	321 Mixed	309 Mixed	Daily Except Sunday				322 Mixed	310 Mixed	Daily Except Sunday		Daily Except Sunday
11,427 WFP	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			
590	f 8.25	f 7.42		4.3	0.5 CLARKSON	81.0	f 2.00	f 3.42			
1,590	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	1.3 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 FURBY	56.1		f 2.42			
1,634 P		f 8.56		35.4	0.3 CERRO GRANDE	49.9		f 2.27			
913 P		f 9.18		44.7	9.3 PIONEER	40.6		f 2.05			
1,916 WYP		s 9.53		59.1	14.4 ARCO RO	26.2		s 1.30			
376		f 10.06		63.6	4.5 LOST RIVER	21.7		f 1.07			
1,148 P		s 10.16		66.7	3.1 MOORE	18.6		s 12.58			
650		s 10.34		72.6	5.9 DARLINGTON	12.7		s 12.40			
		s 10.48		77.3	4.7 LESLIE	8.0		s 12.25			
3,395 WFP	A 11.15AM			85.3	8.0 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, etc. See Rule 6 (A).				Distance from Goshen Jct.	Time-Table No. 259 December 21, 1941	Distance from Lincoln Jct.					
	STATIONS						STATIONS				
	YP							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, etc. See Rule 6 (A).	SECOND CLASS			Distance from Aberdeen Jct.	Time-Table No. 259 December 21, 1941	Distance from Aberdeen	SECOND CLASS				
	321 Mixed	Daily Except Sunday	322 Mixed				321 Mixed	Daily Except Sunday	322 Mixed		
											321 Mixed
P				0.0	ABERDEEN JCT.	28.2	A 1.45PM				
		f 8.41		2.1	2.1 ARMY (Spur)	26.1	f 1.37				
1,661		f 8.48		4.3	2.2 ROCKFORD	23.9	f 1.30				
975		f 8.52		5.0	1.6 LIBERTY	22.3	f 1.20				
		f 9.00		8.5	2.6 VIRDEN (Spur)	19.7	f 1.02				
1,538		s 9.13		10.2	1.7 PINGREE PG	18.0	s 12.55				
1,624 W		f 9.33		16.5	6.3 SPRINGFIELD	11.7	f 12.40				
969		s 9.50		19.7	3.2 STERLING SK	8.5	s 12.25				
		f 10.03		23.6	3.9 STRANG	4.6	f 12.08PM				
		10.10		26.0	2.4 FINGAL	2.2	11.59AM				
1,662 Y		A 10.25AM		28.2	2.2 ABERDEEN BN	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, etc. See Rule 6 (A).				Distance from Gardner Jct.	Time-Table No. 259 December 21, 1941	Distance from End of Track					
	STATIONS						STATIONS				
								0.0	GARDNER JCT.		7.3
1,269				3.2	3.2 PETERSON	4.1					
				7.2	4.0 GARDNER (Spur)	0.1					
				7.3	0.1 END OF TRACK	0.0					
					(7.3)						

WESTWARD				THOMAS BRANCH				EASTWARD			
Length of sidings in feet, etc. See Rule 6 (A).				Distance from Thomas Jct.	Time-Table No. 259 December 21, 1941	Distance from End of Track					
	STATIONS						STATIONS				
								0.0	THOMAS JCT.		4.6
1,020				2.1	2.1 PATTERSON	2.5					
				4.4	2.3 THOMAS (Spur)	0.2					
				4.6	0.3 END OF TRACK	0.0					
					(4.6)						

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

WESTWARD

YELLOWSTONE BRANCH

Length of sidings in feet, etc. See Rule 6 (A).	SECOND CLASS				FIRST CLASS		Distance from Idaho Falls	Time-Table No. 259 December 21, 1941	
	477 Local Freight Daily Except Sunday	391 Mixed Tuesday Thursday Saturday	397 Mixed Monday Wednesday Friday	279 Time Freight Daily Except Sunday	41 Passenger Daily			STATIONS	
	9.15AM	7.00AM	7.00AM	4.45AM	7.45AM			DN-R	AK
965 YP	9.25	A 7.15AM	f 7.10	4.55	7.51		3.0	ORVIN	
730							3.7	ST. LEON (Spur)	
2,977 WP	9.40		A 7.30AM	5.05	s 8.00		7.6	UCON UN	
2,625 P	10.05			5.20	s 8.12		13.8	RIGBY RG	
1,860 P	10.20			5.27	s 8.20		18.1	LORENZO	
1,433 P	10.40			5.35	s 8.26		20.7	THORNTON HO	
1,300							22.2	MARK	
1,210 P							23.4	WINDER	
3,340 P	11.10			5.45	s 8.38		26.0	REXBURG RX	
2,596 P	11.25			6.00	s 8.46		29.8	SUGAR CITY SC	
1,886 YP							30.9	HART	
340							32.9	WILFORD (Spur)	
5,725 WYOP	11.40AM		10.10AM	6.20	s 8.59		36.8	ST. ANTHONY SH	
P			A 10.20AM				38.3	BELT	
							39.2	TWIN GROVES	
2,185 P	12.05PM			6.35	f 9.12		42.8	CHESTER	
2,345 WFYP	A 12.30PM		A 7.30AM		A 9.30AM		51.0	ASHTON HN	
940							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	
1,543 WFYP							107.1	WEST YELLOWSTONE WS	

(3.15) 15.6 (0.15) 12.0 (3.20) 14.3 (2.45) 15.7 (1.45) 29.1 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.

YELLOWSTONE BRANCH

EASTWARD

Length of sidings in feet, etc. See Rule 6 (A).	Time-Table No. 259 December 21, 1941		Distance from West Yellowstone	FIRST CLASS		SECOND CLASS			
	STATIONS			30 Passenger		398 Mixed	392 Mixed	478 Local Freight	280 Time Freight
	DN-R	AK		A 3.40PM		A 1.40PM	A 1.40PM	A 7.30PM	A 8.30PM
965 YP	ORVIN		104.1	3.23		1.25PM	f 1.30	6.40	8.05
730	ST. LEON (Spur)		103.4						
2,977 WP	UCON UN		99.5	s 3.15			1.15PM	6.30	7.50
2,625 P	RIGBY RG		93.3	s 3.05				6.15	7.30
1,860 P	LORENZO		89.0	s 2.59				5.45	7.20
1,433 P	THORNTON HO		86.4	s 2.55				5.15	7.15
1,300	MARK		84.9						
1,210 P	WINDER		83.7	f					
3,340 P	REXBURG RX		81.1	s 2.48				4.45	7.00
2,596 P	SUGAR CITY SC		77.3	s 2.41				4.10	6.45
1,886 YP	HART		76.2						
340	WILFORD (Spur)		74.2	f					
5,725 WYOP	ST. ANTHONY SH		70.3	s 2.32			A 10.15AM	3.40	6.15
P	BELT		68.8				10.05AM		
	TWIN GROVES		67.9	f					
2,185 P	CHESTER		64.3	f 2.17				3.15	5.45
2,345 WFYP	ASHTON HN		60.1	2.05PM				3.00PM	5.30PM
940	INGLING (Spur)		54.6						
1,487 P	WARM RIVER		48.9						
895 YP	GERRIT		40.2						
416 WP	PINEVIEW		34.6						
1,210	ECCLES		31.4						
897 P	ISLAND PARK		26.5						
1,553 P	TRUDE		21.7						
844 P	GUILD		17.7						
1,379 WYP	BIG SPRINGS		16.4						
1,206 YP	REAS PASS		9.9						
1,543 WFYP	WEST YELLOWSTONE WS		0.0						

Thru Time..... (1.35) (0.15) (3.35) (4.30) (3.00)
Average speed per hour..... 32.2 12.0 13.3 11.3 18.7

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

WESTWARD			EAST BELT BRANCH			EASTWARD		
Length of sidings in feet, etc. See Rule 6(A).	SECOND CLASS		Distance from Orvin	Time-Table No. 259 December 21, 1941	Distance from Belt	SECOND CLASS		
		391 Mixed				398 Mixed		
		Tuesday Thursday Saturday						
965	YP	7.15AM	0.0		44.4	A 1.25PM		
1,169	P	f 7.26	2.3	LINCOLN 0.8	42.1	f 1.15		
			3.1	LINCOLN JCT. 2.6	41.3			
2,348	P	s 7.42	5.7	D IONA AZ	38.7	s 12.55		
688		f 7.50	8.9	MILO 3.2	35.5	f 12.40		
			9.9	RUSSET (Spur) 2.1	34.5			
689	P	f 7.57	12.0	HEATH 4.4	32.4	f 12.25		
1,180	WP	s 8.30	16.4	D RIRIE RK	28.0	s 12.15PM		
		f 8.40	19.9	KRUGER (Spur) 1.8	24.5	f 11.49AM		
805	P	f 8.43	21.4	BYRNE 4.2	23.0	f 11.43		
688	P	f 8.55	25.6	JENSON 1.9	18.8	f 11.28		
			27.5	GALIE (Spur) 0.7	16.9			
1,249	P	f 9.05	28.2	WALKER 4.2	16.2	f 11.20		
2,056	P	f 9.17	32.4	PARKINSON 1.9	12.1	f 11.05		
626	P	f 9.23	34.3	MOODY 3.8	10.1	f 10.55		
726	P	s 9.50	38.1	D NEWDALE NE	6.3	s 10.45		
	P	A 10.05AM	44.4	BELT (4.4)	0.0	10.20AM		
						Monday Wednesday Friday		

(2.50) Thru Time (3.05)
15.6 Average speed per hour 14.4

WESTWARD			ANNIS BRANCH			EASTWARD		
Length of sidings in feet, etc. See Rule 6(A).	SECOND CLASS		Distance from Annis Jct.	Time-Table No. 259 December 21, 1941	Distance from Annis	SECOND CLASS		
			0.0	ANNIS JCT. 0.5	2.6			
			0.5	GRAY (Spur) 2.1	2.1			
			2.6	ANNIS (Spur) (2.6)	0.0			

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

WESTWARD			WEST BELT BRANCH			EASTWARD		
Length of sidings in feet, etc. See Rule 6(A).	SECOND CLASS		Distance from Ucon	Time-Table No. 259 December 21, 1941	Distance from St. Anthony	SECOND CLASS		
		397 Mixed				392 Mixed		
		Monday Wednesday Friday						
2,977	WP	7.37AM	0.0	D-R UCON UN	38.7	A 1.15PM		
	P	f 7.43	2.8	COLTMAN (Spur) 2.0	35.9	f 1.03		
	P	f 7.49	4.8	GRANT (Spur) 2.8	33.9	f 12.55		
			7.0	BARLOW (Spur) 1.8	31.7			
1,159	P	f 8.01	8.8	LEWISVILLE 0.6	29.9	f 12.40		
			9.4	MIDWAY (Spur) 1.1	29.3			
2,516	P	s 8.26	10.5	D MENAN MN	28.2	s 12.30PM		
			11.5	ANNIS JCT. 8.9	27.2			
684		f 8.48	20.4	AUSTIN 4.8	18.3	f 11.55AM		
2,599	P	f 8.58	25.0	PLANO 1.7	13.7	f 11.42		
712		f 9.03	26.7	EDMONDS 2.6	12.0	f 11.35		
712	P	f 9.11	29.3	EGIN 2.3	9.4	f 11.26		
		f 9.18	31.6	HEMAN (Spur) 1.9	7.1	f 11.16		
839	P	f 9.25	33.5	PARKER 1.8	5.2	f 11.10		
		f 9.33	35.3	PYKE (Spur) 3.4	3.4	f 11.00		
5,725	WYOP	A 9.45AM	38.7	D-R ST. ANTHONY SH	0.0	10.45AM		
				(38.7)		Tuesday Thursday Saturday		

(2.08) Thru Time (2.30)
18.0 Average speed per hour 15.5

WESTWARD			SUGAR CITY BRANCH			EASTWARD		
Length of sidings in feet, etc. See Rule 6(A).	SECOND CLASS		Distance from Sugar City	Time-Table No. 259 December 21, 1941	Distance from Hinckley	SECOND CLASS		
2,596	YP		0.0	D SUGAR CITY SC	4.4			
			1.4	SALHM (Spur) 1.9	3.0			
			3.3	JACOBS (Spur) 1.1	1.1			
			4.4	HINCKLEY (Spur) (4.4)	0.0			

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

WESTWARD

TETON VALLEY BRANCH

EASTWARD

Length of sidings in feet, etc. See Rule 6(A).	SECOND CLASS		FIRST CLASS		Distance from Ashton	Time-Table No. 259 December 21, 1941		Distance from Victor	FIRST CLASS		SECOND CLASS	
	481 Local Freight	Daily Except Sunday	41 Passenger	Daily		STATIONS	30 Passenger		482 Local Freight	30 Passenger	482 Local Freight	
2,345 WFP	7.30AM		9.35AM		0.0	DN-R ASHTON HN	45.6	A 2.00PM	A 2.30PM			
1,072	7.40		s 9.40		1.8	MARYSVILLE	48.8	s 1.45	2.20			
1,731	7.55		f 9.50		6.0	GRAINVILLE	39.6	f 1.37	2.08			
1,066 WP	8.10		s 9.55		8.6	D DRUMMOND MD	37.0	s 1.32	2.00			
705	8.25		f 10.05		12.8	FRANCE	32.8	f 1.24	1.45			
1,730 P	8.40		s 10.11		15.8	LAMONT	29.8	s 1.18	1.35			
642	9.05		f 10.25		22.3	JUDKINS	23.3	f 1.05	1.15			
1,110	9.20		s 10.36		26.3	FELT	19.3	s 12.57	1.05			
1,217 WYP	9.40		s 10.50		30.3	D TETONIA NA	15.3	s 12.49	12.49			
489			f 11.00		32.7	DWIGHT (Spur)	12.9	f 12.42				
1,630	10.05		s 11.15		37.2	D DRIGGS DI	8.4	s 12.35	12.15PM			
501					42.3	FOX CREEK	3.3					
1,058 WFP	A 10.30AM		A 11.35AM		45.6	D-R VICTOR VR	0.0	12.20PM	11.35AM			
					(45.6)			Daily	Daily Except Sunday			

(3.00) 15.2 (2.00) 22.8 Thru Time (1.40) 27.4 (2.55) 15.6
Average speed per hour

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

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 and Sixth Subdivisions:

Main Line	263.80
Branches	389.80
Grand Total	653.60