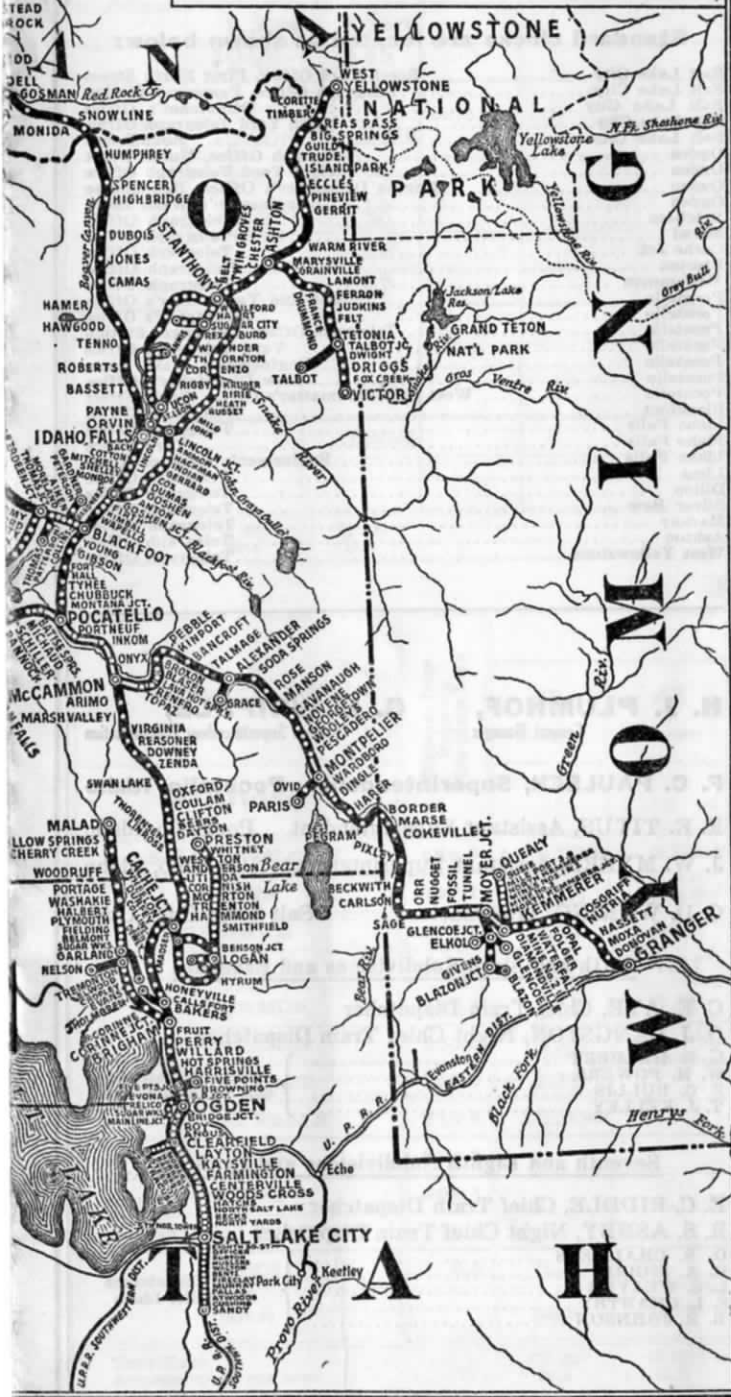


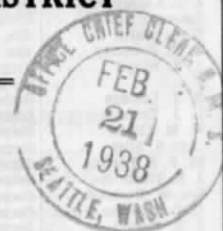
MAP OF THE  
SOUTH-CENTRAL DISTRICT  
IDAHO DIVISION

CORRECTED TO OCT. 1, 1936

SCALE OF MILES  
0 10 20 30 40 50



UNION PACIFIC RAILROAD COMPANY  
SOUTH-CENTRAL DISTRICT



IDAHO DIVISION

FIFTH SUBDIVISION

SIXTH SUBDIVISION

SEVENTH SUBDIVISION

EIGHTH SUBDIVISION

AND BRANCHES

TIME-TABLE  
No. 250

Effective Sunday,  
Feb. 20, 1938  
at 12:01 A. M. Mountain Time



FOR EMPLOYEES ONLY

**Railroad Surgeons are located as shown below:**

NAME	TITLE	PLACE	TERRITORY
JOHN R. NILSSON	Chief Surgeon	Omaha	All.
J. C. Landenberger	District Surgeon	Salt Lake City	Salt Lake City.
Spencer Wright	Division Surgeon	Salt Lake City	Salt Lake City.
W. L. Smith	Eye, Ear, Nose, Throat	Salt Lake City	Salt Lake City.
F. R. Slopansky	Eye, Ear, Nose, Throat	Salt Lake City	Salt Lake City.
F. J. Winget	Surgeon and Physical Examiner	Salt Lake City	Salt Lake City.
O. J. LaBarge	Senior Internist	Salt Lake City	Salt Lake City.
L. J. Tauffer	Surgeon	Salt Lake City	Salt Lake City.
W. M. Clinger	Surgeon	Salt Lake City	Salt Lake City.
John S. Alley	Surgeon	Midvale	Midvale to Murray
Dr. 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 Kayville.
G. D. Rutledge	Surgeon	Kaysville	Clearfield to Woods Cross.
J. R. Morrill	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. Pearse	District Surgeon	Brigham	Willard to Cropley and Cache Jet.
E. A. Woodruff	Surgeon	Downey	McCammon to Cache Jet.
T. E. Betenson	Surgeon	Garland	Malad Branch and Honeyville to Cache Jet.
O. H. Mabey	Surgeon	Malad	Malad Branch.
D. C. Budge	Surgeon	Logan	Cache Valley Branch.
G. L. Rees	Surgeon	Smithfield	Logan to Richmond.
G. W. States	Surgeon	Preston	Preston to Logan.
E. N. Roberts	Division Surgeon	Pocatello	All.
J. Clothier	Eye, Ear, Nose, Throat	Pocatello	Blackfoot to American Falls and McCammon.
J. R. Young	Surgeon	Pocatello	Blackfoot to American Falls and McCammon.
W. W. Brothers	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.
W. C. Chaney	Surgeon	Roberts	Dubois to Idaho Falls.
C. E. Jones	Surgeon	Dubois	Roberts to Humphrey.
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
<b>Grand Total</b>	<b>975.14</b>

**Time Inspectors are located as shown below:**

**THE BALL RAILROAD TIME SERVICE**..... Chicago, Ill.  
 R. V. Owens, General Supervisor of Time Service..... Omaha  
 Salt Lake City..... Hubbard-Denn Co., 217 South Main St.  
 Salt Lake City..... H. B. Miller Co., 460 West Second South  
 Ogden..... J. S. Lewis & Co., 2449 Washington St.  
 Brigham..... Milton D. Peters, 4 So. Main St.  
 Malad..... Rudman & Gottberg  
 Logan..... B. T. Cardon, 41 No. Main St.  
 Preston..... T. C. Merrill  
 Pocatello..... Parry Harrison  
 Pocatello..... Nate Morgan  
 Blackfoot..... F. C. Christ  
 Idaho Falls..... C. F. Ames  
 Dillon..... Albert Stamm  
 Butte..... S. & S. Jewelry Co.

**Standard clocks are located as shown below:**

Salt Lake City..... South Yard Office, First North 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..... 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

**H. J. PLUMHOF,**  
General Manager

**G. L. WHIPPLE,**  
General Superintendent Transportation

**F. C. PAULSEN, Superintendent... Pocatello, Idaho**

**R. E. TITUS, Assistant 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, Night Chief Train Dispatcher**  
 L. E. HALBERT .....  
 W. H. POWERS .....  
 E. C. BULLIS .....  
 T. J. KELLEY .....  
 } Train Dispatchers  
 Salt Lake City, Utah

**Seventh and Eighth Subdivisions and Branches**

**E. C. RIDDLE, Chief Train Dispatcher**  
**R. S. ASHBY, Night Chief Train Dispatcher**  
 O. B. CHALMERS .....  
 R. A. SIGLIN .....  
 L. C. WEAVER .....  
 E. L. CHANTRY .....  
 R. R. JOHNSON .....  
 } Train Dispatchers  
 Pocatello, Idaho

# CONDENSED TIME-TABLE

## WESTWARD

SECOND CLASS		FIRST CLASS					Distance from Salt Lake City via Old Main Line	February 20, 1938
263 Time Freight	277 Time Freight		41 Passenger	29 Passenger	31 Passenger			<b>STATIONS</b>
Daily	Daily		Daily	Daily	Daily			
8.30AM	7.15PM		11.20PM	8.00PM	8.00AM	0.0	SALT LAKE CITY	
10.00 10.30	8.45 9.30		12.25AM 12.50	8.55 9.20	9.05 9.25	36.3	OGDEN	
11.13AM	10.29		1.25	10.02	10.00	57.4	BRIGHAM	
12.30PM	11.40PM		2.13	10.45PM	10.57AM	85.1	CACHE JCT.	
2.25	1.25AM		4.05 4.10	12.05AM 12.10	12.30PM 12.35	147.5	McCAMMON	
A 3.30PM	3.15 5.30		A 4.50AM	12.45 1.35	1.10 1.25	170.2	POCATELLO	
	6.15			2.12	2.03	194.4	BLACKFOOT	
	7.15 8.45			3.00	2.45	220.8	IDAHO FALLS	
						271.8	ASHTON	
						317.4	VICTOR	
						327.9	WEST YELLOWSTONE	
	3.30AM			A 9.15AM	A 9.05PM	433.3	BUTTE	
							(433.3)	
(7.00) 24.3	(32.15) 13.4		(5.30) 30.9	(13.15) 32.7	(13.05) 33.2	..... Thru Time ..... Average Speed per hour		

## EASTWARD

February 20, 1938	Distance from Butte via New Main Line	FIRST CLASS					SECOND CLASS	
		32 Passenger	42 Passenger	30 Passenger			278 Time Freight	262 Time Freight
<b>STATIONS</b>								
SALT LAKE CITY	434.0	A 7.10AM	A 9.55AM	A 11.20PM			A 4.15AM	A 1.00PM
OGDEN	397.7	6.20 6.10	8.55 8.45	10.25 10.10			2.30 1.30AM	11.15AM 10.30
BRIGHAM	376.6	5.37	8.11	9.38			11.19PM	9.30
CACHE JCT.	348.9	4.48	7.21	8.55			9.55	8.30
McCAMMON	286.5	3.10 3.05	5.55	7.20 7.15			7.50	6.05
POCATELLO	263.8	2.35 2.00	5.25AM	6.45 6.10			7.00 4.00	5.00AM
BLACKFOOT	238.9	1.15		5.28			1.35	
IDAHO FALLS	212.5	12.30AM		4.50PM			12.30PM	
ASHTON	263.5							
VICTOR	309.1							
WEST YELLOWSTONE	319.6							
BUTTE	0.0	6.30PM		10.25AM			6.45PM	
(434.0)		Daily	Daily	Daily			Daily	Daily
Thru Time.....		(12.40)	(4.30)	(12.55)			(33.30)	(8.00)
Average speed per hour.....		34.3	37.8	33.6			13.0	21.3



**WESTWARD**

**FIFTH SUBDIVISION**

**SECOND CLASS**

Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.					Distance from Salt Lake City	Time-Table No. 250 February 20, 1938
	254 Time Freight	277 Time Freight	53 Mixed	263 Time Freight		
	Daily	Daily	Daily	Daily		<b>STATIONS</b>
				5.30PM	0.0	DN R SALT LAKE CITY VN D
I					0.8	0.8
WPTYOP	9.30PM	7.15PM		8.30AM	2.6	FIFTH NORTH TOWER 1.8
4,901 P	9.40	7.42	s 5.48	8.51	5.2	DN-R NORTH YARD C 0.8
					5.3	BECKS 1.8
2,497 P	9.47	7.48	f 5.53	8.56	8.2	NORTH SALT LAKE 0.1
P					10.3	BAMBERGER E. RY. CROSS. 1.1
3,602 WP	10.00	7.59	f 6.03	9.09	15.0	HATCHS (Spur) 1.8
6,416 P	10.08	8.05	f 6.10	9.17	19.6	D WOODS CROSS WC 2.1
6,416 P	10.15	8.09	f 6.14	9.23	21.8	CENTERVILLE (Spur) 4.7
2,861 P	10.22	8.16	f 6.21	9.30	26.5	D FARMINGTON FO 4.6
					29.0	D KAYSVILLE K 2.2
2,172 P	10.32	8.26	f 6.27	9.38	30.2	D LAYTON NY 4.7
P					35.3	D CLEARFIELD CF 2.5
WPTYO	A 11.00PM	A 8.45PM	A 6.50PM	A 10.00AM	36.3	ANGUS (Spur) 1.2
						ROY 5.1
						BRIDGE JCT. 0.4
						U. P. CROSSING 0.6
						DN-R OGDEN OG YD

Block Signals

Double Track

(36.3)  
Connections

(1.30) 22.5 (1.30) 22.5 (1.20) 27.2 (1.30) 22.5 .....Thru Time  
.....Average Speed per hour

**WESTWARD**

**SYRACUSE BRANCH**

**EASTWARD**

Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales & telephones.	Distance from Clearfield	Time-Table No. 250 February 20, 1938		Distance from Syracuse
		<b>STATIONS</b>		
W. B. 2,861 P	0.0	D	CLEARFIELD CF	4.7
E. B. 3,477 P	0.3		D. & R. G. W. CROSSING 0.7	4.4
	1.0		MOBERLY (Spur) 0.4	3.7
	1.4		HERBERT (Spur) 0.7	3.3
	2.1		BARNES (Spur) 1.1	2.6
	3.2		STEED (Spur) 1.5	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 and extra trains.

**WESTWARD**

**FIFTH SUBDIVISION**

**FIRST CLASS**

41 Passenger	29 Passenger	38 Passenger	6 Mail and Express	818 Challenger Passenger	8 Passenger	104 Streamliner Passenger	31 Passenger	14 Passenger	51 Passenger
Daily	Daily	Daily	Daily	Daily	Daily	*See note below	Daily	Daily	Daily
11.20PM	8.00PM	7.30PM	6.50PM	6.40PM	6.30PM	10.29AM	8.00AM	6.45AM	5.00AM
							8.05		
11.30	8.10	7.38	6.59	6.50	6.40	10.35	8.10	6.55	5.09
11.34	8.13	7.43	7.02	6.53	6.43		8.14	6.58	5.13
11.41	8.20	7.50	7.08	7.00	6.50	10.42	8.24	7.05	5.21
11.46	8.25	7.54	7.12	7.04	6.54	10.46	8.30	7.09	5.27
11.51	8.27	7.56	7.14	7.06	6.56		8.34	7.12	5.31
11.59PM	8.32	8.01	7.18	7.11	7.01	10.52	8.40	7.17	5.38
12.05AM	8.36	8.05	7.22	7.15	7.05	10.55	8.46	7.21	5.44
12.25AM	8.55PM	8.20PM	7.40PM	7.30PM	7.20PM	11.07AM	9.05AM	7.35AM	6.00AM
S. P. 21							S. P. 27 S. P. 87		

Distance from Salt Lake City

Time-Table No. 250  
February 20, 1938

**STATIONS**

DN-R	SALT LAKE CITY	D	VN
	0.8		
	FIFTH NORTH TOWER		
	1.8		
DN-R	NORTH YARD		C
	0.8		
	BECKS		
	1.8		
	NORTH SALT LAKE		
	0.1		
	BAMBERGER E. RY. CROSS.		
	1.1		
	HATCHS (Spur)		
	1.8		
D	WOODS CROSS		WC
	2.1		
	CENTERVILLE (Spur)		
	4.7		
D	FARMINGTON		FO
	4.6		
D	KAYSVILLE		K
	2.2		
D	LAYTON		NY
	4.7		
D	CLEARFIELD		CF
	2.5		
	ANGUS (Spur)		
	1.2		
	ROY		
	5.1		
	BRIDGE JCT.		
	0.4		
	U. P. CROSSING		
	0.6		
DN-R	OGDEN		OG YD

Double Track

Block Signals

(1.05)	(0.55)	(0.50)	(0.50)	(0.50)	(0.50)	(0.38)	(1.05)	(0.50)	(1.00)	..... Thru Time
33.5	39.6	43.6	43.6	43.6	43.6	57.3	33.5	43.6	36.3	..... Average Speed per hour

No. 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.

**WESTWARD**

**EVONA BRANCH**

**EASTWARD**

Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turntable stations, scales & telephones	Distance from Ogden	Time-Table No. 250 February 20, 1938		Distance from Main Line Jct.	
		<b>STATIONS</b>			
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 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 and extra trains.

FIFTH SUBDIVISION

EASTWARD

Time-Table No. 250

February 20, 1938

FIRST CLASS

STATIONS	Distance from Ogden	21	32	37	7	717	42	103	19	5	30
		Passenger	Passenger	Passenger	Passenger	Challenger Passenger	Passenger	Streamliner Passenger	Passenger	Mail and Express	Passenger
DN-R SALT LAKE CITY VN D 0.8	36.3	A 1.05AM	A 7.10AM	A 7.35AM	A 9.30AM	A 9.40AM	A 9.55AM	A 6.05PM	A 8.30PM	A 11.10PM	A 11.20PM
FIFTH NORTH TOWER 1.8	35.5										
DN-R NORTH YARD C 0.8	33.7										
BECKS 1.8	32.9										
NORTH SALT LAKE 0.1	31.1	12.53	6.58	7.23	9.17	9.27	9.41	5.57	8.19	10.57	11.06
BAMBERGER E. RY. CROSS. 1.1	31.0										
HATCHES (Spur) 1.8	29.9										
D WOODS CROSS WC 2.1	28.1	12.50	6.55	7.20	9.13	9.23	9.37		8.15	10.54	11.01
CENTERVILLE (Spur) 4.7	26.0						f				f
D FARMINGTON FO 4.6	21.3	12.43	6.48	7.13	9.06	9.16	9.28	5.50	8.08	10.47	10.54
D KAYSVILLE K 2.2	16.7	12.38	6.43	7.08	9.01	9.11	9.21		8.03	10.42	10.49
D LAYTON NY 4.7	14.5	12.35	6.40	7.05	8.58	9.08	9.17	5.45	8.00	10.39	10.46
D CLEARFIELD CF 2.5	9.8	12.30	6.35	7.00	8.53	9.03	9.11	5.41	7.55	10.34	10.41
ANGUS (Spur) 1.2	7.3										
ROY 5.1	6.1	12.25	6.30	6.55	8.47	8.57	9.06		7.50	10.30	10.36
BRIDGE JCT. 0.4	1.1										
U. P. CROSSING 0.6	0.6										
DN-R OGDEN OG YD	0.0	12.15AM	6.20AM	6.45AM	8.35AM	8.45AM	8.55AM	5.30PM	7.40PM	10.20PM	10.25PM
(36.3) Connections		Daily	Daily	Daily	Daily	Daily S. P. 14	Daily	★See note below	Daily S. P. 88 S. P. 28	Daily	Daily

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

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 will stop for revenue passengers only.  
 No. 19 will stop to discharge revenue passengers.

WESTWARD

FIVE POINTS BRANCH

EASTWARD

Length of sidings in feet between clear- ance points, loca- tion of water, fuel, interlocking plants, turning stations, scales & telephones	Distance from Five Points Jct.	Time-Table No. 250	Distance from Five Points
		February 20, 1938	
		STATIONS	
	0.0	FIVE POINTS JCT. 1.1	1.1
	1.1	FIVE POINTS	0.0
		(1.1)	

Westward trains are superior to trains of the same class in the opposite direction, See Rule 72. Except that No. 104 is superior to Westward trains of the same class.

★Note—No. 103 will run only on the following dates: Due to leave Ogden 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 and extra trains.

FIFTH SUBDIVISION

EASTWARD

Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	Time-Table No. 250 February 20, 1938		Distance from Ogden	SECOND CLASS				
	STATIONS			257 Time Freight	278 Time Freight	259 Time Freight	262 Time Freight	319 Mixed
	DN-R SALT LAKE CITY D	VN	36.3					A 9.15PM
	0.8							
I	FIFTH NORTH TOWER		35.5					
	1.8							
WFTYOP	DN-R NORTH YARD C		33.7	A 4.00AM	A 4.15AM	A 5.00AM	A 1.00PM	
	0.8							
	BECKS		32.9					
	1.8							
4,901 P	NORTH SALT LAKE		31.1	3.33	3.48	4.33	12.33	f 9.00
	0.1							
	BAMBERGER E. RY. CROSS.		31.0					
	1.1							
	HATCHS (Spur)		29.9					
	1.8							
2,497 P	D WOODS CROSS WC		28.1	3.27	3.42	4.27	12.27	f 8.52
	2.1							
P	CENTERVILLE (Spur)		26.0					
	4.7							
3,602 WP	D FARMINGTON FO		21.3	3.13	3.28	4.13	12.13	f 8.41
	4.6							
6,416 P	D KAYSVILLE K		16.7	3.05	3.20	4.05	12.05PM	f 8.33
	2.2							
6,416 P	D LAYTON NY		14.5	3.00	3.15	4.00	11.59AM	f 8.29
	4.7							
2,861 P	D CLEARFIELD CF		9.8	2.50	3.05	3.50	11.50	f 8.22
	2.5							
	ANGUS (Spur)		7.3					
	1.2							
2,172 P	ROY		6.1	2.40	2.55	3.40	11.40	f 8.15
	5.1							
P	BRIDGE JCT.		1.0					
	0.4							
	U. P. CROSSING		0.6					
	0.6							
WFTYO	DN-R OGDEN	OG YD	0.0	2.15AM	2.30AM	3.15AM	11.15AM	8.00PM
	(36.3)			Daily	Daily	Daily	Daily	Daily
	Connections							

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 clearances points, location of water, fuel, interlocking plants, turning stations, scales & telephones.	Time-Table No. 250 February 20, 1938		Distance from College Jct.	STATIONS		Distance from College
	COLLEGE JCT.					
			0.0			2.9
			1.8	BEET (Spur)		1.6
			2.9	COLLEGE (Spur)		0.0
				(2.9)		

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 and extra trains.



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

**WESTWARD**

**SIXTH SUBDIVISION**

**SECOND CLASS**

**FIRST CLASS**

Distance from Ogden

Time-Table No. 250  
February 20, 1938

**STATIONS**

WFTYOP	SECOND CLASS		FIRST CLASS				Distance from Ogden
	277 Time Freight Daily	263 Time Freight Daily	29 Passenger Daily	559 Motor Passenger Daily	31 Passenger Daily	41 Passenger Daily	
	9.30PM	10.30AM	9.20PM	9.30AM	9.25AM	12.50AM	0.0
3,900 P	9.45	10.35	9.25	9.35	9.30	12.55	1.6
1,165							2.7
4,209 P	9.58	10.42	9.31	f 9.42	f 9.35	1.00	4.7
5,202 P	10.05	10.49	9.37	f 9.49	f 9.40	f 1.05	8.8
4,209 P	10.14	10.58	9.47	f 9.56	f 9.46	f 1.11	14.0
2,672 P	10.19	11.03	9.52	f 10.01	f 9.50	1.15	17.2
7,837 WYP	10.29	11.13	s 10.02	A 10.10AM	s 10.00	s 1.25	21.1
4,210 P	10.37	11.21	10.08		f 10.06	1.31	25.3
2,721 P	10.45	11.29	10.13		f 10.12	f 1.37	30.4
3,893 WP	10.54	11.37	10.19		f 10.20	f 1.43	35.9
5,207 P	11.02	11.45	10.23		f 10.26	f 1.48	40.1
3,886 P	11.10	11.53AM	10.28		f 10.31	f 1.54	44.6
W. B. 4,253 WP E. B. 4,344 YOP	11.40	12.30PM	s 10.45		s 10.57	s 2.13	48.8
2,708 P	11.47	12.38	10.51		f 11.05	2.18	52.9
5,205 P	11.54PM	12.46	10.56		f 11.10	f 2.23	56.9
3,900 P	12.01AM	12.52	11.00		f 11.14	f 2.28	60.6
2,791 P	12.04	12.56	11.02		f 11.17	f 2.31	62.4
4,340 P	12.11	1.01	11.06		f 11.23	f 2.35	65.1
4,158 P	12.23	1.12	11.14		f 11.33	f 2.47	71.0
3,898 WP	12.30	1.19	11.18		f 11.38	f 2.54	75.2
P			11.21		f 11.41	f 2.59	78.3
4,166 P	12.40	1.30	11.24		f 11.44	s 3.05	81.3
3,820 WP	12.46	1.37	11.28		f 11.50	f 3.11	84.7
4,208 P	12.53	1.47	11.34		f 11.57AM	f 3.20	89.9
3,866 WP	1.01	1.57	s 11.42		s 12.05PM	s 3.35	95.0
4,208 P	1.09	2.05	11.48		f 12.12	f 3.41	100.0
P							102.5
4,134 P	1.16	2.14	f 11.55PM		f 12.19	f 3.51	104.7
11,114 WYYP	A 1.25AM	A 2.25PM	A 12.05AM		A 12.30PM	A 4.05AM	111.2

DN-R	OGDEN	OG YD
	0.7	
	D. & R. G. W. CROSSING	
	0.9	
	S. P. JCT.	
	1.1	
	BROWNING	
	0.2	
	FIVE POINTS JCT.	
	1.8	
	U. I. C. CROSSING	
	0.0	
	HARRISVILLE	
	4.1	
	HOT SPRINGS	
	5.2	
	WILLARD	
	3.2	
	PERRY	
	2.1	
	FRUIT (Spur)	
	1.8	
DN	BRIGHAM	BM
	4.2	
	BAKERS	
	3.1	
	CALLS FORT	
	2.0	
D	HONEYVILLE	HX
	2.1	
	MADSEN	
	3.4	
	DEWEY	
	4.2	
	COLLINSTON	
	2.9	
	DURFEY (Spur)	
	1.6	
	WHEELON	
	4.2	
DN	CACHE JCT.	CJ
	4.1	
	HAMMOND	
	4.0	
D	TRENTON	ON
	1.3	
	MORTON	
	2.4	
D	CORNISH	CG
	1.8	
	UTIDA	
	1.3	
	ANDERSON (Spur)	
	1.4	
D	WESTON	WI
	1.6	
	LINROSE (Spur)	
	1.8	
	THORENSEN (Spur)	
	2.5	
D	DAYTON	CN
	1.3	
	BEERS (Spur)	
	2.9	
	CLIFTON	
	3.1	
	COULAM	
	3.0	
	OXFORD	
	3.4	
	SWAN LAKE	
	5.2	
	ZENDA	
	5.1	
DN	DOWNEY	DO
	5.0	
	VIRGINIA	
	2.5	
	MARSH VALLEY (Spur)	
	2.2	
D	ARIMO	A
	6.5	
DN-R	McCAMMON	MC
	(11.2)	

Block Signals

(3.55) 28.4 (3.55) 28.4 (2.45) 40.4 (0.40) 31.7 (3.05) 36.1 (3.15) 34.2 Thru Time Average Speed per hour

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



SIXTH SUBDIVISION

EASTWARD

Time-Table No. 250  
February 20, 1938

STATIONS

Distance from Silver Bow via New Main Line

FIRST CLASS

SECOND CLASS

32 Passenger 42 Passenger 560 Motor Passenger 30 Passenger

262 Time Freight 278 Time Freight

Length of sidings in feet between clear-  
ance points, loca-  
tion of water, fuel,  
interlocking plants,  
turning stations,  
scales & telephones

WFTYOP	OG YD	Distance from Silver Bow via New Main Line	32 Passenger	42 Passenger	560 Motor Passenger	30 Passenger	262 Time Freight	278 Time Freight	
	DN-R	OGDEN	390.1	A 6.10AM	A 8.45AM	A 6.55PM	A 10.10PM	A 10.30AM	A 1.30AM
		D. & R. G. W. CROSSING	389.4						
3,900	P	S. P. JCT.	388.5				10.20	11.59PM	
		BROWNING	387.4						
1,165		FIVE POINTS JCT.	387.2						
		U. I. C. CROSSING	385.4						
4,209	P	HARRISVILLE	385.4	5.57	8.31	6.41	9.58	10.10	11.47
5,202	P	HOT SPRINGS	381.3	f 5.52	f 8.26	f 6.35	9.53	10.04	11.40
4,209	P	WILLARD	376.1	f 5.46	f 8.20	f 6.29	9.47	9.56 9.46	11.32
2,672	P	PERRY	372.9	f 5.42	f 8.16	f 6.25	9.43	9.38	11.27
		FRUIT (Spur)	370.8						
7,837	WYP	DN BRIGHAM	369.0	s 5.37	s 8.11	6.20PM	s 9.38	9.30	11.19
4,210	P	BAKERS	364.8	5.27	f 8.00		f 9.30	9.23	11.11
		CALLS FORT	361.7						
2,721	P	D HONEYVILLE	359.7	f 5.22	f 7.53		f 9.25	9.15	11.03
		MADSEN	357.6						
3,893	WP	DEWEY	354.2	f 5.15	f 7.47		f 9.19	9.06	10.54
5,207	P	COLLINSTON	350.0	f 5.09	f 7.41		f 9.14	8.58	10.45
		DURFEY (Spur)	347.1						
3,886	P	WHEELON	345.5	f 5.03	f 7.36		f 9.09	8.50	10.28
W.B. 4,253 WF E.B. 4,344 YOP		DN CACHE JCT.	341.3	s 4.48	s 7.21		s 8.55	8.30	9.55
2,703	P	HAMMOND	337.2	f 4.35	7.08		8.40	8.00	9.22
5,205	P	D TRENTON	333.2	f 4.30	f 7.04		f 8.35	7.54	9.16
		MORION	331.9						
3,900	P	D CORNISH	329.5	f 4.25	f 6.59		f 8.31	7.48	9.10
2,791	P	UTIDA	327.7	f 4.22	f 6.57		8.28	7.45	9.07
		ANDERSON (Spur)	326.4						
4,340	P	D WESTON	325.0	f 4.17	f 6.54		f 8.25	7.40	9.02
		LINROSE (Spur)	323.4						
		THORENSEN (Spur)	321.6						
4,158	P	D DAYTON	319.1	f 4.08	f 6.46		f 8.16	7.26	8.52
		BEERS (Spur)	317.8						
3,898	WP	CLIFTON	314.9	f 4.02	f 6.41		f 8.11	7.12	8.46
	P	COULAM	311.8	f 3.58	f 6.37		f 8.07		
4,166	P	OXFORD	308.8	f 3.54	f 6.34		f 8.03	7.02	8.37
3,820	WP	SWAN LAKE	305.4	f 3.49	f 6.30		f 7.58	6.56	8.31
4,203	P	ZENDA	300.2	f 3.41	f 6.24		f 7.52	6.49	8.23
3,866	WP	DN DOWNEY	295.1	s 3.35	s 6.17		s 7.45	6.37	8.15
4,203	P	VIRGINIA	290.1	f 3.28	f 6.10		f 7.37	6.29	8.07
	P	MARSH VALLEY (Spur)	287.6						
4,134	P	D ARIMO	285.4	f 3.21	f 6.04		s 7.31	6.20	8.00
11,214	WYP	DN-R McCAMMON	278.9	3.10AM	5.55AM		7.20PM	6.05AM	7.50PM
		(111.2)		Daily	Daily	Daily	Daily	Daily	Daily

Thru Time (3.00) (2.50) (0.35) (2.50) (4.25) (5.40)  
Average speed per hour 37.1 39.2 36.2 39.2 25.2 19.6

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**

**SEVENTH SUBDIVISION**

Length of sidings in feet between clearance points, location of water, fuel, intersecting plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS			Distance from Ogden via Old Main Line	Time-Table No. 250 February 20, 1938	
	333 Mixed	277 Time Freight	31 Passenger	555 Motor Passenger	29 Passenger			STATIONS
	Daily	Daily	Daily	Daily	Daily			
WFTYOP	6.00AM	5.30AM	1.25PM	10.30AM	1.35AM	133.9	DN-R POCATELLO CA PO 3.5	
P	6.09	5.39	1.33	10.42	1.41	136.7	MONTANA JCT. 1.5	
1,932						138.2	CHUBBUCK 2.2	
3,669 P	f 6.15	5.45	f 1.38	f 10.47	1.46	140.4	TYHEE 5.3	
3,682 WP	s 6.23	5.53	s 1.44	s 10.53	f 1.55	145.7	D FORT HALL FH 5.3	
3,706 P	f 6.31	6.01	f 1.50	f 11.00	2.01	151.0	GIBSON 2.2	
						153.2	YOUNG (Spur) 4.9	
11,427 WFYOP	s 6.42	6.15	s 2.03	s 11.14	s 2.12	158.1	DN BLACKFOOT BF 5.9	
3,720 P	f 6.51	6.28	f 2.10	f 11.22	f 2.21	164.0	WAPELLO 2.6	
	f		f	f		166.6	KIMBALL 2.8	
3,706 WP	s 7.00	6.39	s 2.17	s 11.32	f 2.28	169.4	D FIRTH FR 0.4	
Y						169.8	GOSHEN JCT. 2.4	
676	f			f		172.2	MONROE 3.3	
5,174 OP	s 7.09	6.48	s 2.27	s 11.43	f 2.35	175.5	DN SHELLEY SY 1.4	
						176.9	MITCHELL 2.4	
3,708 P	f 7.19	6.55	f 2.31	f 11.48	2.39	179.3	COTTON 3.8	
3,324 P	7.23	7.01	2.35	11.53AM	2.43	183.1	BACH 1.4	
WFTYOP	A 7.30AM	7.15 8.45	s 2.45	A 12.10PM	s 3.00	184.5	DN-R IDAHO FALLS AK 1.3	
						185.8	WEST IDAHO FALLS 5.4	
2,725 P		9.00	f 2.56		f 3.12	191.2	PAYNE 5.3	
2,729 P		9.10	f 3.03		f 3.18	196.5	BASSETT 5.5	
2,880 WP		9.30	s 3.11		s 3.26	202.0	D ROBERTS AR 5.0	
2,762 P		9.40	f 3.18		3.32	207.0	TENNO 5.1	
2,589 P		9.50	f 3.24		3.37	212.1	HAWGOOD 5.4	
2,698 P		10.01	s 3.30		s 3.44	217.5	HAMER 5.6	
2,668 YP		10.12	f 3.41		f 3.50	223.1	CAMAS 5.1	
2,553 P		10.23	f 3.48		3.56	228.2	JONES 6.7	
5,980 WFYP		11.05	s 4.01		s 4.14	234.9	D DUBOIS BO 8.0	
2,676 P		11.25	f 4.12		4.25	242.9	HIGHBRIDGE 5.6	
2,782 WP		11.45AM	s 4.25		s 4.38	248.5	D SPENCER RC 9.5	
2,880 WP		12.15PM	f 4.45		f 4.59	258.0	HUMPHREY 6.7	
3,180 YP		12.40	s 4.56		s 5.10	264.7	D MONIDA MO 8.1	
2,727 WP		12.55	f 5.09		5.22	272.8	SNOWLINE 7.1	
WFTYP	A 1.15PM		A 5.20PM		A 5.35AM	279.9	DN-R LIMA RD (146.0)	

(1.80) 34.2 (7.45) 18.8 (3.55) 37.3 (1.40) 30.8 (4.00) 36.5 ..... 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.	Time-Table No. 250 February 20, 1938		Distance from Silver Bow via New Main Line	FIRST CLASS				SECOND CLASS	
	STATIONS	556 Motor Passenger		30 Passenger	32 Passenger			278 Time Freight	334 Mixed
	WFTYOP	DN-R POCATELLO	256.8	A 12.30AM	A 6.10PM	A 2.00AM		A 4.00PM	A 1.35AM
		3.5 MONTANA JCT.	253.3	12.14	5.55	1.50		2.20	1.00
	1,932	1.5 CHUBBUCK	251.8						
	3,669	2.2 TYHÉE	249.6	f 12.09	f 5.50	1.46		2.13	12.52
	3,682	5.3 D FORT HALL	244.3	s 12.01AM	f 5.44	f 1.31		2.03	12.42
	3,706	5.3 GIBSON	239.0	f 11.53PM	f 5.38	1.24		1.50	12.32
		2.2 YOUNG (Spur)	236.8						
	11,427	4.9 DN BLACKFOOT	231.9	s 11.43	s 5.28	s 1.15		1.35	12.20
	3,720	5.9 WAPELLO	226.0	f 11.33	f 5.18	1.01		1.12	12.06AM
		2.6 KIMBALL	223.4	f	f				
	3,706	2.8 D FIRTH	220.6	s 11.26	s 5.11	f 12.55		1.04	11.58PM
		0.4 GOSHEN JCT.	220.2						
		2.4 MONROE	217.8	f					
	5,174	3.3 DN SHELLEY	214.5	s 11.17	s 5.03	s 12.47		12.54	11.48
		1.4 MITCHELL	213.1						
	3,708	2.4 COTTON	210.7	f 11.09	f 4.57	12.40		12.47	11.40
	3,324	3.8 BACH	206.9	11.04	4.52	12.35		12.40	11.34
	WFTYOP	1.4 DN-R IDAHO FALLS	205.5	11.00PM	s 4.50	s 12.30		12.30PM	11.30PM
		1.3 WEST IDAHO FALLS	204.2		4.31	12.07			
	2,725	5.4 PAYNE	198.8		f 4.25	f 12.01AM		10.55AM	
	2,729	5.3 BASSETT	193.5		f 4.18	f 11.55PM		10.46	
	2,880	5.5 D ROBERTS	188.0		s 4.11	s 11.49		10.37	
	2,762	5.0 TENNO	183.0		f 4.02	11.43		10.22	
	2,589	5.1 HAWGOOD	177.9		f 3.56	11.37		10.13	
	2,698	5.4 HAMER	172.5		s 3.48	f 11.30		10.01	
	2,668	5.6 WYP CAMAS	166.9		f 3.41	f 11.22		9.42	
	2,553	5.1 JONES	161.8		f 3.33	11.16		9.33	
	6,110	6.7 D DUBOIS	155.1		s 3.25	s 11.08		9.20	
	2,676	8.0 HIGHBRIDGE	147.1		f 3.13	f 10.56		8.49	
	2,887	5.6 D SPENCER	141.5		s 3.03	f 10.46		8.36	
	2,880	9.5 WYP HUMPHREY	132.0		f 2.45	f 10.26		8.06	
	2,122	6.7 D MONIDA	125.3		s 2.33	f 10.17		7.45	
	2,727	8.1 WYP SNOWLINE	117.2		f 2.21	10.06		7.20	
	WFTYOP	7.1 DN-R LIMA	110.1		2.10PM	9.55PM		7.00AM	
		(146.7)		Daily	Daily	Daily		Daily	Daily

Thru Time.....	(1.30)	(4.00)	(4.05)	(9.00)	(2.05)
Average speed per hour.....	34.2	36.5	35.8	16.2	24.6

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. 250 February 20, 1938			Distance from Silver Bow via New Main Line	FIRST CLASS		SECOND CLASS				
	277 Time Freight	Daily	31 Passenger	29 Passenger		STATIONS	30 Passenger	32 Passenger		278 Time Freight						
			Daily	Daily							Daily					
WFTYP	4.15PM		5.30PM	5.45AM	279.9	DN-R	LIMA	RD	110.1	A	2.00PM	A	9.45PM	A	5.45AM	
			f		284.9		5.0 GOSMAN	(Spur)	105.1	f						
2,563	WF	4.40	s	5.42	s	5.57	288.0	D	DELL	DE	102.0	s	1.43	f	9.32	3.40
			f		291.7		3.7 McKNIGHT	(Spur)	98.3	f		f				
2,571	P	4.55	f	5.49	f	6.03	294.0		2.3 KIDD		96.0	f	1.34	f	9.24	3.21
					302.8		8.8 RED ROCK		87.2	f	1.21	f	9.12		3.02	
2,605	WP	5.10	f	6.00	f	6.12	302.8		4.2 ARMSTEAD	AD	83.0	s	1.14	f	9.05	2.50
2,877	P	5.45	s	6.09	s	6.20	307.0	D	5.9 GRAYLING		77.1	f	1.01	f	8.55	2.15
					312.9		3.5 DALYS		73.6	f		f				
991	P	5.57	f	6.19	f	6.30	312.9		4.0 BARRETT		69.6	f	12.48	f	8.45	1.50
3,421	P	6.12		6.31	f	6.43	320.4		7.6 DILLON	DN	62.0	s	12.38	s	8.35	1.30AM
3,461	WFTP	<del>6.50</del> 8.35	s	6.50	s	6.57	328.0	DN	6.4 BOND	DN	55.6	f	12.28	f	8.24	11.50PM
2,024	P	8.55	f	6.59	f	7.05	334.4		5.9 APEX		49.7	f	12.20	f	8.17	11.35
2,429	P	9.25		7.09	f	7.13	340.3		7.5 GLEN	(Spur)	42.2	s		f		
			s				347.8		0.9 NAVY		41.3		12.05		8.02	11.05
2,586	YP	9.50		7.27		7.31	348.7		3.0 LAVON		38.3	f	12.01PM	f	7.58	10.55
2,719	P	10.01	f	7.32	f	7.35	351.7		1.2 BROWNS	(Spur)	37.1	f		f		
					352.9		6.0 MELROSE	VI	31.1	s	11.43AM	s	7.49		10.40	
3,256	WFP	10.40	s	7.49	s	7.47	358.9	D	6.0 QUINN		25.1	f	11.32	f	7.32	9.30
2,109	P	11.01	f	8.00	f	7.58	364.9		1.1 MAIDEN ROCK		24.0	f		f		
					366.0		4.1 DIVIDE	J	19.9	s	11.21	s	7.20		9.15	
2,198		11.20	s	8.10	s	8.09	370.1	D	4.2 WOODIN		15.7	f	11.13	f	7.14	8.58
3,454		11.40PM	f	8.16	f	8.15	374.3		4.6 BEAUDINES	(Spur)	11.1					
					378.9		1.8 FEEELY		9.3	f	11.03	f	7.05		8.27	
2,350	P	12.05AM	f	8.27	f	8.28	380.7		3.9 BUXTON		5.4	f	10.54	f	6.56	8.12
1,888	P	12.20	f	8.35	f	8.39	384.6		2.2 ENRIGHT	(Spur)	3.2					
					386.8		3.2 SILVER BOW	SB	0.0		10.45AM		6.45PM		8.00PM	
WFY	A	2.00AM	A	8.43PM	A	8.50AM	390.0	DN-R	(110.1)		Daily		Daily		Daily	

(9.45) 11.8 (3.13) 34.2 (5.05) 35.7 ..... Thru Time ..... (3.15) 33.9 (3.00) 36.7 (9.45) 11.3  
 ..... 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	10.40AM	A	6.45PM	A	7.10PM
	A	3.30AM	A	9.05PM	A	9.15AM	397.0	DN	7.0 BUTTE	BY	0.0	10.25AM	6.30PM	6.45PM
						(117.1)			Daily		Daily		Daily	

(11.15) 10.4 (3.35) 32.7 (3.30) 33.5 ..... Thru Time ..... (3.35) 32.7 (3.15) 36.0 (11.00) 10.6  
 ..... 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. 250 February 20, 1938	Distance from Nelson			
				<b>STATIONS</b>				
	2,451		0.0	<b>TREMONTON</b> 2.1	7.3			
			2.1	<b>SOMMER</b> 2.0	5.2			
			4.1	<b>BOTHWELL</b> 1.0	3.2			
			5.1	<b>SUNSET</b> 1.2	2.2			
			6.3	<b>THATCHER</b> 1.0	1.0			
			7.3	<b>NELSON</b>	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. 250 February 20, 1938	Distance from End of Track			
				<b>STATIONS</b>				
	1,037 WY		0.0	<b>GARLAND</b> AJ	10.7			
			1.1	<b>GARLAND JCT.</b> 2.3	9.6			
			3.4	<b>HAWS</b> 2.2	7.3			
			5.6	<b>LAMB</b> 1.9	5.1			
			7.5	<b>BUSH</b> 1.7	3.2			
			9.2	<b>BRADFORD</b> 1.2	1.5			
			10.4	<b>BEAR RIVER</b> 0.3	0.3			
			10.7	<b>END OF TRACK</b>	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. 250 February 20, 1938	Distance from End of Track			
				<b>STATIONS</b>				
	4,210 P		0.0	<b>BAKERS</b> 2.6	5.0			
			2.6	<b>TEAL</b> 1.3	2.4			
			3.9	<b>NATAL</b> (Spur) 1.0	1.1			
			4.9	<b>URBAN</b> (Spur) 0.1	0.1			
			5.0	<b>END OF TRACK</b>	0.0			
				(5.0)				

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

**WESTWARD**

**MALAD BRANCH**

Time-Table No. 250  
February 20, 1938

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	STATIONS	
	615 Mixed Southern Pacific	617 Mixed Southern Pacific	401 Local Freight							559 Motor Passenger
	Wednesday	Monday Friday	Daily Except Sunday							Daily
7,837 WYP	10.20AM	10.20AM	3.15AM					10.15AM	0.0	DN-R <b>BRIGHAM</b> BM
	10.29	10.29	3.25					f 10.24	3.9	<b>CORINNE JCT.</b>
	A 10.35AM	A 10.35AM	3.37					s 10.30	5.6	D-R <b>CORINNE</b> WB
			3.46					f 10.37	9.5	<b>HOLMGREN</b>
			3.51					f 10.40	11.6	<b>EVANS</b>
			3.56					f 10.44	13.7	<b>CROPLEY</b>
			4.01					f 10.47	15.7	<b>ELWOOD</b>
2,451			4.30					s <b>10.55</b>	17.8	D <b>TREMONTON</b> MU
1,037 WY			4.48					s 11.03	19.8	D <b>GARLAND</b> AJ
			4.59					f 11.09	20.1	<b>SUGAR WORKS</b>
1,188			5.04					f 11.13	23.4	<b>BELMONT</b>
			5.13					f 11.19	25.0	<b>FIELDING</b>
			5.22					s 11.24	27.9	<b>PLYMOUTH (Spur)</b>
			5.34					f 11.32	30.5	<b>HALBERT (Spur)</b>
913			5.41					s 11.39	34.5	<b>WASHAKIE (Spur)</b>
			5.53					f 11.47	36.7	D <b>PORTAGE</b> G
			6.05					f 11.55AM	40.7	<b>WOODRUFF (Spur)</b>
1,701 FWY			A 6.30AM					A 12.15PM	44.5	<b>CHERRY CREEK (Spur)</b>
									51.5	D-R <b>MALAD</b> MV

(0.15) 22.4 (0.15) 22.4 (3.15) 15.8 (2.00) 25.8 ..... Thru Time 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.	Time-Table No. 250 February 20, 1938			
	Distance from Sugar Factory Jct.		Distance from Logan Jct.	
	STATIONS			
	0.0	<b>SUGAR FACTORY JCT.</b>	2.5	
	0.8	<b>SUGAR FACTORY</b>	1.7	
	1.9	<b>COLLEGE JCT.</b>	0.6	
	2.5	<b>LOGAN JCT.</b>	0.0	

(2.5)



**MALAD BRANCH**

**EASTWARD**

Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	Time-Table No. 250 February 20, 1938		Distance from Malad	FIRST CLASS				SECOND CLASS	
				560 Motor Passenger				402 Local Freight	182 Mixed Southern Pacific
7,837 WYP	DN-R	<b>BRIGHAM</b> BM	51.5	A	6.15PM			A 12.30PM	A 5.50PM
		3.9 <b>CORINNE JCT.</b>	47.6	f	6.01				
	D-R	CORINNE WB	45.9	s	5.58			12.10PM	5.35PM
		3.9 HOLMGREN	42.0	f	5.51			11.53AM	
		2.1 EVANS	39.9	f	5.47			11.47	
		2.1 CROPLEY	37.8	f	5.44			11.42	
		2.0 ELWOOD	35.8	f	5.40			11.37	
2,451	D	<b>TREMONTON</b> MU	33.7	s	5.36			10.55	
		2.0 <b>GARLAND</b> AJ	31.7	s	5.29			10.05	
		0.3 SUGAR WORKS	31.4						
		3.3 BELMONT	28.1	f	5.21			9.50	
1,188		1.6 FIELDING	26.5	f	5.18			9.45	
		2.9 PLYMOUTH (Spur)	23.6	f	5.13			9.35	
		2.6 HALBERT (Spur)	21.0	f	5.08			9.27	
		4.0 WASHAKIE (Spur)	17.0	f	5.01			9.15	
913	D	<b>PORTAGE</b> G	14.8	s	4.55			9.06	
		4.0 WOODRUFF (Spur)	10.8	f	4.48			8.54	
		3.8 CHERRY CREEK (Spur)	7.0	f	4.42			8.42	
1,701 FWY	D-R	<b>MALAD</b> MV	0.0		4.30PM			8.20AM	
		(51.5)			Daily			Daily Except Sunday	Monday Friday

Thru Time..... (1.45) (4.10) (0.15)  
Average speed per hour..... 29.4 12.4 22.4

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.	Time-Table No. 250 February 20, 1938		Distance from Ballard Jct.	STATIONS		Distance from Benson Jct.
	P					
			0.0		<b>BALLARD JCT.</b>	8.3
			3.1		3.1 BENSON	5.2
808			4.4		1.3 HENDRICKSON (Spur)	3.9
			8.3		3.9 BENSON JCT.	0.0
					(8.3)	

**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. 250 February 20, 1938		Distance from Preston	FIRST CLASS		SECOND CLASS	
	403 Local Freight		553 Motor Passenger			STATIONS	554 Motor Passenger			404 Local Freight		
	Daily Except Sunday		Daily									
WFYOP W. B. 4,263 E. B. 4,344	5.00AM		11.05AM	0.0	DN-R	CACHE JCT. CJ	50.8	A	7.10AM		A	4.05PM
P	5.11		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	5.23		f 11.22	8.6		3.8 MENDON	42.2	f	6.45			3.25
				12.4		3.8 NEBEKER	38.4					
1,172 W	5.35		s 11.31	13.8	D	1.4 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	6.00		s 11.38	17.6	D	1.2 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	6.17		s 11.55AM	24.1	D	0.4 LOGAN Q	26.7	s	6.17			2.05
				24.4		0.3 BENSON JCT.	26.4					
			f 12.03PM	28.7		4.3 HYDE PARK	22.1	f	6.04			
663				30.0		1.3 CARDON	20.8					
959	6.50		s 12.09	31.5	D	1.5 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	7.09		s 12.21	37.4	D	0.9 RICHMOND RN	13.4	s	5.49			1.03
			f 12.25	39.6		2.2 MERRILLS	11.2	f				
	7.18		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	7.30		s 12.33	43.8	D	2.3 FRANKLIN F	7.0	s	5.37			12.33
				45.7		1.9 BULLEN	5.1					
1,256	7.39		f 12.43	48.0		2.3 WHITNEY	2.8	f	5.31			12.20
				50.6		2.6 U. I. C. CROSSING	0.2					
1,321 WFY	A 7.55AM		A 12.55PM	50.8	D-R	0.2 PRESTON PN	0.0		5.25AM			12.10PM
						(50.8 via Wellsville)			Daily			Daily Except Sunday

(2.55)  
17.4

(1.50)  
27.7

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

(1.45)  
29.0

(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**

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. 250 February 20, 1938	Distance from Mackay	SECOND CLASS		
		307 Mixed	309 Mixed				308 Mixed	310 Mixed	
		Daily Except Sunday	Daily Except Sunday						
11,427 WFY OP		8.15AM	7.30AM	0.0	DN-R BLACKFOOT BF	85.3	A 2.20PM	A 4.35PM	
	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	4.3	0.5 CLARKSON	81.0	f	f	
906	f	8.30	f 7.45	5.7	1.4 MORELAND	79.8	f 1.55	f 4.20	
				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 4.16	
1,682 W			f 8.20	20.1	13.0 TABER	65.2		f 3.44	
1,290			f 8.42	29.2	9.1 FURBY	56.1		f 3.20	
1,634 P			f 8.56	35.4	6.2 CERRO GRANDE	49.9		f 3.04	
913 P			f 9.18	44.7	9.3 PIONEER	40.6		f 2.40	
1,916 WYP			s 9.53	59.1	14.4 D ARCO RO	26.2		s 1.55	
376			f 10.06	63.6	4.5 LOST RIVER	21.7		f 1.18	
1,148 P			s 10.16	66.7	3.1 MOORE	18.6		s 1.08	
650			s 10.34	72.6	5.9 DARLINGTON	12.7		s 12.50	
			s 10.48	77.3	4.7 LESLIE	8.0		s 12.35	
			f	80.8	3.5 ROTHAS (Spur)	4.5		f	
3,395 WFYP		A	11.15AM	85.3	4.5 D-R MACKAY MY	0.0		12.10PM	
					(85.3)		Daily Except Sunday	Daily Except Sunday	
	(0.20)	(3.45)			..... Thru Time.....	(0.35)	(4.25)		
	21.3	22.7			..... Average speed per hour.....	12.2	19.2		

**WESTWARD**

**GOSHEN BRANCH**

**EASTWARD**

Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales & telephones	Distance from Goshen Jct.	Time-Table No. 250 February 20, 1938	Distance from Lincoln Jct.	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 72.



**WESTWARD**

**YELLOWSTONE BRANCH**

GRAWTEW

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
	477 Local Freight	303 Mixed	305 Mixed		555 Motor Passenger	33 Passenger	
	Daily Except Sunday	Monday Wednesday Friday	Tuesday Thursday Saturday		Daily	Daily	
WFTYOP	9.00AM	7.20AM	7.20AM		3.00PM	7.45AM	0.0
965 YP	9.12	f 7.40	A 7.35AM		f	7.51	3.0
							3.7
2,977 WP	9.32	A 7.50AM			s 3.20	f 8.00	7.6
4,925 OP	10.02	Via West Belt Branch			s 3.30	s 8.12	13.8
1,860 WP	10.17				s 3.37	s 8.20	18.1
1,433 P	10.32				s 3.43	s 8.26	20.7
1,210 P							23.4
3,340 P	11.10				s 3.50	s 8.38	26.0
2,596 P	11.25				s 4.00	s 8.46	29.8
1,886 YOP						30.9	
						32.9	
6,580 WYOP	11.50AM	10.10AM			s 4.15	s 8.59	36.8
P		A 10.20AM					38.3
						f	39.2
2,185 P	12.23PM				f 4.25	f 9.12	42.8
2,345 WFYP	A 12.45PM				A 4.45PM	s 9.30AM	51.0
1,487 P							58.2
895 YP							66.9
416 WP							72.5
1,210							75.7
897 P							80.6
1,553 P							85.4
1,379 WYP							90.7
1,205 YP							97.2
P							99.0
P							103.8
1,543 WFYP							107.1

Time-Table No. 250  
February 20, 1938

STATIONS		
DN-R	IDAHO FALLS	AK
	3.0	
	ORVIN	
	0.7	
	ST. LEON (Spur)	
	3.9	
D	UCON	UN
	6.2	
D	RIGBY	RG
	4.3	
	LORENZO	
	2.6	
D	THORNTON	HO
	2.7	
	WINDER	
	2.6	
D	REXBURG	RX
	3.8	
D	SUGAR CITY	SC
	1.1	
	HART	
	2.0	
	WILFORD (Spur)	
	3.9	
D	ST. ANTHONY	SH
	1.5	
	BELT	
	0.9	
	TWIN GROVES	
	3.6	
	CHESTER	
	8.2	
DN-R	ASHTON	HN
	7.2	
	WARM RIVER	
	8.7	
	GERIT	
	5.6	
	PINEVIEW	
	3.2	
	ECCLES	
	4.9	
	ISLAND PARK	
	4.8	
	TRUDE	
	5.3	
	BIG SPRINGS	
	6.5	
	REAS PASS	
	1.8	
	TIMBER (Spur)	
	4.8	
	CORETTE (Spur)	
	3.3	
DR	WEST YELLOWSTONE	WS

(3.45)	(3.00)	(0.15)	(1.45)	(1.45)	..... Thru Time
13.6	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 tank, interlocking plants, turning stations, scales and telephones.	Time-Table No. 250		Distance from West Yellowstone	FIRST CLASS				SECOND CLASS			
	February 20, 1938			34	556			478	304	306	
				Passenger	Motor Passenger			Local Freight	Mixed	Mixed	
<b>STATIONS</b>											
	DN-R	<b>IDAHO FALLS</b>	AK	107.1	A 4.05PM	A 10.50PM			A 8.30PM	A 1.40PM	A 1.40PM
	965	YF		104.1	f 3.48	f 10.38				1.25PM	f 1.30
		ST. LEON	(Spur)	103.4							
	2,977	WF	D	99.5	s 3.40	s 10.30		6.30			1.15PM
	4,925	OF	D	93.3	s <b>3.30</b>	s 10.20		6.00			
	1,860	WF		89.0	s 3.24	f 10.10		5.10			
	1,433	F	D	86.4	s 3.20	s 10.05		5.00			
	1,210	F		83.7	f	f					
	3,340	F	D	81.1	s 3.13	s 9.57		4.45			
	2,596	F	D	177.3	s 3.07	s 9.50		4.00			
	1,886	YOF		76.2							
		WILFORD	(Spur)	74.2	f	f					
	6,859	WYOF	D	70.3	s <b>2.57</b>	s 9.40		2.57			A 10.15AM
		BELT		68.8							10.05AM
		TWIN GROVES		67.9	f	f					
	2,185	F		64.3	f 2.42	f 9.30		2.15			
	3,345	WFYF	DN-R	56.1	2.30PM	9.20PM		2.00PM			
	1,487	F		48.9							
	895	YF		40.2							
	416	WF		34.6							
	1,210			31.4							
	897	F		26.5							
	1,553	F		21.7							
	1,379	WYF		16.4							
	1,206	YF		9.9							
		TIMBER	(Spur)	8.1							
		CORBETTE	(Spur)	3.3							
	1,543	WFYF	DR	0.0							
				(107.1)	Daily	Daily		Daily Except Sunday	Monday Wednesday Friday	Tuesday Thursday Saturday	

Via West Belt Branch

Thru Time .....	(1.35)	(1.30)		(6.30)	(0.15)	(3.35)
Average speed per hour .....	32.2	34.0		7.8	12.0	13.3

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. 250		Distance from Belt	SECOND CLASS		
		305		February 20, 1938			304		
		Mixed		STATIONS			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		2.3 LINCOLN	42.1	f	1.15	
			3.1		0.8 LINCOLN JCT.	41.3			
2,348	P	s 8.02	5.7	D	2.6 IONA	38.7	s	12.55	
688		f 8.10	8.9		3.2 MILO	35.5	f	12.40	
			9.9		1.0 RUSSET (Spur)	34.5			
689	P	f 8.17	12.0		2.1 HEATH	32.4	f	12.25	
1,180	WP	s 8.30	16.4	D	4.4 RIRIE	28.0	s	12.15PM	
		f 8.40	19.9		3.5 KRUGER (Spur)	24.5	f	11.49AM	
805	P	f 8.43	21.4		1.5 BYRNE	23.0	f	11.43	
688	P	f 8.55	25.6		4.2 JENSON	18.8	f	11.28	
			27.5		1.9 GALE (Spur)	16.9			
1,249	P	f 9.05	28.2		0.7 WALKER	16.2	f	11.20	
2,066	P	f 9.17	32.4		4.2 PARKINSON	12.1	f	11.05	
725	P	f 9.23	34.3		1.9 MOODY	10.1	f	10.55	
726	P	s 9.50	38.1	D	3.8 NEWDALE	6.3	s	10.45	
	P	A 10.05AM	44.4		6.3 BELT	0.0		10.20AM	
					(4.4)			Monday Wednesday Friday	

(2.25) ..... Thru Time ..... (3.05)  
18.4 ..... Average speed per hour ..... 14.4

WESTWARD			ANNIS BRANCH			EASTWARD		
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.			Distance from Annis Jct.	Time-Table No. 250		Distance from Annis		
				February 20, 1938				
				STATIONS				
			0.0		ANNIS JCT.	2.6		
			0.5		0.5 GRAYS (Spur)	2.1		
			2.6		2.1 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. 250 February 20, 1938		Distance from St. Anthony	SECOND CLASS		
		303 Mixed			<b>STATIONS</b>			306 Mixed	
		Monday Wednesday Friday							
2,977 WP		7.57AM	0.0	D-R UCON UN	38.7	A 1.15PM			
	P	f 8.03	2.8	2.8 COLTMAN (Spur)	35.9	f 1.03			
	P	f 8.09	4.8	2.0 GRANT (Spur)	33.9	f 12.55			
			7.0	2.2 BARLOW (Spur)	31.7				
1,159 P		f 8.21	8.8	1.8 LEWISVILLE	29.9	f 12.40			
			9.4	0.6 MIDWAY (Spur)	29.3				
2,516 P		s 8.26	10.5	1.1 MENAN MN	28.2	s 12.30PM			
			11.5	1.0 ANNIS JCT.	27.2				
684 P		f 8.48	20.4	8.9 AUSTIN	18.3	f 11.55AM			
2,599 P		f 8.58	25.0	4.6 PLANO	13.7	f 11.42			
712		f 9.03	26.7	1.7 EDMONDS	12.0	f 11.35			
712 P		f 9.11	29.3	2.6 EGIN	9.4	f 11.26			
		f 9.18	31.6	2.3 HEMAN (Spur)	7.1	f 11.16			
839 P		f 9.25	33.5	1.9 PARKER	5.2	f 11.10			
		f 9.33	35.3	1.8 PYKE (Spur)	3.4	f 11.00			
6,859 WYOP		A 9.45AM	38.7	3.4 D-R ST. ANTHONY SH	0.0	10.45AM			
				(38.7)		Tuesday Thursday Saturday			
		(1.48) 21.5		..... Thru Time .....		(2.30) 15.5			
				..... Average speed per hour .....					

WESTWARD			SUGAR CITY BRANCH			EASTWARD		
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.			Distance from Sugar City	Time-Table No. 250 February 20, 1938		Distance from Hinkley		
					<b>STATIONS</b>			
2,596 YP			0.0	D SUGAR CITY SC	4.4			
			1.4	1.4 SALEM (Spur)	3.0			
			3.3	1.9 JACOBS (Spur)	1.1			
			4.4	1.1 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. 250 February 20, 1938		Distance from Aberdeen	SECOND CLASS	
		307 Mixed Daily Except Sunday			STATIONS			308 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		VIRDEN (Spur) 1.7	19.7	f	1.02
1,588		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-R	ABERDEEN BN (28.2)	0.0		11.50AM Daily Except Sunday
		(1.50) 15.4			Thru Time Average speed per hour			(1.55) 14.7

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. 250 February 20, 1938		Distance from End of Track		
					STATIONS			
			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. 250 February 20, 1938		Distance from End of Track		
					STATIONS			
			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		FIRST CLASS		Distance from Ashton	Time-Table No. 250 February 20, 1938		Distance from Victor	FIRST CLASS		SECOND CLASS	
	481 Local Freight		33 Passenger			STATIONS			34 Passenger		482 Local Freight	
	Monday Wednesday Friday		Daily									
2,345 WFYP	4.00AM		9.40AM		0.0	DN-R	ASHTON HN	45.6	A	2.25PM		A 12.01PM
1,072	4.10		s 9.45		1.8		MARYSVILLE	43.8	s	2.18		11.50AM
1,731	4.25		f 9.55		6.0		GRAINVILLE	39.6	f	2.09		11.37
1,066 WP	4.45		s 10.00		8.6	D	DRUMMOND MD	37.0	s	2.05		11.30
706	5.00		f 10.10		12.8		FRANCE	32.8	f	1.57		11.11
1,730 P	5.15		s 10.16		15.8		LAMONT	29.8	s	1.49		11.03
659			f 10.21		19.3		FERRON (Spur)	26.3	f	1.41		
642	5.40		f 10.31		22.3		JUDKINS	23.3	f	1.35		10.31
1,110	6.00		s 10.41		26.3		FELT	19.3	s	1.25		10.10
1,217 WYP	6.25		s 10.55		30.3	D	TETONIA NA	15.3	s	1.15		9.55
					31.5		TALBOT JCT.	14.1				
489			f 11.05		32.7		DWIGHT (Spur)	12.9	f	1.07		
1,730	7.10		s 11.20		37.2	D	DRIGGS DI	8.4	s	1.00		9.15
501					42.3		FOX CREEK	3.3				
1,058 WFYP	A 7.30AM		A 11.40AM		45.6	D-R	VICTOR VR	0.0		12.45PM		8.30AM
							(45.6)		Daily			Monday Wednesday Friday

(3.30)  
13.0

(2.00)  
22.8

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

(1.40)  
27.4

(3.31)  
13.0

**WESTWARD**

**TALBOT BRANCH**

**EASTWARD**

Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.					Distance from Talbot Jct.	Time-Table No. 250 February 20, 1938		Distance from Talbot				
						STATIONS						
					0.0		TALBOT JCT.	9.0				
995 Y					9.0		TALBOT	0.0				
							(9.0)					

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