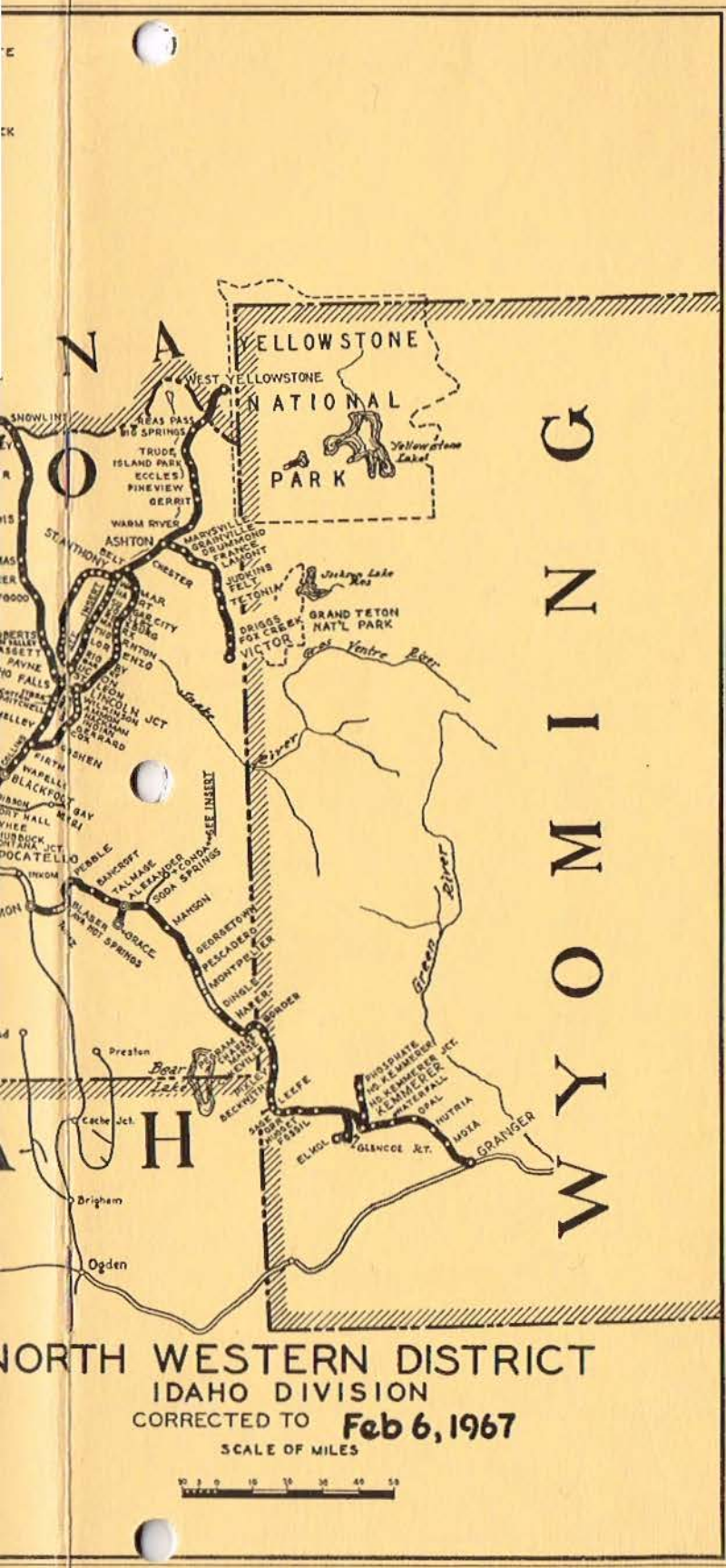




UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



IDAHO DIVISION
TIME-TABLE
No. 40

Effective Sunday
February 26, 1967
At 12:01 A.M. Mountain Time

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

PRESS OF PAUL GIESEY/ADCHRAFTERS, PORTLAND, OREGON, U.S.A.

G. H. BAKER
General Manager

W. J. Fox
General Superintendent

J. BOWEN
General Supt. Transportation

H. J. Bailey, Superintendent.....Pocatello, Ida.
J. R. Johnson, Assistant Superintendent.....Pocatello, Ida.
J. J. Kutzman, Terminal Superintendent.....Pocatello, Ida.
R. E. Riley, Assistant Terminal Superintendent.....Pocatello, Ida.
R. F. Kelly, Trainmaster.....Pocatello, Ida.
K. J. Hennessy, Trainmaster.....Pocatello, Ida.
R. D. Wright, Trainmaster.....Pocatello, Ida.
E. C. Shultz, Trainmaster.....Nampa, Ida.
F. M. Ladd, Trainmaster.....Nampa, Ida.
R. P. Neeley, Master Mechanic.....Pocatello, Ida.
A. B. Ziegler, General Road Foreman of Engines.....Portland, Ore.
E. I. Payne, Road Foreman of Engines.....Montpelier, Ida.
M. D. Muck, Road Foreman of Engines.....Pocatello, Ida.
C. W. Rands, Road Foreman of Engines.....Pocatello, Ida.
O. J. Madsen, Road Foreman of Engines.....Pocatello, Ida.
V. L. Orr, Road Foreman of Engines.....Glenns Ferry, Ida.
J. B. Shaw, Road Foreman of Engines.....Nampa, Ida.
W. R. Tyler, Division Engineer.....Pocatello, Ida.
G. A. Sweet, General Roadmaster.....Pocatello, Ida.

L. G. Malzahn, Asst. to Mgr. of Safety and Courtesy, Portland, Ore.
G. C. Fisher, Asst. Supt. of Safety and Courtesy....Pocatello, Ida.

First, Second and Fourth Subdivisions and Branches

H. R. Humphrey, Chief Train Dispatcher.....Pocatello, Ida.
W. P. Helsley, Assistant Chief Train Dispatcher....Pocatello, Ida.
L. V. Leger, Assistant Chief Train Dispatcher.....Pocatello, Ida.
I. G. Perkins, Assistant Chief Train Dispatcher.....Pocatello, Ida.
C. F. Adams, Assistant Chief Train Dispatcher.....Pocatello, Ida.

Third Subdivision and Branches

G. C. Leger, Chief Train Dispatcher.....Nampa, Ida.
H. H. Harbaugh, Assistant Chief Train Dispatcher....Nampa, Ida.
B. D. Spratt, Assistant Chief Train Dispatcher.....Nampa, Ida.
J. L. Clute, Assistant Chief Train Dispatcher.....Nampa, Ida.

Union Pacific Railroad Employees Hospital Association
Physicians and Surgeons are located as shown below:

Name	Title	Location	Name	Title	Location
R. E. Merrell.....	District Surgeon.	Pocatello, Ida.	R. P. Rawlinson.....	Surgeon.....	Emmett, Ida.
R. K. Gorton.....	Asst. to District Surgeon	Pocatello, Ida.	Ward A. Rullen.....	Surgeon.....	Glenns Ferry, Ida.
R. D. Benedict.....	Surgeon.....	Pocatello, Ida.	Marion V. Klingler.....	Surgeon.....	Gooding, Ida.
J. E. Comstock.....	Physician.....	Pocatello, Ida.	Alden M. Packer.....	Surgeon.....	Hailey, Ida.
Richard G. Crandall.....	Surgeon.....	Pocatello, Ida.	Harvey E. Guyett.....	Surgeon.....	Idaho Falls, Ida.
Richard B. Gresham.....	Orthopedic Surgeon	Pocatello, Ida.	Milton T. Rees.....	Surgeon.....	Idaho Falls, Ida.
H. K. Staheli.....	Surgeon.....	Pocatello, Ida.	Fred E. Wallber.....	Oculist and Aurist.	Idaho Falls, Ida.
Clark T. Parker.....	Surgeon.....	Pocatello, Ida.	W. C. Small.....	Surgeon.....	Jerome, Ida.
Calvin Buhler.....	Surgeon.....	Pocatello, Ida.	G. W. Davis.....	Surgeon.....	Kemmerer, Wyo.
H. D. McGee.....	Ear, Nose, Throat.	Pocatello, Ida.	J. H. Stewart.....	Surgeon.....	McCall, Ida.
L. N. Diana.....	Eye Specialist.	Pocatello, Ida.	J. T. Brunn.....	Surgeon.....	Meridian, Ida.
Eugene V. Simison.....	Oculist and Aurist.	Pocatello, Ida.	Paul H. Daines.....	Surgeon.....	Montpelier, Ida.
R. E. Ostler.....	Surgeon.....	Pocatello, Ida.	G. W. Schoper.....	Surgeon.....	Montpelier, Ida.
J. W. Wurster.....	Surgeon.....	Pocatello, Ida.	T. C. Horton, Jr.....	Surgeon.....	Nampa, Ida.
Frank L. Harms.....	Surgeon.....	American Falls, Ida.	Ernest D. Huusaker.....	Oculist and Aurist.	Nampa, Ida.
J. C. Reines.....	Physician.....	Arco, Ida.	Frederick D. Koehne.....	Surgeon.....	Nampa, Ida.
Willis A. Melcher.....	Surgeon.....	Ashton, Ida.	John R. Mangum.....	Surgeon.....	Nampa, Ida.
Ralph G. Goates.....	Surgeon.....	Blackfoot, Ida.	G. O. Cross.....	Surgeon.....	Nampa, Ida.
Norman G. Hedemark.....	Oculist.....	Boise, Ida.	K. A. Danford.....	Surgeon.....	Nyssa, Ore.
A. Curtis Jones, Jr.....	Ear, Nose, Throat.	Boise, Ida.	K. E. Kerby.....	Surgeon.....	Nyssa, Ore.
J. Wayne Tyler.....	Oculist.....	Boise, Ida.	Wilfred N. Sanders.....	Surgeon.....	Ontario, Ore.
Herbert L. Newcombe.....	Surgeon.....	Boise, Ida.	L. W. Scott.....	Surgeon.....	Ontario, Ore.
Roy L. Peterson.....	Eye, Ear, Nose, Throat.	Boise, Ida.	Ira R. Woodward, Jr.....	Surgeon.....	Payotte, Ida.
W. D. Springer.....	Surgeon.....	Boise, Ida.	Murland F. Rigby.....	Surgeon.....	Rexburg, Ida.
Vern H. Anderson.....	Surgeon.....	Buhl, Ida.	A. C. Truxal.....	Surgeon.....	Rexburg, Ida.
John W. Davis.....	Surgeon.....	Burley, Ida.	Aldon Tall.....	Surgeon.....	Rigby, Ida.
Chas. A. Terhune.....	Surgeon.....	Burley, Ida.	Arthur F. Dalley.....	Surgeon.....	Rupert, Ida.
John H. Wearo.....	Surgeon.....	Burns, Ore.	Otto A. Moellmer.....	Surgeon.....	Rupert, Ida.
Wm. E. Kane.....	Surgeon.....	Butte, Mont.	Emory L. Soule.....	Surgeon.....	St. Anthony, Ida.
F. H. Burton.....	Oculist and Aurist.	Butte, Mont.	Royal G. Neher.....	Surgeon.....	Shoshone, Ida.
John V. Plett.....	Oculist and Aurist.	Butte, Mont.	Allen H. Tigert.....	Surgeon.....	Soda Springs, Ida.
Gerald C. Bauman.....	Surgeon.....	Caldwell, Ida.	Russell Tigert, Jr.....	Surgeon.....	Soda Springs, Ida.
J. F. Moser.....	Surgeon.....	Cascade, Ida.	Victor V. Telford.....	Surgeon.....	Twin Falls, Ida.
John A. Edwards.....	Surgeon.....	Council, Ida.	Wallace Bond.....	Oculist and Aurist.	Twin Falls, Ida.
Clyde W. Johnson.....	Surgeon.....	Council, Ida.	W. M. Peterson.....	Surgeon.....	Twin Falls, Ida.
John C. Seidensticker.....	Surgeon.....	Dillon, Mont.	C. J. Kopp.....	Surgeon.....	Vale, Ore.
K. E. Head.....	Surgeon.....	Driggs, Ida.	Harold F. Holsinger.....	Surgeon.....	Wendell, Ida.
A. C. Truxal.....	Surgeon.....	Dubois, Ida.	Richard J. Giever.....	Surgeon.....	Weiser, Ida.
			Marioo S. McGrath.....	Surgeon.....	Weiser, Ida.

EASTWARD

FIRST CLASS					Distance from Granger via Boise	Time-Table No. 40 February 26, 1967		FIRST CLASS				
105 Passenger	19 Passenger	457 Passenger	17 Passenger	11 Passenger		20 Passenger	12 Passenger	106 Passenger	458 Passenger	18 Passenger		
Daily	Daily	Daily	Daily	Daily								
						STATIONS						
4.05			4.50		0.0	GRANGER			A 7.55		A 10.55	
7.30 7.40			9.40 10.30	12.45	213.9	POCATELLO		A 2.20	3.55 3.40		6.15 6.35	
10.05			1.55	4.00	373.8	GLENNS FERRY		10.55	1.05		2.15	
11.20			3.35	5.55	448.4	BOISE		9.10	11.50		12.35	
1.15			6.20	9.05	550.1	M.T. HUNTINGTON M.T.		6.20	10.06		10.00	
12.16			5.30	8.15		P.T. P.T.		5.10	9.05		8.50	
2.40			8.20	11.45	649.7	LA GRANDE		2.30	6.45		6.05	
4.45			11.00	2.25	723.9	PENDLETON		12.15	4.31		3.20	
	10.45				941.3	SPOKANE	A 5.30					
5.31	A 3.15		12.15	3.55	755.3	HINKLE	1.00	11.30	3.56		2.25	
7.05			2.40	6.20	855.4	THE DALLES		9.30	2.15		12.03	
A 9.00		9.30	A 5.00	A 8.45	939.5	PORTLAND		7.10	12.30	A 9.15	10.00	
		A 1.30			1122.7	SEATTLE				5.00		
							Daily	Daily	Daily	Daily	Daily	
(17.55) 52.4	(4.30) 40.7	(4.00) 45.8	(25.10) 37.3	(21.00) 34.6	 Thru Time..... Average speed per hour.....		(4.30) 40.7	(18.10) 39.9	(18.25) 51.0	(4.15) 43.1	(23.55) 39.4	

EASTWARD

FIRST CLASS					Distance from McCammon	Time-Table No. 40		FIRST CLASS				
				35 Passenger		February 26, 1967		36 Passenger				
				Daily		STATIONS						
				11.25	0.0	McCAMMON	A 3.15					
				11.55 12.25	22.7	POCATELLO	2.45 2.05					
				1.40	73.3	IDAHO FALLS	12.55					
				A 7.30	285.8	BUTTE	7.30					
							Daily					
(8.05) 35.4					 Thru Time..... Average speed per hour.....					(7.45) 36.9		

Heavy figures indicate P.M.
Light figures indicate A.M.

MILEAGE

MILEAGE	
Main Line.....	844.9
Branches.....	1342.3
Grand Total.....	<u>2187.2</u>

WESTWARD

FIRST SUBDIVISION

SECOND CLASS

FIRST CLASS

Time-Table No. 40

February 26, 1967

Car Capacity
of Sidings, etc.
See Rule 6(A),
Page 23.279
Time
Freight277
Time
Freight35
Passenger105
Passenger17
Passenger

Daily

Daily

Daily

Daily

Daily

STATIONS

144	IPY							4.05 PM	4.50 AM	DN-R	GRANGER YL	GN
144	P										7.7	MOXA
150	P										7.7	NUTRIA
150	P								5.15	D	OPAL	OW
150	P										9.1	WATERFALL
152	PTZ							4.43	5.45		6.1	
159	P									DN	KEMMERER YL	AV
150	P										8.3	FOSSIL
150	P										5.0	NUGGET
150	P										6.6	ORR
150	PY										5.2	LEEFE
150	P										6.5	BECKWITH
150	P										6.1	PIXLEY
176	P								6.45	D	COKEVILLE	CK
150	P										4.7	MARSE
150	P										6.3	CHAUSSE
150	P										8.4	HARER
27	P										5.1	DINGLE
	DPTYZ								5.56	DN-R	MONTPELIER YL	MO
	P										6.3	PESCADERO
196	P										5.5	GEORGETOWN
150	P										9.3	MANSON
150	PY								8.12	DN	SODA SPRINGS	SD
150	P										5.6	ALEXANDER
150	P										4.5	TALMAGE
150	P										5.6	BANCROFT
191	P								8.35	D	PEBBLE	BN
150	P										7.1	BLASER
	P										2.6	LAVA HOT SPRINGS
27	PX								8.57		6.0	TOPAZ
	P										5.2	McCAMMON MC
CS 154	PY			11.50 PM	3.50 AM			11.25 PM	9.12	DN	INKOM	MC
115	P								9.23		10.7	POCATELLO YL PO
	DPTYZ			12.30 AM	4.50 AM			11.55 PM	7.30 PM	DN-R	POCATELLO YL PO	H-CA
									9.40 AM			

CENTRALIZED TRAFFIC CONTROL

TWO MAIN TRACKS

TWO MAIN TRACKS

(213.9)

(0.40) (1.00)
34.0 22.7(0.30) (3.25) (4.50)
45.4 62.6 44.2..... Thru Time
..... Average speed per hour

For conditional stops to discharge or pick up revenue passengers.—See page 17.

For stations not shown on schedule pages.—See page 17.

WESTWARD

SECOND SUBDIVISION

FIRST CLASS

Time-Table No. 40

February 26, 1967

Car Capacity
of Sidings, etc.
See Rule 6(A),
Page 23.

105

17

49

11

35

Passenger

Passenger

Mixed

Passenger

Passenger

Daily

Daily

Daily

Daily

Daily

STATIONS

DPTYZ

P

CS 153 P

170 P

145 P

120 P

170 P

119 P

170 P

119 P

125
269 PY

119 P

165 P

119 P

119 P

170 P

119 P

116 P

WS 121-115 PY

ES 111-130 PY

170 P

170
60 P

170 P

118
120 PY

CS 120 P

WS 99

CS 170 P

DPTY

7.40 PM

10.30 AM

4.00 AM

12.45 AM

12.25 AM

12.30 AM

4.15

10.58

4.35

1.13

4.55

8.29

11.40 AM

5.20 AM

1.47

9.11

12.35 PM

2.45

1.00

3.05

1.13

3.18

As
10.05 PM

1.45 PM

3.50 AM

BLOCK
SIGNALSDNR H-CA
POCATELLO YL PO

2.4

POCATELLO JCT. YL

8.0

MICHAUD

6.8

BANNOCK

8.4

DN AMERICAN FALLS AF

3.8

BORAH

7.8

QUIGLEY

5.9

WAPI

2.8

DEWOFF

7.5

HAWLEY

6.1

DN MINIDOKA RT

3.8

MAX

8.1

ADELAIDE

4.7

KIMAMA

6.7

SESTER

7.8

OWINZA

5.8

BESSLEN

4.6

DIETRICH

7.9

DN SHOSHONE X

9.0

TUNUPA

6.7

DN GOODING GD

6.7

FULLER

6.3

BLISS

6.8

TICESKA

9.8

KING HILL

6.7

DN-R GLENN'S FERRY YL

GF

DOUBLE
TRACK

(150.9)

(2.25)

66.2

(3.15)

49.2

(1.20)

43.9

(3.05)

51.8

(0.05)

28.8

.....Thru Time.....

.....Average speed per hour.....

For conditional stops to discharge or pick up revenue passengers.—See page 17.

For stations not shown on schedule pages.—See page 17.

SECOND SUBDIVISION

EASTWARD

Time-Table No. 40

February 26, 1967

Mile
Post

FIRST CLASS

SECOND CLASS

36

106

18

50

12

126

Passenger

Passenger

Passenger

Mixed

Passenger

Time
Freight

STATIONS

BLOCK SIGNALS	DN-R	POCATELLO YL	H-CA PO	218.9	A 2:05AM	A 3:40AM	A 5:35PM	A 10:30PM	A 2:20AM			A 3:30PM		
		POCATELLO JCT. YL		219.3	1:55AM									
CENTRALIZED TRAFFIC CONTROL		MICHAUD		224.3				f 9:47						
		BANNOCK		230.1										
	DN	AMERICAN FALLS	AF	239.5			s 4:55	s 9:30	f 1:30					
		BORAH		242.3										
		QUIGLEY		250.1										
		WAPI		256.0				f 9:10						
		DEWOFF		259.8										
		HAWLEY		267.3										
	DN	MINIDOKA	RT	272.4		2:40	s 4:20	8:50PM	f 12:55					
		MAX		276.2										
		ADELAIDE		284.3										
		KIMAMA		289.0					f 12:35					
		BENTER		295.7										
		OWINZA		303.5										
		BESSLEN		309.3										
		DIETRICH		313.9										
	DN	SHOSHONE	X	321.8		s 1:57	s 3:30		s 12:05AM					
		TUNUPA		330.8										
	DN	GOODING	GD	337.5			s 3:04		s 11:40PM					
		FULLER		344.2										
		BLISS		350.5					s 11:23					
		TICESKA		357.3										
		KING HILL		367.1					f 11:04					
	DN-R	GLENN'S FERRY YL	GF	373.8		1:05AM	2:15PM		10:55PM			11:15AM		
		(159.9)			Daily	Daily	Daily	Daily	Daily			Daily Except Sunday and Monday		
Thru Time					(0.10)	(2.35)	(3.20)	(1.40)	(3.25)			(4.15)		
Average speed per hour					14.4	61.9	47.9	35.1	40.8			37.6		

For conditional stops to discharge or pick up revenue passengers.—See page 17.
For stations not shown on schedule pages.—See page 17.

WESTWARD

THIRD SUBDIVISION

EASTWARD

Our Capacity of Sidings, etc. See Rule 6(A). Page 23.	FIRST CLASS			Time-Table No. 40 February 26, 1967	Mile Post	FIRST CLASS			SECOND CLASS	
	105	17	11			18	12	106	126	
	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Time Freight	
	Daily	Daily	Daily	STATIONS						
DPTY	10.05PM	1.55PM	4.00AM	DN-R GLENNS FERRY YL GF	373.8	A 2.05PM	A 10.45PM	A 1.05AM	A 1.00AM	
CS 164 P			f 4.10	8.9 HAMMETT	382.7					
CS 170 P				10.6 REVERSE	393.3					
163 PY	10.36	s 2.30	s 4.33	DN MOUNTAIN HOME MZ	401.6	s 1.30	s 10.00	12.33AM		
163 P				5.9 SEBREE	407.5					
163 P				5.2 CLEFT	412.7					
185 P			f 4.51	10.3 ORCHARD	423.0		s 9.38			
163 P				11.7 OWYHEE	434.7					
163 P	VIA BOISE	VIA BOISE	VIA BOISE	12.0 KUNA	440.7	VIA BOISE	VIA BOISE	VIA BOISE		
60 P				9.9						
69 PY	s 11.20	3.25 3.35	5.30 5.55	12.0 BLACK'S CREEK	B-435.9					
P				12.5 DN BOISE YL BG	B-448.4	12.35 12.30	9.10 8.55	s 11.50PM	VIA KUNA	
117 P		f 3.46	s 6.10	2.3 BOISE JCT.	B-450.7					
DPTYZ	s 11.43	4.00 4.10	6.25 6.40	6.0 D MERIDIAN MD	B-457.3	12.17	s 8.41			
55 P				10.0 DN-R NAMPA YL AU-Q	450.6	12.05PM 11.55AM	8.30 8.15	s 11.25	9.00 8.30	
163 P	11.55PM	s 4.27	s 7.00	4.2 MOSS	460.8					
122 P				4.8 DN CALDWELL CW	465.6	s 11.40	s 8.04	11.13		
163 P		s 4.35	s 7.09	3.6 ENROSE	469.2					
163 P		s 4.46	s 7.20	3.3 NOTUS	472.5	f 11.28	f 7.50			
173 PY	12.17AM	s 4.58	s 7.30	8.3 DN PARMA MA	480.8	s 11.20				
167 PY	12.28	s 5.13	s 7.50	7.6 DN NYSSA SY	488.4	s 11.10	s 7.35	10.53		
155 P		s 5.23	s 8.01	10.3 DN ONTARIO ON	498.7	s 10.55	s 7.24	10.45		
163 P				3.8 DN PAYETTE AY	502.5	s 10.43	s 7.13			
163 PY	12.48	s 5.43	s 8.20	6.8 CRYSTAL	509.3					
155 P				6.6 DN WEISER BR	515.9	s 10.30	s 6.55	10.29		
163 P				9.8 COBB	525.7					
				7.1 ROCK ISLAND	532.8					
DPTYZ	A 1.15AM	A 6.20PM	A 9.05AM	6.0 DN-R HUNTINGTON YL HU	538.8	10.00AM	6.20PM	10.06PM	6.25AM	
				VIA KUNA (165.0) VIA BOISE (176.3)		Daily	Daily	Daily	Daily Except Sunday and Monday	
(3.10) 55.7 (4.25) 39.9 (5.05) 34.6 Thru Time Average speed per hour (4.05) 43.2 (4.25) 39.9 (2.60) 59.1 (4.35) 36.0										

For conditional stops to discharge or pick up revenue passengers.—See page 17.
For stations not shown on schedule pages.—See page 17.

WESTWARD			FOURTH SUBDIVISION				EASTWARD			
Car Capac. of Sidings, etc. See Rule 6(A). Page 22.	SECOND CLASS		FIRST CLASS		Time-Table No. 40 February 26, 1967	Mile Post	FIRST CLASS		SECOND CLASS	
	277 Time Freight Daily	35 Passenger Daily	36 Passenger	278 Stock Special						
STATIONS										
P				12.30AM	BLOCK SIGNALS	POCATELLO JCT. YL	135.1	A 1.55AM		A 8.40AM
P		1.30PM		12.35		MONTANA JCT. YL	136.7	1.52		8.32
124 P		1.36		12.39		TYHEE	140.4	1.48		8.25
150 P		1.44		12.45		FORT HALL	145.7	1.43		8.17
71 P		1.51		12.50		GIBSON	151.0	1.37		8.09
77 PY		2.01		1.00		DN BLACKFOOT YL BF	158.1	1.30		7.54
72 P		2.10		1.07		WAPELLO	164.0	1.20		7.39
123 P		2.18		1.13 ³⁰		D FIRTH FR	169.4	1.13 ³⁵		7.29
105 P		2.28		1.20		DN SHELLEY SY	175.5	1.05		7.19
71 P		2.34		1.24		COTTON	179.3	1.00		7.12
DPTYZ		3.00		1.30 1.40	DN-R IDAHO FALLS YL AK	183.0	12.55 12.45		7.00	
51 P		3.20		1.52	PAYNE	191.2	12.31		6.27	
54 P		3.28		1.58	BASSETT	196.5	12.25		6.17	
54 P		3.37		2.06	D ROBERTS AR	202.0	12.19		6.07	
49 P		3.55		2.19	HAWGOOD	212.1	12.07		5.47	
51 P		4.04		2.27	HAMER	217.5	12.01AM		5.37	
50 P		4.14		2.36	CAMAS	223.1	11.55PM		5.27	
106 PY		4.50		2.50	D DUBOIS YL BO	234.9	11.43		5.02	
57 P		5.20		3.12	Block Signals	SPENCER	248.5	11.23		4.27
150 P		5.46		3.29		HUMPHREY	258.0	11.06		4.01
61 PY		6.05		3.41 ²⁷⁸	D MONIDA YL MO	264.7	10.57		3.41 ³⁵	
P		6.22		3.55	SNOWLINE	273.7	10.43		3.01	
DPY		6.50 7.30		4.10	DN-R LIMA YL RD	279.9	10.34		2.40 12.30	
47 P		7.50		4.27	DELL	288.0	10.21		12.08AM	
48 P		8.05		4.34	KIDD	294.0	10.13		11.55PM	
156 P		8.25		4.45	D RED ROCK AD	301.8	10.04		11.33	
160 P		9.00		5.10	BARRETTS	320.4	9.35		11.00	
150 P		9.25 ³⁰		5.27	DN DILLON YL DN	328.0	9.25 ²⁷⁷		10.45	
45 P		10.16 ²⁷⁸		5.43	APEX	340.3	9.05		10.16 ²⁷⁷	
47 PY		10.40		5.59	NAVY	348.7	8.53		9.45	
61 P		11.10		6.13	MELROSE	358.9	8.38		9.23	
37 P		11.30		6.24	QUINN	364.9	8.27		9.06	
39 P		11.45PM		6.35	D DIVIDE J	370.1	8.17		8.53	
17 P		12.15AM		6.53	FEELY	380.7	8.00		8.27	
PY		A 1.00AM		A 7.15AM	DN-R SILVER BOW YL SB	390.0	7.45PM		8.00PM	

Time shown at Butte is for information only. Between Silver Bow and Butte, trains are governed by Operating Rules, time-table and special instructions of Northern Pacific Ry.

	A 5.00 AM		A 7.30 AM	DN BUTTE YL BY	397.0	7.30 PM		7.35 PM
				(261.9)		Daily		Daily
	(15.30) 18.7		(7.00) 37.4	Thru Time.....		(8.25) 40.8		(13.05) 20.0
				Average speed per hour....				

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

Between Idaho Falls and Silver Bow, second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.

All Fourth Subdivision trains, except westward second-class and extra trains, will operate via Pocatello Jct., unless otherwise directed by train dispatcher.

For stations not shown on schedule pages.—See page 17.

WESTWARD CUMBERLAND BRANCH EASTWARD					WESTWARD ELKOL BRANCH EASTWARD						
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 40 February 26, 1967			Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 40 February 26, 1967			Mile Post
		STATIONS						STATIONS			
152	PTZ	DN-R KEMMERER YL AV			0.0	53	GLENCOE JCT. YL			0.0	
159		4.8					6.9				
53		GLENCOE JCT. YL			4.8		ELKOL			3.9	
		1.2					(3.9)				
		END OF TRACK			6.0						
		(6.0)									

WESTWARD		CONDA BRANCH		EASTWARD		WESTWARD		GRACE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 40 February 26, 1967		Mile Post		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 40 February 26, 1967		Mile Post	
		STATIONS					STATIONS				
150	PY	DN	SODA SPRINGS YL SD	0.0		150	P	ALEXANDER YL		0.0	
80			1.8 MONSANTO YL (Spur)	1.8		16	P	D	6.0 GRACE GA	6.0	
6			1.0 FORMATION (Spur)	2.8					(6.0)		
17			3.1 EPCO YL	5.9							
19	Y		1.1 CONDA YL	7.0							
			(7.0)								

WESTWARD		GAY BRANCH		EASTWARD		WESTWARD		GOSHEN BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 40	Mile Post		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 40	Mile Post			
		February 26, 1967				February 26, 1967					
		STATIONS				STATIONS					
150	P	FORT HALL	0.0		123	P	D FIRTH	FR 0.0			
32		9.1					5.2				
		M.P. 9.1	9.1		19		GOSHEN	5.2			
132	YZ	11.7					5.8				
		GAY	20.8		22		GERRARD	11.0			
		(20.8)					1.3				
					11		INDIAN	12.8			
							2.8				
					14		HACKMAN	15.6			
							6.4				
					P		LINCOLN JCT.	22.0			
							(22.0)				

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
For stations not shown on schedule pages.—See page 17.

WESTWARD				YELLOWSTONE BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 40				SECOND CLASS			
				February 26, 1967							
				STATIONS							
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.				477		Mile Post		478			
				Mixed				Mixed			
				Daily Except Sunday							
DPY	Y	Z		6.00 AM	DN-R IDAHO FALLS YL AK	0.0	A 4.40 PM				
17	PY			6.10	3.0 ORVIN YL	3.0	4.25				
60	P			6.23	4.6 UCON	7.6	4.15				
54	P			6.42	6.2 D RIGBY RG	13.8	4.00				
36	P			6.50	4.3 LORENZO	18.1	3.45				
25				6.57	2.6 THORNTON	20.7	3.35				
67	P			7.10	5.3 D REXBURG RX	26.0	3.20				
51	P			7.20	3.8 D SUGAR CITY SC	29.8	3.10				
36	PY				1.1 HART	30.9					
110	PY			7.35	5.9 D ST. ANTHONY YL SH	38.8	2.55				
	P				1.5 BELT YL	38.3					
43	P			7.50	4.5 CHESTER	42.8	2.40				
46	PY			8.10 AM	8.2 DN-R ASHTON YL HN	51.0	2.20 PM				
28	P				7.2 WARM RIVER	58.2					
22	P				8.7 GERRIT	66.9					
28	P				5.6 PINEVIEW	72.5					
22					3.2 ECCLES	75.7					
15	P				4.9 ISLAND PARK	80.6					
26	P				4.8 TRUDE	85.4					
25	PY				5.2 BIO SPRINGS	90.7					
	P				6.5 REAS PASS	97.2					
29	PY				9.9 WEST YELLOWSTONE YL	107.1					
				(107.1)				Daily Except Sunday			

(2.10) Thru Time
23.1 Average speed per hour

(2.20)
21.1

WESTWARD				TETON VALLEY BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 40				SECOND CLASS			
				February 26, 1967							
				STATIONS							
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.				477		Mile Post		478			
				Mixed				Mixed			
				Daily Except Sunday							
44	PY			8.30 AM	DN-R ASHTON YL HN	0.0	A 1.55 PM				
33				8.55	6.0 GRAINVILLE	6.0	1.33				
22	P			9.10	2.6 DRUMMOND	8.6	1.22				
12				9.25	4.2 FRANCE	12.8	1.08				
33	P			9.35	3.6 LAMONT	15.8	12.58				
21				10.08	10.6 FELT	26.3	12.25				
22	PY			10.23	4.0 D TETONIA NA	30.3	12.09 PM				
31	P			10.42	6.9 D DRIGGS DI	37.2	11.50 AM				
19	PY			11.05 AM	8.4 D-R VICTOR YL VR	45.6	11.20 AM				
				(45.6)				Daily Except Sunday			

(2.35) Thru Time
17.7 Average speed per hour

(2.35)
17.7

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
For stations not shown on schedule pages.—See page 17.

WESTWARD			MACKAY BRANCH			EASTWARD			WESTWARD			EAST BELT BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 40 February 26, 1967	Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 40 February 26, 1967	Mile Post	STATIONS						
	409 Local Freight	410 Local Freight															
	Daily Except Sunday																
77 PY		8.00AM	DN-R BLACKFOOT YL BF	3.0	A 3.20PM		17 PY		ORVIN YL	3.0							
7		8.09	2.1 COLLINS YL	2.1	3.11		22		2.3 LINCOLN YL	2.3							
7		8.14	2.2 CLARKSON	4.3	3.06		P		0.3 LINCOLN JCT. YL	3.1							
31		8.17	1.4 MORELAND	5.7	3.03		46 P		2.6 IONA	5.7							
P		8.20	1.4 ABERDEEN JCT. YL	7.1	3.00		21 P	D	10.7 RIRIE RK	16.4							
33 P		8.46	13.0 TABER	20.1	2.34		11 P		5.0 BYRNE	21.4							
35 PY		9.25	19.6 SCOVILLE	39.7	1.55		11 P		4.2 JENSON	25.6							
37 PY		10.04	19.4 D ARCO YL RO	59.1	1.16		23 P		2.6 WALKER	28.2							
21 P		10.27	7.6 MOORE	66.7	12.53		40 P		4.2 PARKINSON	32.4							
10		10.45	5.9 DARLINGTON	72.6	12.35		11 P		1.9 MOODY	34.3							
5		11.00	4.7 LESLIE	77.3	12.20PM		12 P	D	3.5 NEWDALE NE	38.1							
68 PY		A1 1.25AM	8.0 D-R MACKAY YL MY	85.3	11.55AM		P		6.3 BELT YL	44.4							
			(85.3)		Daily Except Sunday				(44.4)								
(3.25)			 Thru Time			(3.25)											
25.0			 Average speed per hour			25.0											

WESTWARD		ABERDEEN BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 40 February 26, 1967		Mile Post	
	STATIONS				
	P		ABERDEEN JCT. YL	0.0	
32		4.3 ROCKFORD	4.3		
17		1.6 LIBERTY	5.9		
32 P		4.3 PINGREE	10.2		
31 P		6.3 SPRINGFIELD	16.5		
17 P		3.2 STERLING	19.7		
8		6.3 FINGAL	26.0		
37 PY		2.2 D ABERDEEN YL BN	28.2		
(28.2)					

WESTWARD		WEST BELT BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 40 February 26, 1967		Mile Post	
	STATIONS				
	60 P		UCON	0.0	
22 P		8.8 LEWISVILLE	8.8		
39 P		1.7 MENAN MN	10.5		
51 P		14.5 PLANO	25.0		
18		1.7 EDMONDS	26.7		
11 P		2.6 EGIN	29.3		
32		2.3 HEMAN	31.6		
19 P		1.9 PARKER	33.5		
110 PY		5.2 D-R ST. ANTHONY YL SH	38.7		
(38.7)					

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

For stations not shown on schedule pages.—See page 17.

WESTWARD				TWIN FALLS BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 40 February 26, 1967		Mile Post	FIRST CLASS		SECOND CLASS	
	475 Local Freight	439 Local Freight		49 Mixed				50 Mixed		440 Local Freight	476 Local Freight
	Daily Except Saturday	Daily Except Sunday		Daily							
	STATIONS										
125 269 PY	11.45PM	12.01PM		5.30AM	DN-R MINIDOKA YL RT	0.0	A 8.40PM		A 1.00AM	A 10.30PM	
73 P	12.01AM	12.16		f 5.43	8.2 ACEQUIA	8.2	f 8.28		10.35	10.05	
106 DPY	12.16	12.30		s 6.10	5.3 DN RUPERT YL MS	13.5	s 8.20		10.20	9.50	
15					2.9 SCHOW	16.4					
32 P	12.27	12.40		f 6.18	3.2 HEYBURN	19.6	f 8.08		10.05	9.35	
59 63 PY	12.40	12.55		s 6.35	2.1 DN BURLEY YL BU	21.7	s 8.04		10.00	9.30	
76 P	1.02	1.17		f 6.42	4.1 STARRH'S FERRY	25.8	f 7.53		9.45	9.15	
34					2.5 HOBSON	28.3					
58 P	1.15	1.30		f 6.54	5.2 MILNER	33.5	f 7.41		9.30	9.00	
16 P				f 6.57	2.0 PARSONS	35.5	f 7.38				
71 P	1.30	1.45		s 7.07	5.9 D MURTAUGH MU	41.4	s 7.29		9.15	8.45	
53 P	1.40	1.55		7.13	3.7 BICKEL	45.1	7.23		9.05	8.35	
23					3.9 BILLS	49.0					
41 P	1.55	2.10		s 7.20	0.7 D HANSEN NS	49.7	s 7.16		8.55	8.25	
60 P	2.08	2.23		s 7.27	3.6 D KIMBERLY KY	53.3	s 7.10		8.45	8.15	
31 P				7.35	3.1 McMILLAN YL	56.4					
DPYZ	A 3.00AM	A 3.40PM		8.10 8.20	2.5 DN-R TWIN FALLS YL NA	58.9	7.00 6.45		8.30AM	8.00PM	
42				f 8.27	4.4 CURRY	63.3	f 6.35				
P				s 8.32	2.6 D FILER FR	65.9	s 6.30				
				f 8.36	2.6 PEAVEY	68.5	f 6.25				
41				f 8.40	2.8 CEDAR	71.3	f 6.20				
PY				A 8.45AM	2.5 DN-R BUHL YL BO	73.8	6.15PM				
					(73.8)		Daily		Daily Except Sunday	Daily Except Sunday	
	(3.15) 18.1	(3.39) 16.1	(3.15) 22.7	 Thru Time		(3.25) 30.5		(2.30) 23.6	(2.30) 23.6		
				 Average speed per hour							

WESTWARD			OAKLEY BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.			Time-Table No. 40 February 26, 1967			Mile Post		
			STATIONS					
59 63	PY		DN-R	BURLEY YL	BU	0.0		
				4.3				
28				BEETVILLE		4.3		
				0.9				
23				PELLA		5.2		
				3.1				
66				NORTH KENYON		8.3		
				1.3				
9				KENYON		9.6		
				3.9				
11				CHURCHILL		13.5		
				2.8				
23				TROUT		16.3		
				1.5				
60				MARION		17.8		
				1.6				
25				WARR		19.4		
				2.4				
20				OAKLEY		21.8		
				(21.8)				

WESTWARD			RAFT RIVER BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.			Time-Table No. 40 February 26, 1967			Mile Post		
			STATIONS					
59 63	PY		DN-R	BURLEY YL	BU	0.0		
				3.1				
34				UNITY		3.1		
				0.9				
28				ELCOCK		4.0		
				0.7				
15				EVANS	(Spur)	4.7		
				1.3				
22				SPRINGDALE		6.0		
				1.5				
25				HATCH		7.5		
				1.6				
16				DECLO		9.1		
				(9.1)				

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.
 For stations not shown on schedule pages.—See page 17.

WESTWARD		WELLS BRANCH		EASTWARD		WESTWARD NORTH SIDE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 40		Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 40		Mile Post
	439 Local Freight	February 26, 1967			440 Local Freight		February 26, 1967		
	Daily	STATIONS			STATIONS				
DPYZ	9.00AM	DN-R	TWIN FALLS YL NA	0.0	A 6.35PM	196 DPY	DN-R	RUPERT YL MB	0.0
31	9.22		10.9 BERGER	10.9	6.13	56-55 P		4.4 MYERS YL	4.4
26	9.39		8.6 HOLLISTER	19.4	5.56	56 P	D	1.5 PAUL YL DJ	5.9
9	9.47		3.8 AMSTERDAM (Spur)	28.2	5.48	20		8.0 BUDGE	7.9
21 PY	9.59		5.6 ROGERSON	28.8	5.36	54		3.9 SCHODDE	15.9
38	10.22		11.4 METEOR	38.7	5.13	21		4.2 McHENRY	19.8
34	10.47		6.0 IDAVADA	50.1	4.48	22 P	D	2.9 HAZELTON AZ	24.0
34 P	11.01		12.7 DELAPLAIN	56.1	4.34	28		1.2 BLACK	26.9
34	11.28		6.3 CONTACT	68.8	4.07	63 P		6.7 EDEN	28.1
33 P	11.42AM		11.6 HENRY	75.1	3.53	54		3.5 PERRINE	34.8
33	12.06PM		6.9 SHORES	86.7	3.29	12		2.3 SUGAR LOAF	38.3
48 Y	12.20		8.9 WILKINS	93.6	3.16	25		2.0 FALLS CITY	40.6
44 Y	12.44		6.4 SUMMER CAMP	102.5	2.51	10		5.3 BARRYMORE	42.6
44	1.04		7.2 MELANDCO	108.9	2.31	54 PY	DN	8.8 JEROME YL JO	47.9
35	1.19		7.3 TOWN CREEK	116.1	2.16	54 P	D	1.4 WENDELL ND	56.7
Y	A 1.35PM		7.3 WELLS YL	123.4	2.00PM	17		15.5 KING	58.1
			(123.4)		Daily	118 PY		BLISS YL	73.6
						129			
(4.35) 26.9		Thru Time.....		(4.35) 26.9		(73.6)			
		Average speed per hour.....							

WESTWARD		KETCHUM BRANCH		EASTWARD		WESTWARD		HILL CITY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 40		Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 40		Mile Post		
	441 Local Freight	February 26, 1967			442 Local Freight		February 26, 1967				
	Monday Wednesday Friday	STATIONS			STATIONS						
WS 121-115 ES 111-130 DPY	6.00AM	DN-R	SHOSHONE YL X	0.0	A 11.35AM	39 PY		RICHFIELD YL	0.0		
39 PY	6.31		15.3 RICHFIELD YL	15.3	11.04	12		9.4 BURMAH	9.4		
29	6.44		6.4 PAGARI	21.7	10.51	42 P		12.1 MAGIC	21.5		
59 P	7.16		15.6 PICABO	37.3	10.19	7		15.3 RANDS	36.8		
6	7.25		4.5 HAY	41.8	10.10	17		2.9 SELBY	39.7		
30	7.46		10.3 BELLEVUE	52.1	9.49	42 P	D	4.1 FAIRFIELD FD	43.8		
17 P	8.00	D	5.1 HAILEY RI	57.2	9.35	32		7.9 CORRAL	51.7		
22	8.06		2.8 BARITE	60.0	9.29	50 Y		6.1 HILL CITY YL	57.8		
30 P Loop	A 8.35AM	D-R	9.4 KETCHUM YL KU	60.4	9.00AM			(57.8)			
			(60.4)		Monday Wednesday Friday						
(2.35) 26.8		 Thru Time		(2.35) 26.8							
		 Average speed per hour									

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
For stations not shown on schedule pages.—See page 17.

WESTWARD		BROGAN BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 40		Mile Post	
		February 26, 1967			
		STATIONS			
134	P	D-R	VALE YL VA	0.0	
20			LANCASTER (Spur)	11.4	
60			JAMIESON YL	17.3	
			END OF TRACK YL	18.6	
			(18.6)		

WESTWARD		HOMEDALE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 40		Mile Post	
		February 26, 1967			
		STATIONS			
173	PY	DN-R	NYSSA YL SY	0.0	
40			OVERSTREET	8.1	
20			ADRIAN	10.6	
32			NAPTON	16.9	
62	P	D	HOMEDALE YL HR	24.4	
19	PY	D-R	MARSING YL MR	33.1	
(33.1)					

WESTWARD		PAYETTE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 40		Mile Post	
		February 26, 1967			
		STATIONS			
155	P	DN-R	PAYETTE YL AY	0.0	
18			3.9 EIFFIE	3.9	
	P	D	1.2 FRUITLAND FU	5.1	
19			1.7 BUCKINGHAM	6.8	
30	P	D	4.3 NEW PLYMOUTH NP	11.1	
11			10.5 LETHA	21.6	
96	PYZ	D-R	8.1 EMMETT YL MF	29.7	
			(29.7)		

WESTWARD		WILDER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 40		Mile Post	
		February 26, 1967			
		STATIONS			
163	P	DN-R	CALDWELL YL CW	0.0	
40			SIMPLOT YL	2.5	
21			WEITZ YL	3.7	
26			DOLES YL	5.1	
9			GREENLEAF (Spur)	7.0	
13			ALLENDALDE	9.7	
43			WILDER YL	11.5	
		(11.5)			

WESTWARD		STODDARD BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 40		Mile Post	
		February 26, 1967			
		STATIONS			
DPYZ		DN-R	NAMPA YL AU-Q ^D	0.0	
17			4.4 DEAL	4.4	
44			4.5 BOWMONT	8.9	
7			2.7 MELMONT (Spur)	11.6	
28			3.0 MELBA	14.6	
54			2.5 STODDARD	17.1	
			0.7 END OF TRACK	17.8	
			(17.8)		

WESTWARD		BOISE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 40		Mile Post	
		February 26, 1967			
		STATIONS			
P		BOISE JCT. YL		0.0	
22		1.1 FAIR GROUNDS YL		1.1	
PTZ		2.1 BOISE FREIGHT YL		3.2	
10		3.1 VERNON YL (Spur)		6.3	
		2.1 BARBER YL		8.4	
(8.4)					

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
For stations not shown on schedule pages.—See page 17.

Westward IDAHO NORTHERN BRANCH Eastward

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 40 February 26, 1967	Mile Post	SECOND CLASS	
	485 Local Freight Daily Except Sunday				486 Local Freight	
	STATIONS					
DPYZ	8.30AM	DN-R	NAMPA YL AU-Q	0.0	A 3.30PM	
49	8.40		2.4	FISCHER YL	2.4	3.22
14	9.00		6.9	MIDDLETON	9.3	3.07
15	9.20	9.5	JENNESS	18.9	2.47	
96 PYZ	10.30	8.1	EMMETT YL MF	27.0	2.20	
42	10.42	4.8	PLAZA	31.8	2.04	
43 P	11.14	9.3	MONTOUR	41.1	1.33	
32 P	11.46	8.6	YL			
32	11.58AM	D	HORSESHOE BEND HB	49.7	1.07	
		5.4				
		9.0	GARDENA	55.1	12.49	
35 P	12.25PM	485	BANKS YL	64.1	12.25PM	
25 P	1.11	11.3	BIG EDDY	75.4	11.37AM	
31 PY	1.44	7.6	SMITHS FERRY YL	83.0	11.05	
15 P	2.15	9.7	CABARTON	92.7	10.31	
32	2.23	2.8	BELVIDERE	95.5	10.25	
32 PY	2.56	3.7	D	CASCADE YL CD	99.2	10.15
31	3.33	11.8	ARLING	111.0	9.21	
33	3.53	8.4	DONNELLY	119.4	9.02	
14	4.06	5.3	NORWOOD	124.7	8.50	
32 PY	A 4.30PM	8.1	D-R	McCALL YL NE	132.8	8.30AM
			(132.8)			Daily Except Sunday

(8.00)Thru Time.....
16.0Average speed per hour....

(7.00)
19.0

Westward NEW MEADOWS BRANCH Eastward

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 40			Mile Post
	February 26, 1967			
STATIONS				
163 DPY	DN-R	WEISER YL SR	0.0	
12		REBECCA	6.0	
48 P		CONCRETE	19.1	
23 P		MIDVALE	31.8	
35 P	D	CAMBRIDGE RA	40.5	
3 P		GOODRICH	49.8	
26 P		MESA	56.6	
59 PY	D	COUNCIL YL CN	60.2	
7		HOOVER YL	61.6	
6 P		GLENDALE	72.0	
43 P		RUBICON YL	84.1	
45 PY	D-R	NEW MEADOWS YL DS	89.7	
(89.7)				

WESTWARD OREGON EASTERN BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 40		Mile Post	SECOND CL	
		459 Local Freight	February 26, 1967			460 Local Freight	
		Daily Except Sunday	STATIONS				
167							
107 DPY		12.01PM	DN-R	ONTARIO YL ON	0.0	A 3.45PM	
14		12.10		CAIRO	3.7	3.33	
38		12.18		LUSE	6.9	3.26	
134 P		12.39	D-R	VALE YL VA	15.5	3.04	
46		12.59		HOPE	23.5	2.44	
52		1.30		LITTLE VALLEY	34.8	2.14	
53 P		⁴⁶⁰ 1.55		HARPER	42.0	⁴⁵⁹ 1.55	
50		2.18		NAMORF	51.2	1.29	
27		2.45		JONESBORO	62.2	1.02	
53 PY		3.13	D	JUNTURA JN	73.6	12.34PM	
50		3.50		LONG	86.6	11.57AM	
49 P		4.07		RIVERSIDE	92.7	11.40	
31		4.32		DUNNEAN	102.8	11.15	
30 P		4.52		VENATOR	110.2	10.55	
30		5.11		CIRCLE BAR	117.9	10.36	
31 P		5.35		CRANE	126.6	10.12	
31		6.15		REDESS	143.5	9.32	
23 PYZ		A 6.50PM	D-R	BURNS YL BR	156.8	9.00AM	
				(156.8)		Daily Except Sunday	

(6.49)Thru Time.....
23.0Average speed per hour....

(6.45)
23.2

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

For stations not shown on schedule pages.—See page 17.

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity of tracks, etc., See Rule 6(A), Page 23	Switch Connection	Location	Mile Post	Car Capacity of tracks, etc., See Rule 6(A), Page 23	Switch Connection
First Subdivision				Oakley Branch			
Sage.....(1).....	63.1	94 P	Both	Ruby.....	3.1	3	West
Border.....(1).....	92.1	30 P	Both	Ketchum Branch			
Pegram.....(1).....	97.7	42 P	Both	Gannett.....	44.3	None	None
Second Subdivision				Gimlet.....	63.2	32	East
Don.....	219.6	{43 PX	Both	Payette Branch			
Schiller.....	226.5	57 P	Both	Little Rock.....	18.9	9	Both
Sand Bank.....	370.9	42 PX	Both	Wilder Branch			
Third Subdivision				Hop.....	4.4	13	East
Hillcrest.....	B-445.1	14 P	Both	Idaho Northern Branch			
Perkins.....	B-451.4	31 P	Both	Maddens.....	6.1	6	Both
Beatty.....	B-454.6	29 P	Both	Josephson.....	12.6	12	Both
Sonna.....	B-460.7	22 P	Both	Amsco.....	13.6	12	Both
Mangum.....	476.3	24 P	Both	Bramwell.....	22.2	5	East
Apple Valley.....	485.9	26 P	Both	Black Caoyon.....	33.0	5	East
Arcadia.....	491.7	45 P	Both	Archabal.....	127.4	9	Both
Washoe Spur.....	500.9	32 P	West	Oregon Eastern Branch			
Wood.....	506.2	10 P	Both	Claude.....	2.7	8	West
Feltham.....	512.7	23 P	Both	Lawen.....	138.4	3	East
Wix.....	514.3	14 P	West	New Meadows Branch			
Fourth Subdivision				Presley.....	11.7	9	Both
Chubbuck.....	138.2	36	Both	Tamarack.....	81.9	29 P	Both
Mitchell.....	176.9	17	Both				
Fibre.....	180.4	8	East	(1) Flag stop for No. 17.	(4) Regular stop for No. 36.		
Golden Valley.....	198.2	28	East	(2) Flag stop for No. 35.	(5) Flag stop for Nos. 477-478.		
Dalys.....(2)(3).....	316.4	14 P	Both	(3) Flag stop for No. 36.			
Ford.....	322.2	27 P	Both				
Bond.....	334.2	12	East				
Glen.....(2)(4).....	347.8	8	West				
Maiden Rock.....(2)(3).....	366.0	{12	Both				
Goshen Branch							
Cox.....	9.2	11	West				
Ammon.....	18.1	30	West				
Wilkinson.....	21.0	3	West				
Yellowstone Branch							
St. Leon.....	3.7	16	East				
Garry.....	12.5	8	East				
Mark.....	22.2	24	Both				
Jolley.....	27.6	10	Both				
Wamar.....	31.5	12	East				
Teton Valley Branch							
Marysville.....(5).....	1.8	19	Both				
Judkins.....(5).....	22.3	{6	East				
Fox Creek.....(5).....	42.3	6	Both				
Mackay Branch							
Aiken.....	3.8	10	Both				
Rouse.....	7.6	4	East				
Havens.....	14.1	1	East				
Olsen.....	16.0	13	East				
Fullmer.....	18.8	10	East				
West Belt Branch							
Coltman.....	2.8	19 P	East				
Grant.....	4.8	18 P	East				
Barlow.....	7.0	17	Both				
Midway.....	9.4	{31	Both				
Pyke.....	35.3	19	West				
East Belt Branch							
Ken.....	0.4	6	West				
Mikami.....	14.0	7	East				
Gale Spur.....	27.5	10	East				
North Side Branch							
Travers.....	3.5	18	Both				
Hynes.....	11.4	18	Both				
Haytown.....	44.7	4	Both				
Hydra.....	45.8	7	Both				
Appleton.....	52.9	12	Both				
Little.....	60.2	30	Both				

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Train	At	Discharge Passengers From	Pick up Passengers Destined To
17	Any station First Subdivision.	Green River or beyond.	Pocatello or beyond.
17	Any station Second and Third Subdivisions.	Ogden, Pocatello or beyond.	Huntington or beyond.
18	Any station First Subdivision.	Pocatello or beyond.	Green River or beyond.
18	Any station Second and Third Subdivisions.	Huntington or beyond.	Pocatello, Ogden or beyond.
35	Inkom.	McCammon or beyond.	Pocatello or beyond.
36	Inkom.	Pocatello or beyond.	McCammon or beyond.
105	Minidoka, Mountain Home, Caldwell, Nyssa, Ontario, Weiser.	Omaha, Denver or beyond.	Portland, Spokane or beyond.
106	Weiser, Ontario, Nyssa, Caldwell, Mountain Home, Minidoka.	Portland, Spokane or beyond.	Denver, Omaha or beyond.

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:

Designation "Psgr."—Train with Diesel locomotive and all passenger train equipment.

Designation "Frt." —Train with freight cars; train with caboose only; locomotive without cars; other than train movement.

When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.

Where two speeds are shown on "Reduce Speed" signs, highest speed applies to passenger trains as referred to above; lowest speed applies to freight trains. Where only one speed is shown, it applies to all trains.

GENERAL

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.		35
Work trains.		50	Trains handling wrecking derricks: Derricks with 6-wheel trucks.		40
Regularly assigned locals.		50	Derricks with 4-wheel trucks.		35
When using No. 20 turn-outs.	40	40	For first 5 miles after leaving initial terminal with derricks not equipped with roller bearings.		20
When using No. 14 turn-outs.	25	20	(All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)		
When using other cross-overs or turn-outs.	15	15	Trains handling scale test cars, wedge plows or company roadway machines on own wheels (except wrecking derricks): On Main lines;		20
Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	On Branch lines.		
Within yard limits: Protected by continuous block signal system.	60	35	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power.		25
Not protected by continuous block signal system.	40	25	(Slower speed must be observed where conditions require.)		
On branch lines.	30	15	Jordan spreaders and other machines of spreader type, when in operation.		15
No. 126, within yard limits.		40	Trains handling U. P. ore cars Nos. 26000 to 26499, loaded or empty.		50
Diesel road freight and road switch locomotives.	65		Trains handling M.C.P.X. and M.O.N.X. 23000 series tank cars loaded with phosphorus.		50
Gas turbine locomotives.	65		Loaded with water only.		60
Diesel yard-switch locomotives in road service: 1000-1100 class;	35	35	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules:		20
1800 class.	50	50	Maximum speed.		6
When leading unit at front of train is gas turbine or car body type unit backing up.	30	30	Through truss bridges.		
When multiple unit engine is controlled from other than leading unit.	30	30	Trains handling diesel units dead in train: Yard-switch units of any type;		35
Freight trains handling tonnage in excess of 70 tons per operative brake.		40	Foreign line, government, export or commercial diesel units other than yard-switch type;		45
Freight trains when more than 50 per cent of the tonnage is wheat, oats, barley, milo, ore, gravel or any combination of these listed commodities.		40	Union Pacific road-switch units of Alco or Baldwin type.		45
			On wye tracks.	6	6
			Through tunnels, branch lines.	10	10

FIRST SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Pegr.	Frt.		Pegr.	Frt.		Pegr.	Frt.
Maximum speed.	79	65	Cokeville Over streets and alleys.	30	30	Between Mile Posts— Alexander 152.1 and 152.4.	60	45
No. 35 and No. 36 between Mc- Cammon and Pocatello with freight train equipment.	65		Between Mile Posts— 87.4 and 87.7.	60	45	Bancroft 163.5 and 164.7.	70	55
Between Mile Posts— Granger 0.0 and 0.8.	40	25	92.9 and 93.1.	60	45	167.5 and 168.1.	70	55
3.4 and 3.7.	70	55	Chausse 96.7 and 96.9.	70	55	168.9 and 169.3.	60	45
Moxa 12.1 and 12.3.	70	55	98.3 and 99.2.	60	45	Pebble 171.2 and 171.7.	60	45
14.4 and 14.6.	70	55	99.5 and 99.7.	70	55	171.9 and 174.7.	70	55
Nutria 16.1 and 16.4.	70	55	102.6 and 104.8.	60	45	176.3 and 176.7.	70	55
21.1 and 21.5.	70	55	104.8 and 105.4.	70	55	Blaser 177.4 and 178.5.	60	45
23.6 and 23.8.	70	55	Montpellier 115.0 and 116.0.	20	20	179.0 and 180.0 (No. 1 Track).	45	25
Opal 28.7 and 29.6.	70	55	120.6 and 123.4.	60	45	179.0 and 180.0 (No. 2 Track).	50	35
31.3 and 32.3.	45	30	125.2 and 125.3.	70	55	Lava Hot Springs 180.0 and 181.7.	70	55
33.0 and 33.1.	70	55	125.8 and 126.7.	60	45	181.8 and 183.1.	60	45
Waterfall 34.6 and 34.8.	60	45	Georgetown Central Farmers Industry spur.		15	183.2 and 184.8.	70	55
35.5 and 35.9.	45	30	Between Mile Posts— 127.6 and 127.9.	70	55	185.5 and 187.9.	45	30
36.5 and 40.8.	40	25	128.3 and 130.1.	60	45	188.2 and 190.2.	65	50
43.1 and 44.5.	60	45	131.6 and 132.2.	70	55	McCammon 192.1 and 192.7.	60	45
Nugget 54.5 and 57.8.	40	25	135.6 and 135.8.	70	55	195.0 and 195.3.	60	45
58.0 and 61.2.	70	55	Manson 138.7 and 139.3.	60	45	197.7 and 199.7.	70	55
63.6 and 65.4.	60	45	141.0 and 141.9.	55	40	199.7 and 201.0.	60	45
66.5 and 68.2.	70	55	142.4 and 143.4.	70	55	Inkom 202.3 and 202.6.	60	45
			143.7 and 145.2.	55	40	Over switch M.P. 213.3 (No. 1 Track).	20	20
			Soda Springs Over streets and alleys.	30	30	Pocatello Within platform limits of pas- senger depot.	6	6
			Between Mile Posts— 148.0 and 148.3.	70	55	On Eastward and Westward running tracks	10	10

SECOND SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Pagr.	Frt.		Pagr.	Frt.		Pagr.	Frt.
Maximum speed.	79	60	Between Mile Posts— Dietrich 316.3 and 314.7 (Eastward).	60	45	Between Mile Posts— Ticeska 357.3 and 360.2.	65	50
Pocatello Within platform limits of passenger depot.	6	6	321.5 and 321.8.	20	20	360.2 and 360.8.	60	45
On Eastward and Westward running tracks.	10	10	Shoshone 323.3 and 323.9.	70	55	360.8 and 365.9.	65	50
On enginehouse lead and tracks.		5	325.0 and 326.6.	70	55	King Hill 367.5 and 368.3.	70	55
Westward trains on No. 2 track over switches Pocatello Jct.	15	15	Gooding Over streets and alleys.	30	30	369.1 and 371.0.	60	45
Between Mile Posts— 218.8 and 220.0.	65	50	Between Mile Posts— 340.7 and 341.2.	60	45	Sand Bank Engines using west switch to Sand Bank set-out track.		5
Bannock 237.9 and 241.2.	65	50	342.3 and 343.4.	60	45	Between Mile Posts— 371.1 and 373.2.	45	25
Borah 244.6 and 244.8.	70	55	Bliss No. 17 and No. 18, to dispatch mail.	40		373.2 and 374.5.	20	20
Wapi 258.9 and 259.2.	70	55				Glenns Ferry		

THIRD SUBDIVISION

Maximum speed.	79	65	Between Mile Posts— B-431.0 and B-433.9.	70	55	Between Mile Posts— 464.9 and 466.0.	20	
Glenns Ferry			B-433.9 and B-434.3.	60	45	Parma No. 12, to dispatch mail.	50	
Between Mile Posts— 373.2 and 374.5.	20	20	B-435.8 and B-436.1.	70	55	Between Mile Posts— 482.8 and 483.0.	70	55
376.5 and 377.6.	60	45	B-438.5 and B-438.8.	70	55	484.5 and 485.0.	70	55
378.7 and 379.3.	40	25	B-439.5 and B-440.4.	50	25	Payette Over streets and alleys.	60	60
Hammett 384.0 and 393.4.	60	40	B-440.4 and B-446.1.	60	45	Between Payette and Weiser, trains handling logs.		30
Mountain Home Over street crossings.	50	50	Boise Over streets and road crossings between M.P. B-446.5 and M.P. B-451.25.	30	30	Crystal Trains using turn-out east switch Crystal.	15	15
Between Mile Posts— Orchard 428.4 and 429.0.	60	45	Boise Jct. B-450.7 and 450.9.	70	55	Between Mile Posts— 515.8 and 516.2.	55	45
Kuna 447.3 and 450.8.	60	45	Meridian No. 17, to exchange mail. No. 18, to dispatch mail.	20 40		523.1 and 524.9.	70	55
Nampa 456.6 and 457.2.	20	20	Between Mile Posts— Sonna B-467.1 and B-467.7.	40	25	524.9 and 528.1.	60	45
Orchard B-423.7 and B-424.0.	60	45				529.4 and 535.5.	70	55
B-429.2 and B-430.0.	60	45	Nampa 456.6 and 457.2.	20	20	535.5 and 536.9.	60	45
						536.9 and 539.0.	40	25
						Huntington		

FOURTH SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Pggr.	Frts.		Pggr.	Frts.		Pggr.	Frts.
Maximum speed. Between Pocatello Jct. and Idaho Falls.	79	50	Between Mile Posts— Hamer 218.3 and 218.5.	50	40	Between Mile Posts— Dillon 328.6 and 329.2.	35	25
Between Idaho Falls and Silver Bow.	59	49	Dubois 236.0 and 236.6.	35	25	337.0 and 337.2.	50	40
Between Mile Posts— Pocatello Jct. 135.1 and 136.7.	35	25	237.8 and 238.0.	50	40	Apex 341.1 and 341.4.	50	40
Montana Jct. 139.9 and 140.1.	60	50	239.1 and 239.3.	50	40	342.7 and 342.9.	50	40
Tyhee 142.3 and 142.5.	50	40	244.4 and 246.7.	40	30	343.3 and 343.5.	30	20
143.3 and 143.5.	50	40	Spencer 248.5 and 248.9.	45	35	343.5 and 345.8.	35	25
Gibson 152.6 and 152.9.	50	40	249.5 and 249.7.	40	30	346.0 and 346.3.	30	20
Blackfoot Over streets and alleys.	20	20	251.0 and 251.4.	40	30	347.9 and 348.2.	40	30
Between Mile Posts— Wapello 166.8 and 167.0.	60	50	252.7 and 257.5.	25	20	Navy Bridge 351.28.	15	15
Idaho Falls 167.7 and 169.9.	60	50	Humphrey 258.3 and 258.5.	35	25	Between Mile Posts— 351.0 and 354.4.	35	25
Shelley Over streets and alleys.	30	30	258.6 and 259.2.	45	35	357.2 and 357.7.	50	40
Between Mile Posts— 182.6 and 183.5.	25	25	262.9 and 267.6.	35	25	Melrose 361.8 and 366.3, watch for rocks.	25	20
Idaho Falls Over streets and alleys.	12	12	269.7 and 269.9.	40	30	366.3 and 366.6.	20	20
Between Mile Posts— 185.5 and 185.9.	15	5	271.0 and 271.7.	40	30	366.7 and 367.5.	35	25
187.4 and 188.6.	40	30	Snowline 277.4 and 278.3.	35	25	367.9 and 368.2.	30	20
190.7 and 191.0.	45	35	Lima Over Center Street east of depot.	20	15	Divide 373.6 and 374.6.	40	30
Roberts 205.4 and 206.0.	50	40	Westward, within yard limits.	25	15	375.2 and 377.8.	35	25
208.4 and 210.2.	50	40	Between Mile Posts— Red Rock 309.2 and 310.2.	35	25	379.0 and 381.1.	35	25
Hawgood 213.7 and 214.0.	50	40	312.9 and 313.5.	55	45	382.3 and 383.7.	25	20
			316.0 and 316.5, watch for rocks.	25	20	384.3 and 385.1.	35	25
			316.5 and 318.7.	35	25	386.6 and 388.1.	35	25
			Bridge 319.12.	15	15	389.8 and 390.1.	20	20
						Silver Bow		

BRANCHES

Cumberland Branch Maximum speed.	15	Grace Branch Maximum speed.	20	Mackay Branch Between Blackfoot and M.P. 60.0.	30
Elkol Branch Maximum speed.	15	Truss Bridge M.P. 5.33.	10	Spur at Collins.	10
Leefe Spur Maximum speed.	15	Gay Branch Maximum speed.	25	Between M.P. 60.0 and Mackay.	20
Idaho Falls Branch Maximum speed.	15	Between M.P. 3.0 and Gay.	15	Aberdeen Branch Maximum speed.	25

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.		Psgr.	Frt.
Goshen Branch Maximum speed.		25	Twin Falls Branch Maximum speed.	50	40	Hill City Branch Maximum speed.		25
Yellowstone Branch Between Idaho Falls and Ashton.	50	35	First-class trains, within yard limits.	30	30	Over trestles 21.6 and 23.40 with snow plows.		15
Between Ashton and Gerrit, watch for rocks.	35	25	Rupert, over streets and alleys.	12	12	Boise Branch Between Boise Jet. and Boise Freight.		10
Between Gerrit and Big Springs.	50	35	Heyburn, over street crossings.	25	25	Between Boise Freight and Barber.		15
Between Big Springs and West Yellowstone, watch for rocks.	35	25	Bridge 20.10.	25	25	Stoddard Branch Maximum speed.		20
Rexburg, Sugar City and St. Anthony, over streets and alleys.	20	20	Burley, within city limits.	20	20	Between Stoddard and end of track.		15
St. Anthony over highway crossing, just west of depot.	8	8	Burley, over street crossings.	12	12	Idaho Northern Branch Maximum speed.		30
Between Mile Posts— 55.4 and 55.7.	20	15	Burley, Salt Lake yard tracks.	5	5	Between Mile Posts— 0.0 and 2.3.		20
59.6 and 65.9.	20	15	Kimberly, within city limits.	40	40	Between Jenness and Bramwell.		20
72.9 and 73.2.	35	25	North Side Branch Maximum speed.		30	Trains handling high cars be- tween Jenness and Bramwell.		12
74.0 and 74.2.	30	25	Between Mile Posts— 30.0 and 30.5.		20	Emmett, over street crossings.		12
85.2 and 85.5.	35	25	Raft River Branch Maximum speed.		20	M.P. 31.4.		
86.4 and 87.0.	20	15	Burley, within city limits.		20	Between Plaza and M.P. 63, watch for rocks.		25
92.1 and 95.0.	20	15	Burley, over street crossings.		12	Between Mile Posts— 33.0 and 35.4.		10
99.9 and 100.8.	20	15	Burley, Salt Lake yard tracks.		5	Bridge 36.61.		20
East Belt Branch Maximum speed.		25	Oakley Branch Maximum speed.		20	Between M.P. 63 and Smiths Ferry, watch for rocks.		15
Truss bridges.		15	Burley, within city limits.		20	Trains handling logs or high cars between Banks and M.P. 81.0.		12
Trains handling any loaded car in train exceeding gross wt. 220000 pounds.		15	Burley, over street crossings.		12	Between Smiths Ferry and Cabarton, watch for rocks.		20
Between Mile Posts— 4.7 and 4.9.	15	15	Burley, Salt Lake yard tracks.		5	Between Mile Posts— 99.6 and 108.3.		20
20.25 and 22.0.	15	15	Wells Branch Maximum speed.		30	111.4 and 111.6.		20
23.1 and 24.0.	15	15	Between Mile Posts— 31.1 and 36.1.		25	113.0 and 113.3.		20
36.5 and 37.0.	15	15	45.9 and 53.3.		25	128.2 and 128.5.		15
West Belt Branch Maximum speed.		25	69.6 and 72.0.		25	McCall, over street crossings.		10
Truss bridges.		15	91.1 and 91.4.		25	Wilder Branch Maximum speed.		25
Trains handling any loaded car in train exceeding gross wt. 220000 pounds.		15	Between Mile Post— 97.5 and Melandco.		20	Homedale Branch Maximum speed.		25
Highway Crossing M.P. 37.44.	5	5	Wells yard.		15	Oregon Eastern Branch Maximum speed, except be- tween M.P. 140.0 and 145.0.		25
Teton Valley Branch Maximum speed.	35	25	Ketchum Branch Maximum speed.	40	30	Hope Between Mile Posts— 29.5 and 33.5, watch for rocks.		20
Bridges 4.48, 6.96 and 19.97.	12	12	Bellevue, over streets and alleys.	12	12			
Between Mile Posts— 19.1 and 19.4.	15	15	Between Hailey and Ketchum, over truss bridges.	15	15			
25.0 and 25.4.	15	15	Between Mile Posts— 63.1 and 64.6.	30	20			
			68.4 and 68.5.	10	10			
			Ketchum On balloon track.	15	15			

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
Between Mile Posts— Little Valley 36.5 and 37.6, watch for rocks		20	Between Mile Posts— Circle Bar 119.0 and 124.0, watch for rocks.		20	Between Weiser and Concrete. Straight track. On curves.		25 20
37.6 and 37.7, soft spot.		10	Crane 140.0 and 145.0.		30	Between Concrete and M.P. 30.0. Straight track. On curves.		15 10
37.7 and 38.2, watch for rocks.		20	Brogan Branch Maximum speed.		20	Between Mile Posts— 30.0 and 55.0. Straight track. On curves.		25 15
Jonesboro 65.1 and 69.0, watch for rocks.		20	Payette Branch Maximum speed.		25	55.0 and 55.5.		10
Juntura 78.6 and 80.7, watch for rocks.		20	Payette Jet., on curve.		10	55.5 and 66.5. Straight track. On curves.		25 15
80.7 and 81.0, watch for rocks.		10	Trains handling logs between Payette and Emmett on curves.		20	Between M.P. 66.5 and New Meadows. Straight track. On curves.		15 10
81.0 and 86.6, watch for rocks.		20	Emmett, over street crossings.		12			
Long 86.6 and 90.3, watch for rocks.		20	New Meadows Branch Maximum speed.		25			
Dunnean 103.5 and 106.5.		20						
Bridge 106.14.		15						

SYMBOLS AND ABBREVIATIONS

Rules 6 and 6(A)

Rule 6

The following letters placed before figures of schedule indicate:

s—regular stop;
f—flag stop to receive or discharge traffic;
A—arrive.

Rule 6(A)

The following letters placed in column with station name in time-table indicate:

D—day operator;
N—night operator;
DN—day and night operator;
R—train register;
YL—yard limits.

The following letters placed in columns provided in time-table indicate:

D—diesel oil station;
I—interlocking;
O—fuel oil station;
P—dispatcher's telephone;
T—turntable;
X—cross-over;
Y—wye;
Z—track scales;
AI—automatic interlocking;
CS—center siding;
ES—eastward siding;
WS—westward siding.

Standard clocks are located as shown below:

Blackfoot.....	Telegraph Office	Nampa.....	Train Dispatcher's Office
Boise Freight.....	Yard Office	Nampa.....	East End Yard Office
Boise Freight.....	13th Street Yard Office	Nampa.....	West End Yard Office
Buhl.....	Telegraph Office	New Meadows.....	Telegraph Office
Burns.....	Telegraph Office	Nyssa.....	Telegraph Office
Glenns Ferry.....	Telegraph Office	Ontario.....	Telegraph Office
Glenns Ferry.....	Yard Office	Pocatello.....	Train Dispatcher's Office
Huntington.....	Yard Office	Pocatello.....	Yard Telegraph Office
Huntington.....	Telegraph Office	Pocatello.....	Switchmen's Locker Room
Idaho Falls.....	Telegraph Office		New Yard
Idaho Falls.....	Yard Office	Pocatello.....	Switchmen's Locker Room
Idaho Falls.....	Switchmen's Register Room,		Hump
	North End Yard Office	Pocatello.....	Switchmen's Locker Room
Kemmerer.....	Telegraph Office		Sherman St.
Lima.....	Telegraph Office	Pocatello.....	Engine Crew Dispatcher's Office
Marsing.....	Telegraph Office	Pocatello.....	Passenger Conductors'
McCall.....	Telegraph Office		Register Room, Passenger Station
Montpelier.....	Telegraph Office	Rupert.....	Telegraph Office
Montpelier.....	Yard Office	Shoshone.....	Telegraph Office
Nampa.....	Telegraph Office	Twin Falls.....	Telegraph Office
Nampa.....	Central Yard Switchmen's	Twin Falls.....	Enginemen's Register Room
	Locker Room		at Roundhouse
Nampa.....	Crew Dispatcher's Office	Victor.....	Telegraph Office
Nampa.....	Enginemen's Register Room	Weiser.....	Telegraph Office
	at Roundhouse		

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
30"	120.	41"	87.8	52"	69.2	1' 3"	57.1	1' 20"	45.	2' 45"	21.8
31"	116.1	42"	85.7	53"	67.9	1' 4"	56.2	1' 25"	42.3	3'	20.
32"	112.5	43"	83.7	54"	66.6	1' 5"	55.3	1' 30"	40.	3' 30"	17.1
33"	109.1	44"	81.8	55"	65.4	1' 6"	54.5	1' 35"	37.9	4'	15.
34"	105.9	45"	80.	56"	64.2	1' 7"	53.7	1' 40"	36.	5'	12.
35"	102.9	46"	78.3	57"	63.1	1' 8"	52.9	1' 45"	34.3	6'	10.
36"	100.	47"	76.6	58"	62.	1' 9"	52.1	1' 50"	32.7	7'	8.6
37"	97.3	48"	75.	59"	61.	1' 10"	51.4	1' 55"	31.3	8'	7.5
38"	94.7	49"	73.5	1'	60.	1' 11"	50.7	2'	30.	10'	6.
39"	92.3	50"	72.	1' 1"	59.	1' 12"	50.	2' 15"	26.6		
40"	90.	51"	70.6	1' 2"	58.	1' 15"	48.	2' 30"	24.		

