

UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



IDAHO DIVISION
TIME-TABLE
No. 41

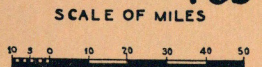
Effective Sunday
Sept. 24, 1967
At 12:01 A.M. Mountain Time

Safety Gains Where
Courtesy Reigns

FOR EMPLOYEES ONLY

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

NORTH WESTERN DISTRICT
IDAHO DIVISION
CORRECTED TO Feb 6, 1967



G. H. BAKER
General Manager

W. J. Fox
General Superintendent

J. BOWEN
General Supt. Transportation

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

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS					Distance from Granger via Boise	Time-Table No. 41 September 24, 1967					FIRST CLASS				
105	19	457	17	11		20	106	458	12	18					
Passenger	Passenger	Passenger	Passenger	Passenger		Passenger	Passenger	Passenger	Passenger	Passenger					
Daily	Daily	Daily	Daily	Daily		STATIONS									
4.40			4.50		0.0	GRANGER					A 8.45			A 10.55	
8.05			9.40	12.45	213.9	POCATELLO					4.45		A 2.20	6.15	
8.15			10.30								4.30			6.35	
10.40			1.55	4.00	373.8	GLENNS FERRY					1.45		10.55	2.15	
11.55			3.35	5.55	448.4	BOISE					12.20		9.10	12.35	
1.50			6.20	A 9.05	550.1	M.T.				M.T.	10.36		6.20	10.00	
12.51			5.30			P.T.	HUNTINGTON			P.T.	9.35			8.50	
3.15			8.20		649.7	LA GRANDE					7.15			6.05	
5.20			11.00		723.9	PENDLETON					5.01			3.20	
	10.45				941.3	SPOKANE					A 5.30				
6.06	A 3.15		12.15		755.3	HINKLE					1.00	4.26		2.25	
7.40			2.40		855.4	THE DALLES					2.45			12.03	
A 9.30		9.45	A 5.00		939.5	PORTLAND					1.00	A 9.30		10.00	
		A 1.30			1122.7	SEATTLE						5.30			
											Daily	Daily	Daily	Daily	Daily
(17.50)	(4.30)	(3.45)	(25.10)	(8.20)	 Thru Time.....					(4.30)	(18.45)	(4.00)	(8.00)	(23.55)
52.7	40.7	48.9	37.3	40.3	 Average speed per hour.....					40.7	50.1	45.8	42.0	39.4

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS					Distance from McCammon	Time-Table No. 41 September 24, 1967					FIRST CLASS				
				35		36									
				Passenger		Passenger									
				Daily		STATIONS									
				11.25	0.0	McCAMMON					A 3.15				
				11.55	22.7	POCATELLO					2.45				
				12.25							2.05				
				1.40	73.3	IDAHO FALLS					12.55				
				A 7.30	285.8	BUTTE					7.30				
											Daily				
						..... Thru Time.....					(7.45)			
						..... Average speed per hour.....					35.4			36.9

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

MILEAGE

Main Line.....	844.9
Branches.....	1342.3
Grand Total.....	2187.2

WESTWARD		FIRST SUBDIVISION							EASTWARD	
Cat. Capacity of Bldgs., etc. See Rule 6(A), Page 23.	SECOND CLASS				FIRST CLASS			Time-Table No. 41 September 24, 1967	STATIONS	
		279 Time Freight	277 Time Freight		35 Passenger	105 Passenger	17 Passenger			
		Daily	Daily		Daily	Daily	Daily			
124 IPY						4.40PM	f 4.50AM	DN-R GRANGER YL GN		
129 P								7.7 MOXA		
129 P								7.7 NUTRIA		
129 P							f 5.15	D OPAL OW		
129 P								9.1 WATERFALL		
131 PTZ						f 5.18	s 5.45	6.1		
137								DN KEMMERER YL AV		
129 P								8.3 FOSSIL		
129 P								5.0 NUGGET		
129 P								6.6 ORR		
129 PY								5.2 LEEFE		
129 P								6.5 BECKWITH		
129 P								6.1 PIXLEY		
151 P							s 6.45	D COKEVILLE CK		
129 P								4.7 MARSE		
129 P								6.3 CHAUSSE		
129 P								8.4 HARER		
24 P								5.1 DINGLE		
								7.0		
DPTYZ						s 6.31	7.25 7.35	DN-R MONTPELIER YL MX		
P								6.3		
168 P								PESCADERO		
129 P								5.5 GEORGETOWN		
129 PY							s 8.12	9.3 MANSON		
129 P								9.9 DN SODA SPRINGS SD		
129 P								5.6 ALEXANDER		
129 P								4.6 TALMAGE		
129 P							f 8.28	D BANCROFT BN		
164 P								8.5 PEBBLE		
129 P								7.1 BLASER		
P								2.6 LAVA HOT SPRINGS		
24 PX							f 8.46	6.0 TOPAZ		
P								5.2 DN McCAMMON MC		
CS 133 PY		11.50PM	3.50AM			11.25PM	f 9.04	10.7 INKOM		
99 P							f 9.16	12.0 DN-R POCATELLO YL PO		
DPTYZ		A 12.30AM	A 4.50AM			A 11.55PM	A 8.05PM	A 9.40AM		
								(213.9)		

(0.40) (1.00) (0.30) (3.25) (4.50) Thru Time
 34.0 22.7 45.4 62.6 44.2 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		FIRST SUBDIVISION							EASTWARD	
Cat. Capacity of Bldgs., etc. See Rule 6(A), Page 23.	SECOND CLASS				FIRST CLASS			Time-Table No. 41 September 24, 1967	STATIONS	
		279 Time Freight	277 Time Freight		35 Passenger	105 Passenger	17 Passenger			
		Daily	Daily		Daily	Daily	Daily			
124 IPY						4.40PM	f 4.50AM	DN-R GRANGER YL GN		
129 P								7.7 MOXA		
129 P								7.7 NUTRIA		
129 P							f 5.15	D OPAL OW		
129 P								9.1 WATERFALL		
131 PTZ						f 5.18	s 5.45	6.1		
137								DN KEMMERER YL AV		
129 P								8.3 FOSSIL		
129 P								5.0 NUGGET		
129 P								6.6 ORR		
129 PY								5.2 LEEFE		
129 P								6.5 BECKWITH		
129 P								6.1 PIXLEY		
151 P							s 6.45	D COKEVILLE CK		
129 P								4.7 MARSE		
129 P								6.3 CHAUSSE		
129 P								8.4 HARER		
24 P								5.1 DINGLE		
								7.0		
DPTYZ						s 6.31	7.25 7.35	DN-R MONTPELIER YL MX		
P								6.3		
168 P								PESCADERO		
129 P								5.5 GEORGETOWN		
129 PY							s 8.12	9.3 MANSON		
129 P								9.9 DN SODA SPRINGS SD		
129 P								5.6 ALEXANDER		
129 P								4.6 TALMAGE		
129 P							f 8.28	D BANCROFT BN		
164 P								8.5 PEBBLE		
129 P								7.1 BLASER		
P								2.6 LAVA HOT SPRINGS		
24 PX							f 8.46	6.0 TOPAZ		
P								5.2 DN McCAMMON MC		
CS 133 PY		11.50PM	3.50AM			11.25PM	f 9.04	10.7 INKOM		
99 P							f 9.16	12.0 DN-R POCATELLO YL PO		
DPTYZ		A 12.30AM	A 4.50AM			A 11.55PM	A 8.05PM	A 9.40AM		
								(213.9)		

(0.40) (1.00) (0.30) (3.25) (4.50) Thru Time
 34.0 22.7 45.4 62.6 44.2 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 CUMBERLAND BRANCH EASTWARD				WESTWARD ELKOL BRANCH EASTWARD			
Time-Table No. 41 September 24, 1967				Time-Table No. 41 September 24, 1967			
STATIONS				STATIONS			
131 137	PTZ	DN-R KEMMERER YL AV	0.0	45		GLENCOE JCT. YL	0.0
		4.8 GLENCOE JCT. YL	4.8			3.9 ELKOL	3.9
45		1.2 END OF TRACK	6.0			(3.9)	
		(6.0)					

WESTWARD CONDA BRANCH EASTWARD				WESTWARD GRACE BRANCH EASTWARD			
Time-Table No. 41 September 24, 1967				Time-Table No. 41 September 24, 1967			
STATIONS				STATIONS			
129	PY	DN SODA SPRINGS YL SD	0.0	129	P	ALEXANDER YL	0.0
68		1.8 MONSANTO YL (Spur)	1.8	14	P	6.0 GRACE GA	6.0
5		1.0 FORMATION YL (Spur)	2.8			(6.0)	
15		3.1 EPCO YL	5.9				
16	Y	1.1 CONDA YL	7.0				
		(7.0)					

WESTWARD GAY BRANCH EASTWARD				WESTWARD GOSHEN BRANCH EASTWARD			
Time-Table No. 41 September 24, 1967				Time-Table No. 41 September 24, 1967			
STATIONS				STATIONS			
129	P	FORT HALL	0.0	106	P	D FIRTH FR	0.0
30		9.1 M.P. 9.1	9.1	16		5.2 GOSHEN	5.2
329	YZ	11.7 GAY	20.8	19		5.8 GERRARD	11.0
		(20.8)		9		1.8 INDIAN	12.8
				12		2.8 HACKMAN	15.6
				P		6.4 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. 41 September 24, 1967			
STATIONS			
		477 Mixed	478 Mixed
DPTYZ		6:00AM	DN-R IDAHO FALLS YL AK 0.0 A 4:40PM
15	PY	6:10	3.0 ORVIN YL 3.0 4:25
51	P	s 6:23	4.6 UCON 7.6 s 4:15
46	P	s 6:42	6.2 RIGBY RG 13.8 s 4:00
31	P	f 6:50	4.3 LORENZO 18.1 f 3:45
21		f 6:57	2.6 THORNTON 20.7 f 3:35
57	P	s 7:10	5.3 REXBURG RX 26.0 s 3:20
44	P	s 7:20	3.8 SUGAR CITY SC 29.8 s 3:10
31	PY		1.1 HART 30.9
95	PY	s 7:35	5.9 ST. ANTHONY YL SH 36.8 s 2:55
	P		1.5 BELT YL 38.3
37	P	f 7:50	4.5 CHESTER 42.8 f 2:40
39	PY	A 8:10AM	3.2 DN-R ASHTON YL HN 51.0 2:20PM
24	P		7.2 WARM RIVER 58.2
19	P		8.7 GERRIT 66.9
24	P		5.6 PINEVIEW 72.5
19			3.2 ECCLES 75.7
13	P		4.9 ISLAND PARK 80.6
22	P		4.8 TRUDE 85.4
21	PY		5.3 BIG SPRINGS 90.7
19	P		6.5 REAS PASS 97.2
24	PY		9.9 WEST YELLOWSTONE YL 107.1
			(107.1)

(2.10) Thru Time (2.20)
23.1 Average speed per hour.... 21.1

WESTWARD TETON VALLEY BRANCH EASTWARD			
SECOND CLASS			
Time-Table No. 41 September 24, 1967			
STATIONS			
		477 Mixed Daily Except Sunday	478 Mixed
39	PY	8:30AM	DN-R ASHTON YL HN 0.0 A 1:55PM
28		f 8:55	6.0 GRAINVILLE 6.0 f 1:33
19	P	s 9:10	2.6 DRUMMOND 8.6 s 1:22
10		f 9:25	4.2 FRANCE 12.8 f 1:08
28	P	f 9:35	3.0 LAMONT 15.8 f 12:58
18		f 10:08	10.5 FELT 26.3 f 12:25
19	PY	s 10:23	4.0 D TETONIA NA 30.3 s 12:09PM
26	P	s 10:42	6.9 D DRIGGS DI 37.2 s 11:50AM
16	PY	A 1:05AM	8.4 D VICTOR YL VR 45.6 11:20AM
			(45.6)

(2.35) Thru Time (2.35)
17.7 Average speed per hour.... 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											
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 41 September 24, 1967	Mile Post	SECOND CLASS			Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	WESTWARD			EAST BELT BRANCH			EASTWARD			
	409 Local Freight	Daily Except Sunday	STATIONS			410 Local Freight	STATIONS	Mile Post		Time-Table No. 41 September 24, 1967			Mile Post	STATIONS	Mile Post	STATIONS	Mile Post	STATIONS	Mile Post
										409 Local Freight	Daily Except Sunday	STATIONS							
67 PY	8:00AM	DN-R	BLACKFOOT YL BF	0.0	A	5:00PM			16 PY			ORVIN YL	0.0						
6	8:10		COLLINS YL	2.1		4:46			19			LINCOLN YL	2.3						
6	8:16		CLARKSON	4.3		4:40			P			LINCOLN JCT. YL	3.1						
26	8:20		MORELAND	5.7		4:36			39 P			IONA	5.7						
P	8:24		ABERDEEN JCT. YL	7.1		4:32			18 P	D		RIRIE	16.4	RK					
28 P	8:56		TABER	20.1		4:00			9 P			BYRNE	21.4						
30 PY	9:43		SCOVILLE	39.7		3:13			9 P			JENSON	25.6						
32 PY	10:30	D	ARCO YL	59.1	RO	2:26			20 P			WALKER	28.2						
18 P	11:00		MOORE	66.7		1:56			34 P			PARKINSON	32.4						
9	11:24		DARLINGTON	72.6		1:32			9 P			MOODY	34.3						
4	11:44AM		LESLIE	77.3		1:12			10 P	D		NEWDALE	38.1	NE					
58 PY	A12:20PM	D-R	MACKAY YL	85.3	MY	12:40PM			P			BELT YL	44.4						
			(85.3)			Daily Except Sunday						(44.4)							
	(4.20)	.....	Thru Time	.....	(4.20)	.....	.....	.....								
	19.8	.....	Average speed per hour	.....	19.8	.....	.....	.....								

WESTWARD				ABERDEEN BRANCH				EASTWARD											
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 41 September 24, 1967	Mile Post	SECOND CLASS			Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	WESTWARD			EAST BELT BRANCH			EASTWARD			
	409 Local Freight	Daily Except Sunday	STATIONS			410 Local Freight	STATIONS	Mile Post		Time-Table No. 41 September 24, 1967			Mile Post	STATIONS	Mile Post	STATIONS	Mile Post	STATIONS	Mile Post
										409 Local Freight	Daily Except Sunday	STATIONS							
P			ABERDEEN JCT. YL	0.0					51 P			UCON	0.0						
27			ROCKFORD	4.3					19 P			LEWISVILLE	8.8						
16			LIBERTY	5.9					33 P	D		MENAN	10.5	MN					
27 P			PINGREE	10.2					44 P			PLANO	25.0						
26 P			SPRINGFIELD	16.5					15			EDMONDS	26.7						
15 P			STERLING	19.7					9 P			EGIN	29.3						
7			FINGAL	26.0					27			HEMAN	31.6						
32 PY		D	ABERDEEN YL	28.2	BN				16 P			PARKER	33.5						
			(28.2)						95 PY	D-R		ST. ANTHONY YL	38.7	SH					
												(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			Time-Table No. 41 September 24, 1967	Mile Post	FIRST CLASS			Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	WESTWARD			EAST BELT BRANCH			EASTWARD			
	475 Local Freight	439 Local Freight	Daily Except Saturday			49 Mixed	STATIONS	Mile Post		Time-Table No. 41 September 24, 1967			Mile Post	STATIONS	Mile Post	STATIONS	Mile Post	STATIONS	Mile Post
										475 Local Freight	439 Local Freight	Daily Except Saturday								49 Mixed	Daily	STATIONS	50 Mixed	440 Local Freight	476 Local Freight
108 231 PY	11:45PM	12:01PM		5:30AM	DN-R		MINIDOKA YL	RT	0.0	A	8:40PM		A11:00AM	A10:30PM					
62 P	12:01AM	12:16		f 5:43			ACEQUIA		8.2	f	8:28		10:35	10:05					
167 DPY	12:16	12:30		s 6:10	DN		RUPERT YL	MS	13.5	s	8:20		10:20	9:50					
13							SCHOW		16.4										
27 P	12:27	12:40		f 6:18			HEYBURN		19.6	f	8:08		10:05	9:35					
50 54 PY	12:40	12:55		s 6:35	DN		BURLEY YL	BU	21.7	s	8:04		10:00	9:30					
65 P	1:02	1:17		f 6:42			STARRH'S FERRY		25.8	f	7:53		9:45	9:15					
29							HOBSON		28.3										
50 P	1:15	1:30		f 6:54			MILNER		33.5	f	7:41		9:30	9:00					
14 P				f 6:57			PARSONS		35.5	f	7:38								
61 P	1:30	1:45		s 7:07	D		MURTAUGH	MU	41.4	s	7:29		9:15	8:45					
45 P	1:40	1:55		7:13			BICKEL		45.1		7:23		9:05	8:35					
20							BILLS		49.0										
35 P	1:55	2:10		s 7:20	D		HANSEN	NS	49.7	s	7:16		8:55	8:25					
51 P	2:08	2:23		s 7:27	D		KIMBERLY	KY	53.3	s	7:10		8:45	8:15					
26 P				7:35			McMILLAN YL		56.4										
DPYZ	A 3:00AM	A 3:40PM		8:10 8:20	DN-R		TWIN FALLS YL	NA	58.9		7:00 6:45		8:30AM	8:00PM					
36				f 8:27			CURRY		63.3	f	6:35								
51 P				s 8:32	D		FILER	FR	65.9	s	6:30								
38				f 8:36			PEAVEY		68.5	f	6:25								
35				f 8:40			CEDAR		71.3	f	6:20								
PY				A 8:45AM	DN-R		BUHL YL	BO	73.8		6:15PM								
							(73.8)			Daily			Daily Except Sunday	Daily Except Sunday					
	(3.15)	(3.39)		(3.15)	.....	.....	.....	.....	.....	.....	.....	.....	(2.25)	(2.30)	(2.30)		
	18.1	16.1		22.7	.....	.....	.....	.....	.....	.....	.....	.....	30.5	23.6	23.6		

WESTWARD				OAKLEY BRANCH				EASTWARD											
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 41 September 24, 1967	Mile Post	FIRST CLASS			Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	WESTWARD			EAST BELT BRANCH			EASTWARD			
	475 Local Freight	439 Local Freight	Daily Except Saturday			49 Mixed	STATIONS	Mile Post		Time-Table No. 41 September 24, 1967			Mile Post	STATIONS	Mile Post	STATIONS	Mile Post	STATIONS	Mile Post
										475 Local Freight	439 Local Freight	Daily Except Saturday								49 Mixed	Daily	STATIONS	50 Mixed	440 Local Freight	476 Local Freight
50 54 PY			DN-R	BURLEY YL	BU	0.0													
24				BEETVILLE		4.3													
20				PELLA		5.2													
56				NORTH KENYON		8.3													
8				KENYON		9.6													
9				CHURCHILL		13.5													
20				TROUT		16.3													
51				MARION		17.8													
21				WARR		19.4													
17				OAKLEY		21.8													
				(21.8)															

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. 41		Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 41		Mile Post		
	439	September 24, 1967			440		September 24, 1967				
	Local Freight				Local Freight						
	Daily	STATIONS				STATIONS					
DPYZ	9.00AM	DN-R	TWIN FALLS YL NA	0.0	A 6.35PM	167 DPY	DN-R	RUPERT YL MS	0.0		
26	9.22		10.9 BERGER	10.9	6.13	48-47 P		4.4 MYERS YL	4.4		
22	9.39		8.5 HOLLISTER	19.4	5.56	48		1.5 PAUL YL DJ	5.9		
8	9.47		3.8 AMSTERDAM (Spur)	23.2	5.48	31 P	D	2.0 BUDGE	7.9		
18 PY	9.59		5.6 ROGERSON	28.8	5.36	17		8.0 SCHODDE	15.9		
32	10.22		9.9 METEOR	38.7	5.13	46		3.9 McHENRY	19.8		
29	10.47		11.4 IDAVADA	50.1	4.48	18		4.2 HAZELTON AZ	24.0		
29 P	11.01		6.0 DELAPLAIN	56.1	4.34	19 P	D	2.9 BLACK	26.9		
29	11.28		12.7 CONTACT	68.8	4.07	24		1.2 EDEN	28.1		
28 P	11.42AM		6.3 HENRY	75.1	3.53	54 P		6.7 PERRINE	34.8		
28	12.06PM		11.6 SHORES	86.7	3.29	46		3.5 SUGAR LOAF	38.3		
41 Y	12.20		6.9 WILKINS	93.6	3.15	10		2.3 FALLS CITY	40.6		
38 Y	12.44		8.9 SUMMER CAMP	102.5	2.51	21		2.0 BARRYMORE	42.6		
38	1.04		6.4 MELANDCO	108.9	2.31	9		5.3 JEROME YL JO	47.9		
30	1.19		7.2 TOWN CREEK	116.1	2.16	46 P	D	8.8 WENDELL ND	56.7		
Y	A 1.35PM		7.3 WELLS YL	123.4	2.00PM	15		1.4 KING	58.1		
			(123.4)			102 PY		15.5 BLISS YL	73.6		
						104 PY					
	(4 35)	Thru Time		(4 35)							
	28.9	Average speed per hour		26.9				(73.6)			

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. 41		Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 41		Mile Post		
	441	September 24, 1967			442		September 24, 1967				
	Local Freight				Local Freight						
	Monday Wednesday Friday	STATIONS				STATIONS					
WS 104-99 ES 96-112	DPY	6.00AM	DN-R	SHOSHONE YL X	0.0	A 11.35AM	33 PY	RICHFIELD YL	0.0		
33	PY	6.31		15.3 RICHFIELD YL	15.3	11.04	10	9.4 BURMAH	9.4		
25		6.44		6.4 PAGARI	21.7	10.51	36 P	12.1 MAGIC	21.5		
50 P		7.16		15.6 PICABO	37.3	10.19	6	15.3 RANDES	36.8		
5		7.25		4.5 HAY	41.8	10.10	15	2.9 SELBY	39.7		
26		7.46		10.3 BELLEVUE	52.1	9.49	36 P	4.1 FAIRFIELD FD	43.8		
15 P		8.00	D	5.1 HAILEY RI	57.2	9.35	27	7.9 CORRAL	51.7		
19		8.06		2.8 BARITE	60.0	9.29	43 Y	6.1 HILL CITY YL	57.8		
26 P Loop	A 8.35AM	D-R	KETCHUM YL KU	69.4	9.00AM						
			(69.4)					(57.8)			
	(2 35)	Thru Time		(2 35)							
	26.8	Average speed per hour		26.8							

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		WESTWARD		HOMEDALE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 41		Mile Post <th>SECOND CLASS</th> <td rowspan="3">Car Capacity of Sidings, etc. See Rule 6(A), Page 23.</td> <td colspan="2">Time-Table No. 41</td> <td rowspan="3">Mile Post</td> <td colspan="2"></td>	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 41		Mile Post		
	439	September 24, 1967			440		September 24, 1967				
	Local Freight				Local Freight						
	Daily	STATIONS				STATIONS					
115 P		D-R	VALE YL VA	0.0		149 PY	DN-R	NYSSA YL SY	0.0		
17			11.4 LANCASTER (Spur)	11.4		34		8.1 OVERSTREET	8.1		
51			5.9 JAMIESON YL	17.3		17		2.5 ADRIAN	10.6		
			1.3 END OF TRACK YL	18.6		27		6.3 NAPTON	16.9		
			(18.6)			53 P	D	7.5 HOMEDALE YL HR	24.4		
						16 PY	D-R	8.7 MARSING YL MR	33.1		
								(33.1)			

WESTWARD		PAYETTE BRANCH		EASTWARD		WESTWARD		WILDER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 41		Mile Post <th>SECOND CLASS</th> <td rowspan="3">Car Capacity of Sidings, etc. See Rule 6(A), Page 23.</td> <td colspan="2">Time-Table No. 41</td> <td rowspan="3">Mile Post</td> <td colspan="2"></td>	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 41		Mile Post		
	441	September 24, 1967			442		September 24, 1967				
	Local Freight				Local Freight						
	Daily	STATIONS				STATIONS					
133 P		DN-R	PAYETTE YL AY	0.0		140 P	DN-R	CALDWELL YL CW	0.0		
15			3.9 EIFFIE	3.9		34		2.5 SIMPLOT YL	2.5		
23 P		D	1.2 FRUITLAND FU	5.1		18		1.2 WEITZ YL	3.7		
16			1.7 BUCKINGHAM	6.8		22		1.4 DOLES YL	5.1		
26 P		D	4.3 NEW PLYMOUTH NP	11.1		8		1.9 GREENLEAF (Spur)	7.0		
9			10.5 LETHA	21.6		11		2.7 ALLENDALE	9.7		
82 PYZ		D-R	8.1 EMMETT YL MF	29.7		37		1.8 WILDER YL	11.5		
			(29.7)					(11.5)			

WESTWARD		STODDARD BRANCH		EASTWARD		WESTWARD		BOISE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 41		Mile Post <th>SECOND CLASS</th> <td rowspan="3">Car Capacity of Sidings, etc. See Rule 6(A), Page 23.</td> <td colspan="2">Time-Table No. 41</td> <td rowspan="3">Mile Post</td> <td colspan="2"></td>	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 41		Mile Post		
	441	September 24, 1967			442		September 24, 1967				
	Local Freight				Local Freight						
	Daily	STATIONS				STATIONS					
15	DPYZ	DN-R	NAMPA YL AU-Q	0.0		P		BOISE JCT. YL	0.0		
38			4.4 DEAL	4.4		19		1.1 FAIR GROUNDS YL	1.1		
6			4.5 BOWMONT	8.9		PTZ		2.1 BOISE FREIGHT YL	3.2		
24			2.7 MELMONT (Spur)	11.6		9		3.1 VERNON YL (Spur)	6.3		
46			3.0 MELBA	14.6				2.1 BARBER YL	8.4		
			2.5 STODDARD	17.1				(8.4)			
			0.7 END OF TRACK	17.8							
			(17.8)								

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. 41 September 24, 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
42	8.40	FISCHER YL	2.4	3.22
12	9.00	MIDDLETON	9.3	3.07
13	9.20	JENNESS	18.9	2.47
82 PYZ	10.30	D-R EMMETT YL MF	27.0	2.20
36	10.42	PLAZA	31.8	2.04
37 P	11.14	MONTOUR	41.1	1.33
27 P	11.45	D HORSESHOE BEND HB	49.7	1.07
27	11.58AM	GARDENA	55.1	12.49
30 P	12.25PM	BANKS YL	64.1	12.25PM
21 P	1.11	BIG EDDY	75.4	11.37AM
26 PY	1.44	SMITHS FERRY YL	83.0	11.05
13 P	2.15	CABARTON	92.7	10.31
27	2.23	BELVIDERE	95.5	10.25
27 PY	2.56	D CASCADE YL CD	99.2	10.15
26	3.33	ARLING	111.0	9.21
28	3.53	DONNELLY	119.4	9.02
12	4.06	NORWOOD	124.7	8.50
27 PY	A 4.30PM	D-R McCALL YL NE	132.8	8.30AM
		(132.8)		Daily Except Sunday
	(8.00) Thru Time			(7.00)
	16.6 Average speed per hour			19.0

Westward NEW MEADOWS BRANCH Eastward

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 41 September 24, 1967	Mile Post
140 DPY	DN-R WEISER YL SR	0.0
10	REBECCA	6.0
41 P	CONCRETE	19.1
20 P	MIDVALE	31.8
30 P	D CAMBRIDGE RA	40.5
2 P	GOODRICH	49.8
22 P	MESA	56.6
50 PY	D COUNCIL YL CN	60.2
6	HOOVER YL	61.6
5 P	GLENDALE	72.0
37 P	RUBICON YL	84.1
38 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. 41 September 24, 1967	Mile Post	SECOND CLASS
	459 Local Freight Daily Except Sunday			460 Local Freight
		STATIONS		
144 DPY	12.01PM	DN-R ONTARIO YL ON	0.0	A 3.45PM
12	12.10	CAIRO	3.7	3.33
32	12.18	LUSE	6.9	3.25
115 P	12.39	D-R VALE YL VA	15.5	3.04
39	12.59	HOPE	23.5	2.44
44	1.30	LITTLE VALLEY	34.8	2.14
45 P	1.55	HARPER	42.0	1.55
43	2.18	NAMORF	51.2	1.29
23	2.45	JONESBORO	62.2	1.02
45 PY	3.13	D JUNTURA JN	73.6	12.34PM
43	3.50	LONG	86.6	11.57AM
42 P	4.07	RIVERSIDE	92.7	11.40
26	4.32	DUNNEAN	102.8	11.15
25 P	4.52	VENATOR	110.2	10.55
25	5.11	CIRCLE BAR	117.9	10.36
26 P	5.35	CRANE	126.6	10.12
26	6.15	REDESS	143.5	9.32
20 PYZ	A 6.50PM	D-R BURNS YL BR	156.8	9.00AM
		(156.8)		Daily Except Sunday
	(6.49) Thru Time			(6.45)
	23.0 Average speed per hour			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
First Subdivision			
Sage (1)	63.1	81 P	Both
Border (1)	92.1	26 P	Both
Pegram (1)	97.7	37 P	Both
Second Subdivision			
Don	219.6	38 PX	Both
Schiller	226.5	50 P	Both
Sand Bank	370.9	37 PX	Both
Third Subdivision			
Hillcrest	B-445.1	12 P	Both
Perkins	B-451.4	26 P	Both
Beatty	B-454.6	25 P	Both
Sonna	B-460.7	19 P	Both
Mangum	476.3	21 P	Both
Apple Valley	485.9	22 P	Both
Arcadia	491.7	38 P	Both
Washoe Spur	500.9	27 P	West
Wood	506.2	9 P	Both
Feltham	512.7	20 P	Both
Wix	514.3	12 P	West
Fourth Subdivision			
Chubbuck	138.2	31	Both
Mitchell	176.9	15	Both
Fibre	180.4	7	East
Golden Valley	198.2	24	East
Dalys (2)(3)	316.4	12 P	Both
Ford	322.2	23 P	Both
Bond	334.2	10	East
Glen (2)(4)	347.8	7	West
Maiden Rock (2)(3)	366.0	10	Both
Goshen Branch			
Cox	9.2	9	West
Ammon	18.1	26	West
Wilkinson	21.0	2	West
Yellowstone Branch			
St. Leon	3.7	14	East
Garry	12.5	7	East
Mark	22.2	21	Both
Jolley	27.6	9	Both
Wamar	31.5	10	East
Teton Valley Branch			
Marysville (5)	1.8	16	Both
Judkins (5)	22.3	5	East
Fox Creek (5)	42.3	10	Both
Mackay Branch			
Aiken	3.8	9	Both
Rouse	7.6	3	East
Havens	14.1	1	East
Olsen	16.0	11	East
Fullmer	18.8	9	East
West Belt Branch			
Coltman	2.8	16 P	East
Grant	4.8	15 P	East
Barlow	7.0	14	Both
Midway	9.4	26	Both
Pyke	35.3	16	West
East Belt Branch			
Ken	0.4	5	West
Mikami	14.0	6	East
Gale Spur	27.5	9	East
North Side Branch			
Travers	3.5	15	Both
Hynes	11.4	15	Both
Havtown	44.7	3	Both
Hydra	45.8	6	Both
Appleton	52.9	10	Both
Tuttle	66.2	26	Both

Location	Mile Post	Car Capacity of tracks, etc. See Rule 6(A), Page 23	Switch Connection
Oakley Branch			
Ruby	3.1	2	West
Ketchum Branch			
Gannett	44.3	None	None
Gimlet	63.2	27	East
Payette Branch			
Little Rock	18.9	8	Both
Wilder Branch			
Hop	4.4	11	East
Idaho Northern Branch			
Maddens	6.1	5	Both
Josephson	12.6	10	Both
Amsco	13.6	10	Both
Bramwell	22.2	4	East
Black Canyon	33.0	4	East
Archabal	127.4	8	Both
Oregon Eastern Branch			
Claude	2.7	7	West
Lawen	138.4	2	East
New Meadows Branch			
Presley	11.7	8	Both
Tamarack	81.9	25 P	Both

(1) Flag stop for No. 17. (2) Flag stop for No. 35. (3) Flag stop for No. 36. (4) Regular stop for No. 36. (5) Flag stop for Nos. 477-478.

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. Derricks with 4-wheel trucks. For first 5 miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)		40
Regularly assigned locals.		50			35
When using No. 20 turn-outs.	40	40			20
When using No. 14 turn-outs.	25	20			
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; On Branch lines.		30
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			20
Within yard limits: Protected by continuous block signal system. Not protected by continuous block signal system. On branch lines.	60	35	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		25
	40	25			
	30	15			
No. 126, within yard limits.		40	Jordan spreaders and other machines of spreader type, when in operation.		15
Diesel road freight and road switch locomotives. Gas turbine locomotives.	65		Trains handling U. P. ore cars Nos. 26000 to 26499, loaded or empty.		50
	65				
Diesel yard-switch locomotives in road service: 1000-1100 class; 1800 class.	35	35	Trains handling M.C.P.X. and M.O.N.X. 23000 series tank cars loaded with phosphorus. Loaded with water only.		50
	50	50			60
When leading unit at front of train is gas turbine or car body type unit backing up.	30	30	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.		20 6
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; Foreign line, government, export or commercial diesel units other than yard-switch type; Union Pacific road-switch units of Alco or Baldwin type.		35
Freight trains handling tonnage in excess of 70 tons per operative brake.		40			45 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.			On wye tracks.	6	6
		40	Through tunnels, branch lines.	10	10

FIRST SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
Maximum speed.	79	65	Cokeville Over streets and alleys.	40	40	Between Mile Posts— Alexander 152.1 and 152.4.	60	45
Between Mile Posts— Granger 0.0 and 0.8.	40	25	Between Mile Posts— 87.4 and 87.7.	60	45	Bancroft 163.5 and 164.7.	70	55
3.4 and 3.7.	70	55	92.9 and 93.1.	60	45	167.5 and 168.1.	70	55
Moza 12.1 and 12.3.	70	55	Chausse 96.7 and 96.9.	70	55	168.9 and 169.3.	60	45
14.4 and 14.6.	70	55	98.3 and 99.2.	60	45	Pebble 171.2 and 171.7.	60	45
Nutria 16.1 and 16.4.	70	55	99.5 and 99.7.	70	55	171.9 and 174.7.	70	55
21.1 and 21.5.	70	55	102.6 and 104.8.	60	45	176.3 and 176.7.	70	55
23.6 and 23.8.	70	55	104.8 and 105.4.	70	55	Blaser 177.4 and 178.5.	60	45
Opal 28.7 and 29.6.	70	55	Montpelier 115.0 and 116.0.	20	20	179.0 and 180.0 (No. 1 Track)	45	25
31.3 and 32.3.	45	30	120.6 and 123.4.	60	45	179.0 and 180.0 (No. 2 Track)	50	35
33.0 and 33.1.	70	55	125.2 and 125.3.	70	55	Lava Hot Springs 180.0 and 181.7.	70	55
Waterfall 34.6 and 34.8.	60	45	125.8 and 126.7.	60	45	181.8 and 183.1.	60	45
35.5 and 35.9.	45	30	Georgetown Central Farmers Industry spur.		15	183.2 and 184.8.	70	55
36.5 and 40.8.	40	25	Between Mile Posts— 127.6 and 127.9.	70	55	185.5 and 187.9.	45	30
43.1 and 44.5.	60	45	128.3 and 130.1.	60	45	188.2 and 190.2.	65	50
Nugget 54.5 and 57.8.	40	25	131.6 and 132.2.	70	55	McCammion 192.1 and 192.7.	60	45
58.0 and 61.2.	70	55	135.6 and 135.8.	70	55	195.0 and 195.3.	60	45
63.6 and 65.4.	60	45	Manson 138.7 and 139.3.	60	45	197.7 and 199.7.	70	55
66.5 and 68.2.	70	55	141.0 and 141.9.	55	40	199.7 and 201.0.	60	45
			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 passenger 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	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
Maximum speed.	79	60	Between Mile Posts— Dietrich 316.3 and 314.7 (Eastward). 321.5 and 321.8.	60	45	Between Mile Posts— Ticska 357.3 and 360.2. 360.2 and 360.8. 360.8 and 365.9.	65	50
Pocatello Within platform limits of passenger depot.	6	6		20	20		55	40
On Eastward and Westward running tracks.	10	10	Shoshone 323.3 and 323.9. 325.0 and 326.6.	70	55	King Hill 367.5 and 368.3. 369.1 and 371.0.	65	50
On enginehouse lead and tracks.		5		70	55		70	55
Westward trains on No. 2 track over switches Pocatello Jct.	15	15	Gooding Over streets and alleys.	30	30	Sand Bank Engines using west switch to Sand Bank set-out track.	60	45
Between Mile Posts— 218.8 and 220.0 (No. 1 Track).	65	50		60	45		45	25
218.8 and 220.0 (No. 2 Track).	45	45	Between Mile Posts— 340.7 and 341.2.	60	45	Between Mile Posts— 371.1 and 373.2.	45	25
Bannock 237.9 and 241.2.	65	50	342.3 and 343.4.	60	45	373.2 and 374.5.	20	20
Borah 244.6 and 244.8.	70	55	Bliss No. 17 and No. 18, to dispatch mail.	40		Glenns Ferry		
Wapi 258.9 and 259.2.	70	55						

THIRD SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
Maximum speed.	79	65	Between Mile Posts— B-431.0 and B-433.9. B-433.9 and B-434.3.	70	55	Between Mile Posts— 464.9 and 466.0. Parma No. 12, to dispatch mail.	20	20
Glenns Ferry				60	45		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	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. Boise Jct. B-450.7 and 450.9.	30	30	Crystal Trains using turn-out east switch Crystal.	15	15
Between Mile Posts— Orchard 428.4 and 429.0.	60	45		70	55		55	45
Kuna 447.3 and 450.8.	60	45	Meridian No. 17. to exchange mail. No. 18. to dispatch mail.	20		Between Mile Posts— 515.8 and 516.2.	55	45
Nampa 456.6 and 457.2.	20	20		40		523.1 and 524.9.	70	55
Orchard B-423.7 and B-424.0.	60	45	Between Mile Posts— Sonna B-467.1 and B-467.7.	40	25	524.9 and 528.1.	60	45
						529.4 and 535.5.	70	55
						535.5 and 536.9.	60	45
B-429.2 and B-430.0.	60	45	Nampa 456.6 and 457.2.	20	20	536.9 and 539.0.	40	25
						Huntington		

FOURTH SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
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. 342.7 and 342.9.	50	40
Montana Jct. 139.9 and 140.1.	60	50	239.1 and 239.3.	50	40		343.3 and 343.5.	30	20
Tyhee 142.3 and 142.5.	50	40	244.4 and 246.7.	40	30	343.5 and 345.8.	35	25
143.3 and 143.5.	50	40	Spencer 248.5 and 248.9. 249.5 and 249.7.	45	35	346.0 and 346.3.	30	20
Gibson 152.6 and 152.9.	50	40		251.0 and 251.4.	40	30	347.9 and 348.2.	40	30
Blackfoot Over streets and alleys.	20	20	252.7 and 257.5.	25	20	Navy Bridge 351.28.	15	15
Between Mile Posts— Wapello 166.8 and 167.0.	60	50	Humphrey 258.3 and 258.5.	35	25	Between Mile Posts— 351.0 and 354.4.	35	25
Firth 169.7 and 169.9.	60	50	258.6 and 259.2.	45	35	357.2 and 357.7.	50	40
Shelley Over streets and alleys.	30	30	262.9 and 267.6.	35	25	Melrose 361.8 and 366.3, watch for rocks. 366.3 and 366.6.	25	20
Between Mile Posts— 182.6 and 183.5.	25	25	269.7 and 269.9.	40	30		366.7 and 367.5.	35	25
Idaho Falls Over streets and alleys.	12	12	271.0 and 271.7.	40	30	367.9 and 368.2.	30	20
Between Mile Posts— 185.5 and 185.9.	15	5	Snowline 277.4 and 278.3.	35	25	Divide 373.6 and 374.6. 375.2 and 377.8.	40	30
187.4 and 188.6.	40	30	Lima Over Center Street east of depot. Westward, within yard limits.	20	15		379.0 and 381.1.	35	25
190.7 and 191.0.	45	35	Between Mile Posts— Red Rock 309.2 and 310.2.	35	25	382.3 and 383.7.	25	20
Roberts 205.4 and 206.0.	50	40	312.9 and 313.5.	55	45	384.3 and 385.1.	35	25
208.4 and 210.2.	50	40	316.0 and 316.5, watch for rocks.	25	20	386.6 and 388.1.	35	25
Hawgood 213.7 and 214.0.	50	40	316.5 and 318.7.	35	25	389.8 and 390.1.	20	20
			Bridge 319.12.	15	15	Silver Bow		

BRANCHES

Cumberland Branch Maximum speed.	15	Conda Branch Maximum speed.	15	Gay Branch Maximum speed.	25
Elkol Branch Maximum speed.	15	EPCO Industry Spur (Operated by El Paso Products Co.) Maximum speed.	30	Between M.P. 3.0 and Gay.	15
Leefe Spur Maximum speed.	15		Mackay Branch Between Blackfoot and M.P. 60.0.	25	
Grace Branch Maximum speed.	20	Between Mile Posts— 3.5 and 4.0.	20	Spur at Collins.	10
Truss Bridge M.P. 5.33.	10	4.5 and 4.9.	20	Between M.P. 60.0 and Mackay.	15
		5.3 and 9.6.	25	Aberdeen Branch Maximum speed.	20

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
Goshen Branch Maximum speed.		25	Twin Falls Branch Maximum speed.	50	40	Hill City Branch Maximum speed.		25
Between Mile Posts— 4.4 and 4.6.		15	First-class trains, within yard limits.	30	30	Over trestles 21.6 and 23.40 with snow plows.		15
Yellowstone Branch Between Idaho Falls and Ashton.	50	35	Rupert, over streets and alleys.	12	12	Boise Branch Between Boise Jct. and Boise Freight.		10
Between Ashton and Gerrit, watch for rocks.	35	25	Heyburn, over street crossings.	25	25	Between Boise Freight and Barber.		15
Between Gerrit and Big Springs.	50	35	Bridge 20.10.	25	25	Stoddard Branch Maximum speed.		20
Between Big Springs and West Yellowstone, watch for rocks.	35	25	Burley, within city limits.	20	20	Between Stoddard and end of track.		15
Rexburg, Sugar City and St. Anthony, over streets and alleys.	20	20	Burley, over street crossings.	12	12	Idaho Northern Branch Maximum speed.		30
St. Anthony over highway crossing, just west of depot.	8	8	Burley, Salt Lake yard tracks.	5	5	Between Mile Posts— 0.0 and 2.3.		20
Between Mile Posts— 55.4 and 55.7.	20	15	Kimberly, within city limits.	40	40	Between Jenness and Bramwell.		20
59.6 and 65.9.	20	15	North Side Branch Maximum speed.		30	Trains handling high cars be- tween Jenness and Bramwell.		12
72.9 and 73.2.	35	25	Between Mile Posts— 30.0 and 30.5.		20	Emmett, over street crossings.		12
74.0 and 74.2.	30	25	Raft River Branch Maximum speed.		20	M.P. 31.4.		20
85.2 and 85.5.	35	25	Burley, within city limits.		20	Between Plaza and M.P. 63, watch for rocks.		25
86.4 and 87.0.	20	15	Burley, over street crossings.		12	Between Mile Posts— 33.0 and 35.4.		10
92.1 and 95.0.	20	15	Burley, Salt Lake yard tracks.		5	Bridge 36.61.		20
99.9 and 100.8.	20	15	Oakley Branch Maximum speed.		15	Between M.P. 63 and Smiths Ferry, watch for rocks.		15
East Belt Branch Maximum speed.		25	Burley, over street crossings.		12	Trains handling logs or high cars between Banks and M.P. 81.0.		12
Truss bridges.		10	Burley, Salt Lake yard tracks.		5	Between Smiths Ferry and Cabarton, watch for rocks.		20
Trains handling any loaded car in train exceeding gross wt. 220000 pounds.		10	Wells Branch Maximum speed.		30	Between Mile Posts— 99.6 and 108.3.		20
Between Mile Posts— 4.7 and 4.9.		10	Between Mile Posts— 31.1 and 36.1.		25	111.4 and 111.6.		20
4.9 and 20.2.		20	45.9 and 53.3.		25	113.0 and 113.3.		20
20.2 and 24.0.		10	69.6 and 72.0.		25	128.2 and 128.5.		15
24.0 and 36.5.		20	91.1 and 91.4.		25	McCall, over street crossings.		10
36.5 and 37.0.		10	Between Mile Post— 97.5 and Melandco.		20	Wilder Branch Maximum speed.		25
37.0 and Belt.		20	Wells yard.		15	Homedale Branch Maximum speed.		25
West Belt Branch Maximum speed.		20	Ketchum Branch Maximum speed.	40	30	Oregon Eastern Branch Maximum speed, except be- tween M.P. 140.0 and 145.0.		25
Truss bridges.		10	Bellevue, over streets and alleys.	12	12	Between Mile Posts— 63.1 and 64.6.		30
Trains handling any loaded car in train exceeding gross wt. 220000 pounds.		10	Between Hailey and Ketchum, over truss bridges.	15	15	68.4 and 68.5.		10
Between Ucon and M.P. 14.0. Straight track. On Curves.	20	15	Ketchum On balloon track.	15	15	Hope Between Mile Posts— 29.5 and 33.5, watch for rocks.		20
Highway Crossing M.P. 37.44.		5						
Between M.P. 35.2 and St. Anthony. Straight track. On curves.	20	15						
Teton Valley Branch Maximum speed.	35	25						
Bridges 4.48, 6.96 and 19.97.	12	12						
Between Mile Posts— 19.1 and 19.4.	15	15						
25.0 and 25.4.	15	15						

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
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	New Meadows Branch Maximum speed.		25
37.6 and 37.7, soft spot.		10	Crane 140.0 and 145.0.		30	Between Weiser and M.P. 18.0. Straight track. On curves.		25 20
37.7 and 38.2, watch for rocks.		20	Brogan Branch Maximum speed.		15	Between Mile Posts— 18.0 and 30.0.		10
Jonesboro 65.1 and 69.0, watch for rocks.		20	Payette Branch Maximum speed.		25	57.0 and 67.0.		15
Juntura 78.6 and 80.7, watch for rocks.		20	Payette Jct., on curve.		10	Between M.P. 67.0 and New Meadows.		10
80.7 and 81.0, watch for rocks.		10	Trains handling logs between Payette and Emmett on curves.		20			
81.0 and 86.6, watch for rocks.		20	Emmett, over street crossings.		12			
Long 86.6 and 90.3, watch for rocks.		20						
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 a 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
Boise Freight.....Yard Office
Boise Freight.....13th Street Yard Office
Buhl.....Telegraph Office
Burns.....Telegraph Office
Glenns Ferry.....Telegraph Office
Glenns Ferry.....Yard Office
Huntington.....Yard Office
Huntington.....Telegraph Office
Idaho Falls.....Telegraph Office
Idaho Falls.....Yard Office
Idaho Falls.....Switchmen's Register Room,
North End Yard Office
Kemmerer.....Telegraph Office
Lima.....Telegraph Office
Marsing.....Telegraph Office
McCall.....Telegraph Office
Montpelier.....Telegraph Office
Montpelier.....Yard Office
Nampa.....Telegraph Office
Nampa.....Central Yard Switchmen's
Locker Room
Nampa.....Crew Dispatcher's Office
Nampa.....Enginemen's Register Room
at Roundhouse

Nampa.....Train Dispatcher's Office
Nampa.....East End Yard Office
Nampa.....West End Yard Office
New Meadows.....Telegraph Office
Nyssa.....Telegraph Office
Ontario.....Telegraph Office
Pocatello.....Train Dispatcher's Office
Pocatello.....Yard Telegraph Office
Pocatello.....Switchmen's Locker Room
New Yard
Pocatello.....Switchmen's Locker Room
Sherman St.
Pocatello.....Engine Crew Dispatcher's Office
Pocatello.....Passenger Conductors'
Register Room, Passenger Station
Rupert.....Telegraph Office
Shoshone.....Telegraph Office
Twin Falls.....Telegraph Office
Twin Falls.....Enginemen's Register Room
at Roundhouse
Weiser.....Telegraph Office

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.		