



UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



IDAHO DIVISION
TIME-TABLE
No. 42

Effective Sunday
October 27, 1968
At 12:01 A.M. Mountain Time

Safety Gains Where
Courtesy Reigns

FOR EMPLOYEES ONLY

G. H. BAKER
General Manager

J. BOWEN
General Supt. Transportation

W. R. TUEL
General Superintendent

H. J. Bailey, Superintendent.....Pocatello, Ida.
G. L. Jensen, Assistant Superintendent.....Pocatello, Ida.
F. M. Ladd, Assistant Superintendent.....Nampa, Ida.
J. J. Kutzman, Terminal Superintendent.....Pocatello, Ida.
J. Lagos, Assistant Terminal Superintendent.....Pocatello, Ida.
F. L. Hebdon, Assistant, Terminal Superintendent...Pocatello, Ida.
J. L. Turner, Terminal Trainmaster.....Pocatello, Ida.
F. Bealer, Trainmaster.....Pocatello, Ida.
R. F. Kelly, Trainmaster.....Pocatello, Ida.
K. J. Hennessey, Trainmaster.....Pocatello, Ida.
R. E. Riley, 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.

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 Employes 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. Rullen.....	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.
Richard G. Crandall....	Surgeon.....	Pocatello, Ida.	Leonard J. Bingham....	Surgeon.....	Idaho Falls, Ida.
Richard B. Gresham....	Orthopedic Surgeon	Pocatello, Ida.	Milton T. Rees.....	Surgeon.....	Idaho Falls, Ida.
Harry R. Gilcrest.....	Ophthalmologist...	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.
Richard E. Ostler.....	Surgeon.....	Pocatello, Ida.	Paul H. Daines.....	Surgeon.....	Montpelier, Ida.
H. D. McGee.....	Ear, Nose, Throat.	Pocatello, Ida.	G. W. Schoper.....	Surgeon.....	Montpelier, Ida.
L. N. Diana.....	Eye Specialist.....	Pocatello, Ida.	T. C. Horton, Jr.....	Surgeon.....	Nampa, Ida.
Frank L. Harms.....	Surgeon.....	American Falls, Ida.	Ernest D. Hunsaker....	Oculist and Aurist.	Nampa, Ida.
Robert F. Barter.....	Surgeon.....	Arco, 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.....	Payette, 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.	Howard W. Crawford....	Surgeon.....	Rupert, Ida.
John H. Weare.....	Surgeon.....	Burns, Ore.	Arthur F. Dalley.....	Surgeon.....	Rupert, Ida.
George M. Gilboy.....	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.
Donald D. Price.....	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.	John W. McKain.....	Surgeon.....	Twin Falls, Ida.
A. C. Truxal.....	Surgeon.....	Dubois, Ida.	C. J. Kopp.....	Surgeon.....	Vale, Ore.
R. P. Rawlinson.....	Surgeon.....	Emmett, Ida.	Harold F. Holsinger...	Surgeon.....	Wendell, 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. 42 October 27, 1968	FIRST CLASS			
105	19	457	17	20			106	458	18	
Passenger	Passenger	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	
Daily	Daily	Daily	Daily							
4.40			4.05	0.0	GRANGER		A 8.45		A 8.55	
8.05			9.00	213.9	POCATELLO		4.45		4.30	
8.15			9.50				4.30		3.50	
10.40			1.30	373.8	GLENN'S FERRY		1.45		12.45	
11.55			3.15	448.4	BOISE		12.20		11.05	
1.50			6.05	550.1	M.T. HUNTINGTON M.T.		10.36		8.40	
12.51			5.15	649.7	P.T. P.T.		9.35		7.30	
3.10			8.15	649.7	LA GRANDE		7.15		5.00	
5.15			11.00	723.9	PENDLETON		5.01		2.45	
	10.45			941.3	SPOKANE	A 5.30				
5.56	A 3.15		12.15	755.3	HINKLE	1.00	4.26		2.05	
7.25			2.40	855.4	THE DALLES		2.45		12.25	
A 9.15		9.45	A 5.00	939.5	PORTLAND		1.00	A 9.30	10.30	
		A 1.30		1122.7	SEATTLE			5.30		
						Daily	Daily	Daily	Daily	
(17.35)	(4.30)	(3.45)	(25.55)		Thru Time.....	(4.30)	(18.45)	(4.00)	(21.25)	
53.4	40.7	48.9	36.2		Average speed per hour.....	40.7	50.1	45.8	43.9	

WESTWARD CONDENSED TIME-TABLE EASTWARD

FIRST CLASS					Distance from McCammon	Time-Table No. 42 October 27, 1968	FIRST CLASS			
			35	36						
			Passenger	Passenger						
			Monday							
			Thursday							
			Saturday							
			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				
						Sunday				
						Tuesday				
						Friday				
			(8.05)		Thru Time.....	(7.45)				
			35.4		Average speed per hour.....	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

SECOND SUBDIVISION

FIRST CLASS

Time-Table No. 42
October 27, 1968

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

105	17	49	35
Passenger	Passenger	Mixed	Passenger
Daily	Daily	Daily	Sunday Tuesday Friday

STATIONS

DPTYZ					8.15PM	9.50AM	4.00AM	12.25AM
P								A 12.30AM
CS 132 P							f 4.15	
146 P								
125 P					s 10.20	s 4.35		
104 P								
146 P							f 4.55	
103 P								
146 P								
104 P								
108 231 PY					9.04	s 11.05AM	A 5.20AM	
103 P								
142 P								
103 P								
103 P								
146 P								
103 P								
100 P								
WS 104-99 ES 96-112 PY					s 9.46	s 12.05PM		
146 P								
146 52 P						s 12.30		
146 P								
102 104 PY						f 12.45		
CS 104 P WS 86								
CS 146 P								
DPTY					As 10.40PM	A 1.20PM		

BLOCK SIGNALS	DNR	H-CA	
	POCATELLO YL		TWO MAIN TRACKS
	POCATELLO JCT. YL		
	MICHAUD		
	BANNOCK		
	DN AMERICAN FALLS	AF	
	BORAH		
	QUIGLEY		
	WAPI		
	DEWOFF		
HAWLEY			
CENTRALIZED TRAFFIC CONTROL	DN		RT
	MINIDOKA		
	MAX		
	ADELAIDE		
	KIMAMA		
	SENER		
	OWINZA		
	BESSLEN		
	DIETRICH		DOUBLE TRACK
	DN		X
SHOSHONE			
TUNUPA			
D		GD	
GOODING			
FULLER			
BLISS			
TICESKA			
KING HILL		DOUBLE TRACK	
DN-R	GF		
GLENN'S FERRY YL			

(2.25)	(3.30)	(1.20)	(0.05)	Thru Time
66.2	45.7	43.9	28.8	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

FIRST CLASS

Time-Table No. 42
October 27, 1968

Mile Post

36	106	18	50
Passenger	Passenger	Passenger	Mixed

STATIONS

BLOCK SIGNALS	DN-R	H-CA						
	POCATELLO YL		TWO MAIN TRACKS	213.9	A 2.05AM	A 4.30AM	A 3.50PM	A 10.30PM
	POCATELLO JCT. YL			216.3	1.55AM			
	MICHAUD			224.3			f 9.47	
	BANNOCK			230.1				
	DN AMERICAN FALLS	AF		238.5		s 3.15	s 9.30	
	BORAH			242.3				
	QUIGLEY			250.1				
	WAPI			256.0			f 9.10	
	DEWOFF			259.8				
HAWLEY			267.3					
CENTRALIZED TRAFFIC CONTROL	DN		RT	272.4		3.25	s 2.45	8.50PM
	MINIDOKA			276.2				
	MAX			284.3				
	ADELAIDE			289.0				
	KIMAMA			295.7				
	SENER			303.5				
	OWINZA			309.3				
	BESSLEN			313.9				
	DIETRICH		DOUBLE TRACK	321.8		s 2.40	s 1.55	
	DN		X	330.8				
SHOSHONE			337.5			s 1.30		
TUNUPA			344.2					
D		GD	350.5					
GOODING			357.3					
FULLER			367.1					
BLISS			373.8		1.45AM	12.45PM		
TICESKA								
KING HILL		DOUBLE TRACK						
DN-R	GF							
GLENN'S FERRY YL								

Thru Time	(0.10)	(2.45)	(3.05)	(1.40)
Average speed per hour	14.4	58.1	51.8	35.1

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					
Car Capacity of Sidings, etc. See Rule 6(A) Page 23	FIRST CLASS			Time-Table No. 42 October 27, 1968	Mile Post	FIRST CLASS			STATIONS	Mile Post	FIRST CLASS		
		105 Passenger	17 Passenger			18 Passenger	106 Passenger						
		Daily	Daily										
DPTY													
CS 141 P			10.40PM										
CS 146 P													
140 PY			11.11	s	2.07								
140 P													
140 P													
159 P													
140 P			VIA BOISE		VIA BOISE								
140 P													
52 P													
60 PY			11.55PM	s	3.05								
P													
101 P				f	3.26								
DPTYZ			12.18AM	s	3.40								
48 P													
140 P			12.30	s	4.10								
105 P													
140 P				s	4.19								
140 P				s	4.31								
149 PY			12.52	s	4.45								
144 PY				s	5.01								
133 P				s	5.11								
140 P													
140 PY			1.23	s	5.35								
133 P													
140 P													
DPTYZ			A 1.50AM	A	6.05PM								

(3.10) (4.35) Thru Time (3.55) (3.09)
 55.7 38.9 Average speed per hour 45.1 55.9

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 Capacity of Sidings, etc. See Rule 6(A) Page 23.	SECOND CLASS			FIRST CLASS			Time-Table No. 42 October 27, 1968	Mile Post	FIRST CLASS			SECOND CLASS	
		277 Time Freight			35 Passenger				36 Passenger			278 Stock Special	
		Daily			Sunday Tuesday Friday								
P													
P		1.30PM											
107 P		1.36											
129 P		1.44											
62 P		1.51											
67 PY		2.01											
63 P		2.10											
106 P		2.18											
90 P		2.28											
62 P		2.34											
DPTYZ		3.00											
45 P		3.20											
47 P		3.28											
47 P		3.37											
43 P		3.55											
45 P		4.04											
44 P		4.14											
92 PY		4.50											
50 P		5.20											
129 P		5.46											
53 PY		6.05											
44 P		6.22											
DPY		6.50											
		7.30											
41 P		7.50											
42 P		8.05											
134 P		8.25											
138 P		9.00											
129 P		9.25 ³⁶											
39 P		10.16 ²⁷⁸											
41 PY		10.40											
53 P		11.10											
33 P		11.30											
34 P		11.45PM											
16 P		12.15AM											
PY		A 1.00AM											

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)		Sunday Tuesday Friday		Daily
	(15.30) 18.7		(7.00) 37.4	Thru Time		(6.25) 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. 42 October 27, 1968	Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 42 October 27, 1968	Mile Post
STATIONS				STATIONS			
131 137 45	PTZ	DN-R KEMMERER YL AV 4.8 GLENCOE JCT. YL 1.2 END OF TRACK (6.0)	0.0 4.8 6.0	45		GLENCOE JCT. YL 3.9 ELKOL (3.9)	0.0 3.9

WESTWARD CONDA BRANCH EASTWARD				WESTWARD GRACE BRANCH EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 42 October 27, 1968	Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 42 October 27, 1968	Mile Post
STATIONS				STATIONS			
129 68 5 15 16	PY Y	DN SODA SPRINGS YL SD 1.8 MONSANTO YL (Spur) 1.0 FORMATION YL (Spur) 3.1 EPCO YL 1.1 CONDA YL (7.0)	0.0 1.8 2.8 5.9 7.0	129 14	P P	ALEXANDER YL 6.0 GRACE GA (6.0)	0.0 6.0

WESTWARD GAY BRANCH EASTWARD				WESTWARD GOSHEN BRANCH EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 42 October 27, 1968	Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 42 October 27, 1968	Mile Post
STATIONS				STATIONS			
129 30 329	P YZ	FORT HALL 9.1 M.P. 9.1 GAY (20.8)	0.0 9.1 20.8	106 16 19 9 12	P P	D FIRTH FR 5.2 GOSHEN 5.8 GERRARD 1.8 INDIAN 2.8 HACKMAN 6.4 LINCOLN JCT. (22.0)	0.0 5.2 11.0 12.8 15.6 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					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		SECOND CLASS 477 Mixed Daily Except Sunday	Time-Table No. 42 October 27, 1968	Mile Post	SECOND CLASS 478 Mixed
STATIONS					
DPTYZ		6:00 AM	DN-R IDAHO FALLS YL AK 3.0	0.0	A 4:40 PM
15	PY	6:10	ORVIN YL 4.6	3.0	4:25
51	P	6:23	UCON 6.2	7.6	4:15
46	P	6:42	D RIGBY RG 4.3	13.8	4:00
31	P	6:50	LORENZO 2.6	18.1	3:45
21		6:57	THORNTON 5.3	20.7	3:35
57	P	7:10	D REXBURG RX 3.8	26.0	3:20
44	P	7:20	D SUGAR CITY SC 1.1	29.8	3:10
31	PY		HART 5.9	30.9	
95	PY	7:35	D ST. ANTHONY YL SH 1.5	36.8	2:55
	P		BELT YL 4.5	38.3	
37	P	7:50	CHESTER 8.2	42.8	2:40
39	PY	8:10 AM	DN-R ASHTON YL HN 7.2	51.0	2:20 PM
24	P		WARM RIVER 8.7	58.2	
19	P		GERRIT 5.6	66.9	
24	P		PINEVIEW 3.2	72.5	
19			ECCLES 4.9	75.7	
13	P		ISLAND PARK 4.8	80.6	
22	P		TRUDE 5.3	85.4	
21	PY		BIG SPRINGS 6.5	90.7	
19	P		REAS PASS 9.9	97.2	
24	PY		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					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		SECOND CLASS 477 Mixed Daily Except Sunday	Time-Table No. 42 October 27, 1968	Mile Post	SECOND CLASS 478 Mixed
STATIONS					
39	PY	8:30 AM	DN-R ASHTON YL HN 6.0	0.0	A 1:55 PM
28		8:55	GRAINVILLE 2.6	6.0	1:33
19	P	9:10	DRUMMOND 4.2	8.6	1:22
10		9:25	FRANCE 3.0	12.8	1:08
28	P	9:35	LAMONT 10.5	15.8	12:58
18		10:08	FELT 4.0	26.3	12:25
19	PY	10:23	D TETONIA NA 6.9	30.3	12:09 PM
26	P	10:42	D DRIGGS DI 8.4	37.2	11:50 AM
16	PY	1:05 AM	D VICTOR YL VR (45.6)	45.6	11:20 AM

(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. 42 October 27, 1968	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			410 Local Freight	STATIONS		STATIONS	STATIONS	Mile Post			
											STATIONS	STATIONS	STATIONS
67 PY	8:00AM		DN-R	0.0	A	5:00PM	16 PY				0.0		
6	8:10		2.1	2.1			19				2.3		
6	8:16		2.2	4.3			P				3.1		
26	8:20		1.4	5.7			39 P				5.7		
P	8:24		1.4	7.1			18 P	D		RK	16.4		
28 P	8:56		13.0	20.1			9 P				21.4		
30 PY	9:43		19.6	39.7			9 P				25.6		
32 PY	10:30	D	19.4	59.1			20 P				28.2		
18 P	11:00		7.6	66.7			34 P				32.4		
9	11:24		5.9	72.6			9 P				34.3		
4	11:44AM		4.7	77.3			10 P	D		NE	38.1		
58 PY	A12:20PM	D-R	8.0	85.3			P				44.4		
			(85.3)								(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. 42 October 27, 1968	Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	WESTWARD		WEST BELT BRANCH		EASTWARD	
	409 Local Freight	Daily Except Sunday			410 Local Freight	STATIONS		STATIONS	STATIONS	Mile Post			
											STATIONS	STATIONS	STATIONS
P				0.0			51 P				0.0		
27			4.3	4.3			19 P				8.8		
16			1.6	5.9			33 P	D		MN	10.5		
27 P			4.3	10.2			44 P				25.0		
26 P			6.3	16.5			15				26.7		
15 P			3.2	19.7			9 P				29.3		
7			8.3	26.0			27				31.6		
32 PY		D	2.2	28.2			16 P				33.5		
			(28.2)				95 PY	D-R		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		Time-Table No. 42 October 27, 1968	Mile Post	FIRST CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	WESTWARD		RAFT RIVER BRANCH		EASTWARD	
	475 Local Freight	439 Local Freight			49 Mixed	STATIONS		STATIONS	STATIONS	Mile Post			
											STATIONS	STATIONS	STATIONS
108 231 PY	11:45PM	12:01PM		0.0	DN-R	5:30AM	50 PY				0.0		
62 P	12:01AM	12:16		8.2	f	5:43	29				8.2	f	8:28
167 DPY	12:16	12:30		13.5	s	6:10	50 P				10.35		10:05
13				16.4			54 PY				10.20		9:50
27 P	12:27	12:40		19.6	f	6:18	65 P				10.00		9:30
50 54 PY	12:40	12:55		25.8	s	6:35	29				10.00		9:30
65 P	1:02	1:17		28.3	f	6:42	50 P				9.45		9:15
29				33.5			14 P				9.30		9:00
50 P	1:15	1:30		35.5	f	6:54	61 P				7.41		
14 P				41.4	f	6:57	45 P				7.38		
61 P	1:30	1:45		45.1	s	7:07	20				7.29		8:45
45 P	1:40	1:55		49.0		7:13	35 P				7.23		8:35
20				49.7			51 P				7.16		8:25
35 P	1:55	2:10		53.3	s	7:20	26 P				7.10		8:15
51 P	2:08	2:23		56.4	s	7:27					7.00		
26 P				58.9		7:35					6.45		
				63.3		8:10 8:20					8.30AM		8:00PM
DPYZ	A 3:00AM	A 3:40PM		65.9	f	8:27					6.35		
36				68.5	f	8:32					6.30		
51 P				71.3	s	8:36					6.25		
38				73.8	f	8:40					6.20		
35					f	8:45AM					6.15PM		
PY					A								
	(3.15)	(3.39)		(2.25)		..... Thru Time					(2.30)		(2.30)
	18.1	16.1		30.5		..... Average speed per hour.....					23.6		23.6

WESTWARD				OAKLEY BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 42 October 27, 1968	Mile Post	FIRST CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	WESTWARD		RAFT RIVER BRANCH		EASTWARD	
	475 Local Freight	439 Local Freight			49 Mixed	STATIONS		STATIONS	STATIONS	Mile Post			
											STATIONS	STATIONS	STATIONS
50 54 PY				0.0	DN-R	BURLEY YL BU	50 PY				0.0		
24				4.3		BEETVILLE	29				3.1		
20				5.2		PELLA	24				4.0		
56				8.3		NORTH KENYON	13				4.7		
8				9.6		KENYON	19				6.0		
9				13.5		CHURCHILL	21				7.5		
20				16.3		TROUT	14				9.1		
7				17.8		MARION					(9.1)		
21				19.4		WARR							
17				21.8		OAKLEY							
				(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			
SECOND CLASS				Time-Table No. 42				SECOND CLASS			
439				October 27, 1968				440			
Local Freight								Local Freight			
Daily				STATIONS				Mile Post			
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	31 P	1.5 PAUL YL	5.9			
8	9.47		3.8 AMSTERDAM (Spur)	23.2	5.48	17	2.0 BUDGE	7.9			
18 PY	9.59		5.6 ROGERSON	28.8	5.36	46	8.0 SCHODDE	15.9			
32	10.22		9.9 METEOR	38.7	5.13	18	3.9 McHENRY	19.8			
29	10.47		11.4 IDAVADA	50.1	4.48	19 P	4.2 HAZELTON AZ	24.0			
29 P	11.01		6.0 DELAPLAIN	56.1	4.34	24	2.9 BLACK	26.9			
29	11.28		12.7 CONTACT	68.8	4.07	54 P	1.2 EDEN	28.1			
28 P	11.42AM		6.3 HENRY	75.1	3.53	46	6.7 PERRINE	34.8			
28	12.06PM		11.6 SHORES	86.7	3.29	10	3.5 SUGAR LOAF	38.3			
41 Y	12.20		6.9 WILKINS	93.6	3.15	21	2.3 FALLS CITY	40.6			
38 Y	12.44		8.9 SUMMER CAMP	102.5	2.51	9	2.0 BARRYMORE	42.6			
38	1.04		6.4 MELANDCO	108.9	2.31	46 PY	5.3 JEROME YL JO	47.9			
30	1.19		7.2 TOWN CREEK	116.1	2.16	46 P	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)							
26.9 Average speed per hour				26.9				(73.6)			

WESTWARD				KETCHUM BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 42				SECOND CLASS			
441				October 27, 1968				442			
Local Freight								Local Freight			
Monday Wednesday Friday				STATIONS				Mile Post			
WS 104-99 ES 96-112 DPY	6.00AM	DN-R	SHOSHONE YL X	0.0	A 1.35AM	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 RANDE	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	9.4 KETCHUM YL KU	69.4	9.00AM						
			(69.4)								
(2.35) Thru Time				(2.35)							
26.8 Average speed per hour				26.8				(57.8)			

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			
SECOND CLASS				Time-Table No. 42				SECOND CLASS			
439				October 27, 1968				440			
Local Freight								Local Freight			
Daily				STATIONS				Mile Post			
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 JAMESON 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	7.5 D HOMEDALE YL HR	24.4			
						16 PY	8.7 D-R MARSING YL MR	33.1			
							(33.1)				

WESTWARD				PAYETTE BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 42				SECOND CLASS			
439				October 27, 1968				440			
Local Freight								Local Freight			
Daily				STATIONS				Mile Post			
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			
SECOND CLASS				Time-Table No. 42				SECOND CLASS			
439				October 27, 1968				440			
Local Freight								Local Freight			
Daily				STATIONS				Mile Post			
DPYZ		DN-R	NAMPA YL AU-Q	0.0		P	BOISE JCT. YL	0.0			
15			4.4 DEAL	4.4		19	1.1 FAIR GROUNDS YL	1.1			
38			4.5 BOWMONT	8.9		PTZ	2.1 BOISE FREIGHT YL	3.2			
6			2.7 MELMONT (Spur)	11.6		9	3.1 VERNON YL (Spur)	6.3			
24			3.0 MELBA	14.6			2.1 BARBER YL	8.4			
46			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. 42	Mile Post	SECOND CLASS	Mile Post
	485	October 27, 1968		486	
	Local Freight			Local Freight	
		STATIONS			
DPYZ	7:00AM	DN-R NAMPA YL AU-Q	0.0	A 2:00PM	
42	7:10	FISCHER YL	2.4	1:52	
12	7:30	MIDDLETON	9.3	1:37	
13	7:50	JENNESS	18.9	1:17	
82 PYZ	9:00	D-R EMMETT YL MF	27.0	12:50	
36	9:12	PLAZA	31.8	12:34	
37 P	9:44	MONTOUR	41.1	12:03PM	
27 P	10:15	D HORSESHOE BEND HB	49.7	11:37AM	
27	10:28	GARDENA	55.1	11:19	
30 P	10:55	BANKS YL	64.1	10:55	
21 P	11:41AM	BIG EDDY	75.4	10:07	
26 PY	12:14PM	SMITHS FERRY YL	83.0	9:35	
13 P	12:45	CABARTON	92.7	9:01	
27	12:53	BELVIDERE	95.5	8:55	
27 PY	1:26	D CASCADE YL CD	99.2	8:45	
26	2:03	ARLING	111.0	7:51	
28	2:23	DONNELLY	119.4	7:32	
12	2:36	NORWOOD	124.7	7:20	
27 PY	A 3:00PM	D-R McCALL YL NE	132.8	7:00AM	
		(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.	SECOND CLASS	Time-Table No. 42	Mile Post	SECOND CLASS	Mile Post
		October 27, 1968			
		STATIONS			
140 DPY		DN-R WEISER YL SR	0.0		
30		REBECCA	6.0		
41 P		CONCRETE	19.1		
20 P		MIDVALE	31.8		
30 P		D CAMBRIDGE RA	40.5		
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. 42	Mile Post	SECOND CLASS	Mile Post
	459	October 27, 1968		460	
	Local Freight			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	Location	Mile Post	Car Capacity of tracks, etc. See Rule 6(A), Page 23	Switch Connection
First Subdivision				Oakley Branch			
Sage.....(1).....	63.1	81 P	Both	Ruby.....	3.1	2	West
Border.....(1).....	92.1	26 P	Both	Ketchum Branch			
Pegram.....(1).....	97.7	37 P	Both	Gannett.....	44.3	None	None
Second Subdivision				Gimlet.....	63.2	27	East
Don.....	219.6	{38 PX	Both	Payette Branch			
Schiller.....	226.5	50 P	Both	Little Rock.....	18.9	8	Both
Sand Bank.....	370.9	37 PX	Both	Wilder Branch			
Third Subdivision				Hop.....	4.4	11	East
Hillcrest.....	B-445.1	12 P	Both	Idaho Northern Branch			
Perkins.....	B-451.4	26 P	Both	Maddens.....	6.1	5	Both
Beatty.....	B-454.6	25 P	Both	Josephson.....	12.6	10	Both
Sonna.....	B-460.7	19 P	Both	Amsco.....	13.6	10	Both
Mangum.....	476.3	21 P	Both	Bramwell.....	22.2	4	East
Apple Valley.....	485.9	22 P	Both	Black Canyon.....	33.0	4	East
Arcadia.....	491.7	38 P	Both	Archabal.....	127.4	8	Both
Washoe Spur.....	500.9	27 P	West	Oregon Eastern Branch			
Wood.....	506.2	9 P	Both	Claude.....	2.7	7	West
Feltham.....	512.7	20 P	Both	Lawen.....	138.4	2	East
Wix.....	514.3	12 P	West	New Meadows Branch			
Fourth Subdivision				Presley.....	11.7	8	Both
Chubbuck.....	138.2	31	Both	Tamarack.....	81.9	25 P	Both
Mitchell.....	176.9	15	Both				
Fibre.....	180.4	7	East				
Spud.....	189.6	13	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	4	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				
Haytown.....	44.7	3	Both				
Hydra.....	45.8	6	Both				
Appleton.....	52.9	10	Both				
Tuttle.....	66.2	26	Both				

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

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Train	At	Discharge Passengers From	Pick up Passengers Destined To
17	Any station First Sub-division.	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 Sub-division.	Pocatello or beyond.	Green River or beyond.
18	Any station Second and Third Subdivisions.	Huntington or beyond.	Pocatello, Odgen 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	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	35
Passenger trains with 6 cars or less.	70		Trains handling scale test cars, wedge plows or company roadway machines on own wheels (except wrecking derricks): On Main lines; On Branch lines.	30	20
Work trains.		50	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		25
Regularly assigned locals.		50	Jordan spreaders and other machines of spreader type, when in operation.		15
When using No. 20 turn-outs.	40	40	Trains handling U. P. ore cars Nos. 26000 to 26499, loaded or empty.		50
When using No. 14 turn-outs.	25	20	Trains handling M.C.P.X. and M.O.N.X. 23000 series tank cars loaded with phosphorus. Loaded with water only.	50	60
When using other cross-overs or turn-outs.	15	15	Trains handling U.T.L.X. 80500 to 80999 jumbo tank cars.		50
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	Trains handling specially equipped cars for company wheels and axles in series U.P. 99000 to 99014 and U.P. 99500 to 99962.		50
Within yard limits: Protected by continuous block signal system.	60	35	Trains handling company scrap.		35
Not protected by continuous block signal system. On branch lines.	40	25	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.	20	6
Diesel road freight locomotives except G.P. 7 Units Nos. 100 to 129 inclusive.	75		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	45
G.P. 7 Units Nos. 100 to 129 inclusive.	65	65	On wye tracks.	6	6
Diesel yard-switch locomotives in road service: 1000-1100 class; 1800 class.	35	35	Through tunnels, branch lines.	10	10
	50	50			
Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.		35			
When leading unit at front of train is gas turbine or car body type unit backing up.	30	30			
When multiple unit engine is controlled from other than leading unit.	30	30			
Freight trains handling tonnage in excess of 70 tons per operative brake.		40			
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			

FIRST SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
Maximum speed.	79	70	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
Moxa 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 Trains switching through turn-outs east end El Paso tracks.		5	Montpelier 115.0 and 116.0.	20	20	179.0 and 180.0 (No. 1 Track).	45	30
Between Mile Posts— 28.7 and 29.6.	70	55	120.6 and 123.4.	60	45	179.0 and 180.0 (No. 2 Track).	45	30
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 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— Wapi 258.9 and 259.2.	70	55	Between Mile Posts— Ticeska 357.3 and 360.2.	65	50
Pocatello Within platform limits of pas- senger depot.	6	6	Dietrich 316.3 and 314.7 (Eastward).	60	45	360.2 and 360.8.	55	40
On Eastward and Westward running tracks.	10	10	321.5 and 321.8.	20	20	360.8 and 365.9.	65	50
On enginehouse lead and tracks.		5	Shoshone 323.3 and 323.9.	70	55	King Hill 367.5 and 368.3.	70	55
Westward trains on No. 2 track over switches Pocatello Jct.	15	15	325.0 and 326.6.	70	55	369.1 and 371.0.	60	45
Between Mile Posts— 218.8 and 220.0 (No. 1 Track).	65	50	Gooding Over streets and alleys.	30	30	Sand Bank Engines using west switch to Sand Bank set-out track.		5
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				Glenns Ferry		

THIRD SUBDIVISION								
Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
Maximum speed.	79	70	Between Mile Posts— B-431.0 and B-433.9.	70	55	Between Mile Posts— 464.9 and 466.0.	20	20
Glenns Ferry			B-433.9 and B-434.3.	60	45	482.8 and 483.0.	70	55
Between Mile Posts— 373.2 and 374.5.	20	20	B-435.8 and B-436.1.	70	55	484.5 and 485.0.	70	55
376.5 and 377.6.	60	45	B-438.5 and B-438.8.	70	55	Payette Over streets and alleys.	60	60
378.7 and 379.3.	40	25	B-439.5 and B-440.4.	50	25	Between Payette and Weiser, trains handling logs.		30
Hammett 384.0 and 393.4.	60	40	B-440.4 and B-446.1.	60	45	Crystal Trains using turn-out east switch Crystal.	15	15
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	Between Mile Posts— 515.8 and 516.2.	55	45
Between Mile Posts— Orchard 428.4 and 429.0.	60	45	Boise Jct. B-450.7 and 450.9.	70	55	523.1 and 524.9.	70	55
Kuna 447.3 and 450.8.	60	45	Meridian Over streets and road crossings.	60	60	524.9 and 528.1.	60	45
Nampa 456.6 and 457.2.	20	20	Between Mile Posts— Sonna B-467.1 and B-467.7.	40	25	529.4 and 535.5.	70	55
Orchard B-423.7 and B-424.0.	60	45	Nampa 456.6 and 457.2.	20	20	535.5 and 536.9.	60	45
B-429.2 and B-430.0.	60	45				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— Hawgood 213.7 and 214.0.	50	40	Between Mile Posts— Dillon 328.6 and 329.2.	35	25
Between Idaho Falls and Silver Bow.	59	49	Hamer 218.3 and 218.5.	50	40	337.0 and 337.2.	50	40
Between Mile Posts— Pocatello Jct. 135.1 and 136.7.	35	25	Dubois 236.0 and 236.6.	35	25	Apex 341.1 and 341.4.	50	40
Montana Jct. 139.9 and 140.1.	60	50	237.8 and 238.0.	50	40	342.7 and 342.9.	50	40
Tyhee 142.3 and 142.5.	50	40	239.1 and 239.3.	50	40	343.3 and 343.5.	30	20
143.3 and 143.5.	50	40	244.4 and 246.7.	40	30	343.5 and 345.8.	35	25
Gibson 152.6 and 152.9.	50	40	Spencer 248.5 and 248.9.	45	35	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 351.0 and 354.4.	35	25
Firth Over streets and alleys.	35	35	Humphrey 258.3 and 258.5.	35	25	357.2 and 357.7.	50	40
Between Mile Posts— 169.7 and 169.9.	60	50	258.6 and 259.2.	45	35	Melrose 361.8 and 366.3, watch for rocks.	25	20
Shelley Over streets and alleys.	30	30	262.9 and 267.6.	35	25	366.3 and 366.6.	20	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.	40	30
187.4 and 188.6.	40	30	Lima Over Center Street east of depot.	20	15	375.2 and 377.8.	35	25
190.7 and 191.0.	45	35	Westward, within yard limits.	25	15	379.0 and 381.1.	35	25
Roberts 205.4 and 206.0.	50	40	Between Mile Posts— Red Rock 309.2 and 310.2.	35	25	382.3 and 383.7.	25	20
208.4 and 210.2.	50	40	312.9 and 313.5.	55	45	384.3 and 385.1.	35	25
			316.0 and 316.5, watch for rocks.	25	20	386.6 and 388.1.	35	25
			316.5 and 319.1.	35	25	389.8 and 390.1.	20	20

BRANCHES							
Location	Miles Per Hour	Location	Miles Per Hour	Location	Miles Per Hour	Location	Miles Per Hour
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	Between Mile Posts— 3.5 and 4.0.	20	Mackay Branch Between Blackfoot and M.P. 60.0.			25
Grace Branch Maximum speed.	20	4.5 and 4.9.	20	Spur at Collins.			10
Truss Bridge M.P. 5.33.	10	5.3 and 9.6.	25	Between M.P. 60.0 and Mackay.			15
				Aberdeen Branch Maximum speed.			20

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.		Psgr.	Frts.
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 between 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 between M.P. 140.0 and 145.0.		25
Truss bridges.		10	Bellevue, over streets and alleys.	12	12	Hope Between Mile Posts— 29.5 and 33.5, watch for rocks.		20
Trains handling any loaded car in train exceeding gross wt. 220000 pounds.		10	Between Hailey and Ketchum, over truss bridges.	15	15			
Between Ucon and M.P. 14.0. Straight track. On Curves.		20	Between Mile Posts— 63.1 and 64.6.	30	20			
Highway Crossing M.P. 37.44.		5	68.4 and 68.5.	10	10			
Between M.P. 35.2 and St. Anthony. Straight track. On curves.		20	Ketchum On balloon track.	10	10			
		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	
	Psgr.	Frts.		Psgr.	Frts.		Psgr.	Frts.
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
37.7 and 38.2, watch for rocks.		20	Brogan Branch Maximum speed.		15			20
Jonesboro 65.1 and 69.0, watch for rocks.		20	Payette Branch Maximum speed.		25	Between Mile Posts— 18.0 and 30.0.		10
Juntura 78.6 and 80.7, watch for rocks.		20	Payette Jct., on curve.		10	32.0 and 57.0.		10
80.7 and 81.0, watch for rocks.		10	Trains handling logs between Payette and Emmett on curves.		20	57.0 and 67.0.		15
81.0 and 86.6, watch for rocks.		20	Emmett, over street crossings.		12	Between M.P. 67.0 and New Meadows.		10
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:

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