



UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



IDAHO DIVISION
TIME-TABLE
No. 44

Effective Sunday
December 7, 1969
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

R. L. RICHMOND
General Superintendent

H. J. Bailey, Superintendent Pocatello, Ida.
G. L. Jensen, Assistant Superintendent Pocatello, Ida.
T. P. Rogers, 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. Hennessy, 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.
C. W. Sowell, Division Engineer Pocatello, Ida.
T. B. Armstrong, General Roadmaster Pocatello, Ida.
J. A. Cerva, General Roadmaster Nampa, Ida.
L. G. Malzahn, Asst. to Mgr. of Safety and Courtesy Portland, Ore.
T. A. Wingstad, 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.
M. G. Clogg, 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.	R. P. Rawlinson	Surgeon	Emmett, Ida.
R. K. Gorton	Asst. to District Surgeon	Pocatello, Ida.	Ward A. Rulien	Surgeon	Glenns Ferry, Ida.
R. D. Benedict	Surgeon	Pocatello, Ida.	Marion V. Klingler	Surgeon	Gooding, Ida.
Richard G. Crandall	Surgeon	Pocatello, Ida.	Alden M. Packer	Surgeon	Hailey, Ida.
Richard B. Gresham	Orthopedic Surgeon	Pocatello, Ida.	Leonard J. Bingham	Surgeon	Idaho Falls, Ida.
Harry R. Gilcrest	Ophthalmologist	Pocatello, Ida.	Kim O. Johnson	Surgeon	Idaho Falls, Ida.
Edward B. Shaw	Orthopedic Surgeon	Pocatello, Ida.	Milton T. Rees	Surgeon	Idaho Falls, Ida.
H. K. Staheli	Surgeon	Pocatello, Ida.	Fred E. Wallber	Oculist and Aurist	Idaho Falls, Ida.
Clark T. Parker	Surgeon	Pocatello, Ida.	W. C. Smail	Surgeon	Jerome, Ida.
Calvin Buhler	Surgeon	Pocatello, Ida.	G. W. Davis	Surgeon	Kemmerer, Wyo.
Richard E. Ostler	Surgeon	Pocatello, Ida.	J. H. Stewart	Surgeon	McCall, Ida.
H. D. McGee	Ear, Nose, Throat	Pocatello, Ida.	Jonathan H. Daines	Surgeon	Montpelier, Ida.
L. N. Diana	Eye Specialist	Pocatello, Ida.	Paul H. Daines	Surgeon	Montpelier, Ida.
Frank L. Harms	Surgeon	American Falls, Ida.	G. W. Schoper	Surgeon	Montpelier, Ida.
Robert F. Barter	Surgeon	Arco, Ida.	T. C. Horton, Jr.	Surgeon	Nampa, Ida.
R. R. Stevenson	Surgeon	Ashton, Ida.	John R. Mangum	Surgeon	Nampa, Ida.
Ralph G. Goates	Surgeon	Blackfoot, Ida.	G. O. Cross	Surgeon	Nampa, Ida.
Norman G. Hedemark	Oculist	Boise, Ida.	Sharadan E. Lisk	Surgeon	Nampa, Ida.
A. Curtis Jones, Jr.	Ear, Nose, Throat	Boise, Ida.	K. A. Danford	Surgeon	Nyssa, Ore.
J. Wayne Tyler	Oculist	Boise, Ida.	K. E. Kerby	Surgeon	Nyssa, Ore.
Herbert L. Newcombe	Surgeon	Boise, Ida.	Wilfred N. Sanders	Surgeon	Ontario, Ore.
Roy L. Peterson	Eye, Ear, Nose, Throat	Boise, Ida.	L. W. Scott	Surgeon	Ontario, Ore.
Norman D. Sower	Surgeon	Boise, Ida.	Ira R. Woodward, Jr.	Surgeon	Payette, Ida.
Robert S. Smith	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. Wear	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.
Wm. A. Pogue	Surgeon	Council, Mont.	W. M. Peterson	Surgeon	Twin Falls, Ida.
John C. Seidensticker	Surgeon	Dillon, Mont.	John W. McKain	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.
			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. 44 December 7, 1969	FIRST CLASS			
105	19	457	17			20	18	106	458
Passenger	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Passenger
Daily	Daily	Daily	Daily		STATIONS				
5.05			2.20	0.0	GRANGER		A 4.00	A1 1.00	
8.30			6.30	213.9	POCATELLO		11.35	7.00	
8.40			6.45				11.25	6.50	
11.01			9.55	373.8	GLENN'S FERRY		8.40	4.00	
12.16			11.25	448.4	BOISE		7.15	2.40	
2.05			1.35	550.1	M.T. HUNTINGTON M.T.		5.05	12.50	
1.06			12.40		P.T. P.T.		4.00	11.49	
3.25			3.15	649.7	LA GRANDE		1.35	9.30	
5.30			5.30	723.9	PENDLETON		11.25	7.16	
	10.45			941.3	SPOKANE	A 5.30			
6.10	A 3.15		6.20	755.3	HINKLE	1.00	10.45	6.41	
7.30			8.05	855.4	THE DALLES		9.05	5.15	
A 9.15		9.45	A10.00	939.5	PORTLAND		7.00	3.30	A 9.30
		A 1.30		1122.7	SEATTLE				5.30
						Daily	Daily	Daily	Daily
(17.10)	(4.30)	(3.45)	(20.40)		Thru Time	(4.30)	(20.00)	(18.30)	(4.00)
54.7	40.7	48.9	45.4		Average speed per hour	40.7	46.9	50.8	45.8

WESTWARD CONDENSED TIME-TABLE EASTWARD

FIRST CLASS				Distance from McCammon	Time-Table No. 44 December 7, 1969	FIRST CLASS			
			35			36			
			Passenger			Passenger			
			Monday Thursday Saturday		STATIONS				
			11.25	0.0	McCAMMON	A 3.15			
			11.55	22.7	POCATELLO	2.45			
			12.25	73.3	IDAHO FALLS	12.55			
			1.40	285.8	BUTTE	7.30			
			A 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				THIRD SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	FIRST CLASS				Time-Table No. 44 December 7, 1969	Mile Post	FIRST CLASS				
	105 Passenger		17 Passenger				106 Passenger		18 Passenger		
	Daily		Daily								
STATIONS											
PTY				11.01 PM	9.55 AM	DN-R GLENN'S FERRY YL GF	373.8	As 4.00 AM	A 8.35 PM		
CS 141 P						8.9 HAMMETT	382.7				
CS 146 P						10.6 REVERSE	393.3				
140 PY				11.32 PM	10.28	DN MOUNTAIN HOME MZ	401.6	3.28	s 8.05		
140 P						5.9 SEBREE	407.5				
140 P						5.2 CLEFT	412.7				
159 P						10.3 ORCHARD	423.0				
140 P						11.7 OWYHEE	434.7				
140 P				VIA BOISE	VIA BOISE	12.0 KUNA	446.7	VIA BOISE	VIA BOISE		
52 P						12.9 BLACK'S CREEK	B-435.9				
60 PY				s 12.16 AM	11.20 AM	DN BOISE YL BG	B-448.4	s 2.40	7.15 AM	7.10	
P						2.3 BOISE JCT.	B-450.7				
101 P				f 11.35		D MERIDIAN MD	B-457.3		7.00		
DPTYZ				s 12.39	11.45 AM	DN NAMPA YL AU-Q	456.6	s 2.15	6.50 AM	6.40	
48 P						4.2 MOSS	460.8				
140 P				12.50	s 12.09 PM	DN CALDWELL CW	465.6	2.00	s 6.25		
105 P						3.6 ENROSE	469.2				
140 P				f 12.16		3.3 NOTUS	472.5		f 6.16		
140 P				s 12.25		DN PARMA MA	480.8		s 6.08		
149 PY				1.12	s 12.34	DN NYSSA SY	488.4	1.39	s 6.00		
144 PY				1.23	s 12.45	DN ONTARIO ON	498.7	1.30	s 5.50		
133 P				s 12.50		DN PAYETTE AY	502.5		s 5.45		
140 P						6.8 CRYSTAL	509.3				
140 PY				1.41	s 1.05	DN WEISER SR	515.9	1.13	s 5.31		
133 P						9.8 COBB	525.7				
140 P						7.1 ROCK ISLAND	532.8				
PTY				A 2.05 AM	A 1.35 PM	DN-R HUNTINGTON HU	538.8	12.50 AM	5.05 PM		
						VIA KUNA (165.0)		Daily	Daily		
						VIA BOISE (176.3)					
	(3.04)	(3.40)			..... Thru Time		(3.10)	(3.30)			
	57.5	48.1			..... Average speed per hour		55.7	50.3			

For conditional stops to discharge or pick up revenue passengers.—See page 15.
For stations not shown on schedule pages.—See page 15.

WESTWARD				FOURTH SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	SECOND CLASS		FIRST CLASS		Time-Table No. 44 December 7, 1969	Mile Post	FIRST CLASS		SECOND CLASS		
	277 Time Freight		35 Passenger				36 Passenger		278 Stock Special		
	Daily		Sunday Tuesday Friday								
STATIONS											
P					12.30 AM	POCATELLO JCT. YL	135.1	A 1.55 AM		A 8.40 AM	
P					1.30 PM	1.6 MONTANA JCT. YL	136.7	1.52		8.32	
107 P					1.36	3.7 TYHEE	140.4	1.48		8.25	
129 P					f 12.45	5.3 FORT HALL	145.7	f 1.43		8.17	
62 P					1.51	5.3 GIBSON	151.0	1.37		8.09	
67 PY					2.01	7.1 DN BLACKFOOT YL BF	158.1	s 1.30		7.54	
63 P					2.10	5.9 WAPELLO	164.0	1.20		7.39	
106 P					2.18	5.4 D FIRTH FR	169.4	f 1.13		7.29	
90 P					2.28	6.1 DN SHELLEY SY	175.5	s 1.05		7.19	
62 P					2.34	3.8 COTTON	179.3	1.00		7.12	
DPTYZ					3.00	3.7 DN-R IDAHO FALLS YL AK	183.0	12.55 PM		7.00	
45 P					3.20	8.2 PAYNE	191.2	f 12.31		6.27	
47 P					3.28	5.3 BASSETT	196.5	f 12.25		6.17	
47 P					3.37	5.5 ROBERTS	202.0	s 12.19		6.07	
43 P					3.55	10.1 HAWGOOD	212.1	12.07		5.47	
45 P					4.04	5.4 HAMER	217.5	f 12.01 AM		5.37	
44 P					4.14	5.6 CAMAS	223.1	f 11.55 PM		5.27	
92 PY					4.50	11.8 DUBOIS YL	234.9	s 11.43		5.02	
50 P					5.20	13.6 SPENCER	248.5	s 11.23		4.27	
129 P					5.46	9.5 HUMPHREY	258.0	f 11.06		4.01	
53 PY					6.05	6.7 MONIDA YL MO	264.7	s 10.57		3.41	
44 P					6.22	9.0 SNOWLINE	273.7	f 10.43		3.01	
PY					6.50 PM	6.2 DN-R LIMA YL RD	279.9	s 10.34		2.40 AM	
41 P					7.50	8.1 DELL	288.0	f 10.21		12.08 AM	
42 P					8.05	6.0 KIDD	294.0	f 10.13		11.55 PM	
134 P					8.25	7.8 RED ROCK	301.8	s 10.04		11.33	
138 P					9.00	18.6 BARRETTTS	320.4	f 9.35		11.00	
129 P					9.25	7.6 DN DILLON YL DN	328.0	s 9.25		10.45	
39 P					10.16	12.3 APEX	340.3	f 9.05		10.16	
41 PY					10.40	8.4 NAVY	348.7	f 8.53		9.45	
53 P					11.10	10.2 MELROSE	358.9	f 8.38		9.23	
33 P					11.30	6.0 QUINN	364.9	f 8.27		9.06	
34 P					11.45 PM	5.2 D DIVIDE J	370.1	s 8.17		8.53	
16 P					12.15 AM	10.6 FEELY	380.7	f 8.00		8.27	
PY					A 1.00 AM	9.3 DN-R SILVER BOW YL SB	390.0	s 7.45 PM		8.00 PM	
					A 5.00 AM	12.3 DN BUTTE YL BY	397.0	7.30 PM		7.35 PM	
						(261.9)		Sunday Tuesday Friday		Daily	
	(15.30)	(7.00)			..... Thru Time		(6.25)	(13.05)		
	18.7	37.4			..... Average speed per hour		40.8	20.0		

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.

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

Between Idaho Falls and Silver Bow, second-class and extra trains must clear 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 15.

WESTWARD CUMBERLAND BRANCH EASTWARD				WESTWARD ELKOL BRANCH EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	Time-Table No. 44 December 7, 1969			Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	Time-Table No. 44 December 7, 1969		
	STATIONS					STATIONS		
131 137	PTZ	DN-R	KEMMERER YL AV	0.0	45		GLENCOE JCT. YL	0.0
			4.8				3.9	
45			GLENCOE JCT. YL	4.8			ELKOL	3.9
			1.2				(3.9)	
			END OF TRACK	6.0				
			(6.0)					

WESTWARD CONDA BRANCH EASTWARD				WESTWARD GRACE BRANCH EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	Time-Table No. 44 December 7, 1969			Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	Time-Table No. 44 December 7, 1969		
	STATIONS					STATIONS		
129	PY	DN	SODA SPRINGS YL SD	0.0	129	P	ALEXANDER YL	0.0
			1.8				6.0	
68			MONSANTO YL (Spur)	1.8	14	D	GRACE	6.0
			1.0				(6.0)	
5			FORMATION YL (Spur)	2.8				
			3.1					
15			EPCO YL	5.9				
			1.1					
16	Y		CONDA YL	7.0				
			(7.0)					

WESTWARD GAY BRANCH EASTWARD				WESTWARD GOSHEN BRANCH EASTWARD						
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	Time-Table No. 44 December 7, 1969			Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	Time-Table No. 44 December 7, 1969				
	STATIONS					STATIONS				
129	P		FORT HALL	0.0	106	P	D	FIRTH	FR	0.0
			9.1					5.2		
30			M.P. 9.1	9.1	16			GOSHEN		5.2
			11.7					5.8		
329	YZ		GAY	20.8	19			GERRARD		11.0
			(20.8)					1.8		
					9			INDIAN		12.8
								2.8		
					12			HACKMAN		15.6
								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 15.

WESTWARD YELLOWSTONE BRANCH EASTWARD									
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	SECOND CLASS			Time-Table No. 44 December 7, 1969	Mile Post	SECOND CLASS			
	477 Local Freight					478 Local Freight			
	Daily Except Sunday					Daily Except Sunday			
STATIONS			STATIONS						
DPTYZ			6.00AM	DN-R	AK	IDAHO FALLS YL	0.0	A	4.40PM
						3.0			
15	PY		6.10			ORVIN YL	3.0		4.25
						4.6			
51	P		6.23			UCON	7.6		4.15
						6.2			
46	P	D	6.42		RG	RIGBY	13.8		4.00
						4.3			
31	P		6.50			LORENZO	18.1		3.45
						2.6			
21			6.57			THORNTON	20.7		3.35
						5.3			
57	P	D	7.10		RX	REXBURG	26.0		3.20
						3.8			
44	P	D	7.20		SC	SUGAR CITY	29.8		3.10
						1.1			
31	PY					HART	30.9		
						5.9			
95	PY	D	7.35		SH	ST. ANTHONY YL	36.8		2.55
						1.5			
	P					BELT YL	38.3		
						4.5			
37	P		7.50			CHESTER	42.8		2.40
						8.2			
39	PY	A	8.10AM	D-R	HN	ASHTON YL	51.0		2.20PM
						7.2			
24						WARM RIVER	58.2		
						8.7			
19						GERRIT	66.9		
						5.6			
24						PINEVIEW	72.5		
						3.2			
19						ECCLES	75.7		
						4.9			
13						ISLAND PARK	80.6		
						4.8			
22						TRUDE	85.4		
						5.3			
21	Y					BIG SPRINGS	90.7		
						6.5			
19						REAS PASS	97.2		
						9.9			
24	Y					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 21.	Time-Table No. 44 December 7, 1969			Mile Post	Time-Table No. 44 December 7, 1969		
	STATIONS				STATIONS		
39	PY	D-R	ASHTON YL HN	0.0			
			6.0				
28			GRAINVILLE	6.0			
			2.6				
19			DRUMMOND	8.6			
			4.2				
10			FRANCE	12.8			
			3.0				
28			LAMONT	15.8			
			10.5				
18			FELT	26.3			
			4.0				
19	Y	D	TETONIA NA	30.3			
			6.9				
26		D	DRIGGS DI	37.2			
			8.4				
16	Y	D	VICTOR YL VR	45.6			
			(45.6)				

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 15.

WESTWARD				MACKAY BRANCH				EASTWARD							
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	SECOND CLASS			Mile Post	SECOND CLASS			Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	Westward			Eastward			
	409 Local Freight				410 Local Freight				Time-Table No. 44			Time-Table No. 44			
	December 7, 1969				December 7, 1969				December 7, 1969			December 7, 1969			
	STATIONS				STATIONS				STATIONS				STATIONS		
67 YP	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				LINCOLN JCT. YL	3.1				
26	8:20		MORELAND	5.7		4:36		39		IONA	5.7				
	8:24		ABERDEEN JCT. YL	7.1		4:32		18	D	RIRIE RK	16.4				
28	8:56		TABER	20.1		4:00		9		BYRNE	21.4				
30 Y	9:43		SCOVILLE	39.7		3:13		9		JENSON	25.6				
32 Y	10:30	D	ARCO YL RO	59.1		2:26		20		WALKER	28.2				
18	11:00		MOORE	66.7		1:56		34		PARKINSON	32.4				
9	11:24		DARLINGTON	72.6		1:32		9		MOODY	34.3				
4	11:44AM		LESLIE	77.3		1:12		10	D	NEWDALE NE	38.1				
58 Y	A12:20PM	D-R	MACKAY YL MY	85.3		12:40PM		P		BELT YL	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 21.	Time-Table No. 44			Mile Post	Time-Table No. 44			Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	WESTWARD			EASTWARD		
	December 7, 1969				December 7, 1969				Time-Table No. 44			Time-Table No. 44		
	STATIONS				STATIONS				December 7, 1969			December 7, 1969		
			ABERDEEN JCT. YL	0.0			51 P		UCON	0.0				
27			ROCKFORD	4.3			19		LEWISVILLE	8.8				
16			LIBERTY	5.9			33	D	MENAN MN	10.5				
27			PINGREE	10.2			44		PLANO	25.0				
26			SPRINGFIELD	16.5			15		EDMONDS	26.7				
15			STERLING	19.7			9		EGIN	29.3				
7			FINGAL	26.0			27		HEMAN	31.6				
32 Y		D	ABERDEEN YL BN	28.2			16		PARKER	33.5				
			(28.2)				95 PY	D-R	ST. ANTHONY YL SH	38.7				
									(38.7)					

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
For stations not shown on schedule pages.—See page 15.

WESTWARD				TWIN FALLS BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	SECOND CLASS		FIRST CLASS		Mile Post	Time-Table No. 44		Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	FIRST CLASS		SECOND CLASS	
	475 Local Freight	439 Local Freight	49 Mixed	December 7, 1969		50 Mixed	440 Local Freight		476 Local Freight			
	Daily Except Saturday	Daily Except Sunday	Daily	December 7, 1969		Daily	December 7, 1969					
	STATIONS			STATIONS			STATIONS			STATIONS		
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)	..... Thru Time.....	(2.25)	(2.30)	(2.30)					
	18.1	16.1	22.7	..... Average speed per hour.....	30.5	23.6	23.6					

WESTWARD				OAKLEY BRANCH				EASTWARD						
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	Time-Table No. 44			Mile Post	Time-Table No. 44			Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	WESTWARD			EASTWARD		
	December 7, 1969				December 7, 1969				Time-Table No. 44			Time-Table No. 44		
	STATIONS				STATIONS				December 7, 1969			December 7, 1969		
50 54 PY		DN-R	BURLEY YL BU	0.0			50 PY		DN-R	BURLEY YL BU	0.0			
24			BEEVILLE	4.3			29			UNITY	3.1			
20			PELLA	5.2			24			ELCOCK	4.0			
56			NORTH KENYON	8.3			13			EVANS (Spur)	4.7			
8			KENYON	9.6			19			SPRINGDALE	6.0			
9			CHURCHILL	13.5			21			HATCH	7.5			
20			TROUT	16.3			14			DECLO	9.1			
7			MARION	17.8						(9.1)				
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 15.

WESTWARD		WELLS BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.		Time-Table No. 44 December 7, 1969		Mile Post	
		STATIONS			
	DPYZ	DN-R	TWIN FALLS YL NA		0.0
	26		BERGER	10.9	
	22		HOLLISTER	19.4	
	8		AMSTERDAM (Spur)	23.2	
	18 Y		ROGERSON	28.8	
	32		METEOR	38.7	
	29		IDAVADA	50.1	
	29		DELAPLAIN	56.1	
	29		CONTACT	68.8	
	28		HENRY	75.1	
	28		SHORES	86.7	
	41 Y		WILKINS	93.6	
	38 Y		SUMMER CAMP	102.5	
	38		MELANDCO	108.9	
	30		TOWN CREEK	116.1	
	Y		WELLS YL	123.4	
			(123.4)		

Westward		NORTH SIDE BRANCH		Eastward	
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.		Time-Table No. 44 December 7, 1969		Mile Post	
		STATIONS			
	167 DPY	DN-R	RUPERT YL MS		0.0
	48-47		MYERS YL	4.4	
	48		PAUL YL	5.9	
	31		BUDGE	7.9	
	17		SCHODDE	15.9	
	46		McHENRY	19.8	
	18		HAZELTON	24.0	
	19	D	BLACK	26.9	
	24		EDEN	28.1	
	54		PERRINE	34.8	
	46		SUGAR LOAF	38.3	
	10		FALLS CITY	40.6	
	21		BARRYMORE	42.6	
	9		JEROME YL JO	47.9	
	46 Y	D	WENDELL ND	56.7	
	46		KING	58.1	
	15		BLISS YL	73.6	
	102				
	104 PY				
			(73.6)		

WESTWARD		KETCHUM BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	SECOND CLASS 441 Local Freight Tuesday Thursday Saturday	Time-Table No. 44 December 7, 1969		Mile Post	SECOND CLASS 442 Local Freight
		STATIONS			
		104-99 96-112 PY	DN-R			SHOSHONE YL X	0.0	AI 1.35 AM
		33 Y	RICHFIELD YL	15.3	11.04
		25	PAGARI	21.7	10.51
		50	PICABO	37.3	10.19
		5	HAY	41.8	10.10
		26	BELLEVUE	52.1	9.49
		15	HAILEY RI	57.2	9.35
		19	BARITE	60.0	9.29
		26 Loop	KETCHUM YL KU	69.4	9.00 AM
			(69.4)		Tuesday Thursday Saturday
			(2.35) Thru Time.....	(2.35)	
			26.8 Average speed per hour.....	26.8	

Westward		HILL CITY BRANCH		Eastward	
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.		Time-Table No. 44 December 7, 1969		Mile Post	
		STATIONS			
	33 Y		RICHFIELD YL		0.0
	10		BURMAH	9.4	
	36		MAGIC	21.5	
	6		RANDS	36.8	
	15		SELBY	39.7	
	36	D	FAIRFIELD FD	43.8	
	27		CORRAL	51.7	
	43 Y		HILL CITY YL	57.8	
			(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 15.

WESTWARD		BROGAN BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.		Time-Table No. 44 December 7, 1969		Mile Post	
		STATIONS			
	115	D-R	VALE YL VA		0.0
	17		LANCASTER (Spur)	11.4	
	51		JAMIESON YL	17.3	
			END OF TRACK YL	18.6	
			(18.6)		

WESTWARD		PAYETTE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.		Time-Table No. 44 December 7, 1969		Mile Post	
		STATIONS			
	133 P	DN-R	PAYETTE YL AY		0.0
	15		EIFFIE	3.9	
	23	D	FRUITLAND FU	5.1	
	16		BUCKINGHAM	6.8	
	26	D	NEW PLYMOUTH NP	11.1	
	9		LETHA	21.6	
	82 YZ	D-R	EMMETT YL MF	29.7	
			(29.7)		

WESTWARD		WILDER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.		Time-Table No. 44 December 7, 1969		Mile Post	
		STATIONS			
	140 P	DN-R	CALDWELL YL CW		0.0
	34		SIMPLOT YL	2.5	
	18		WEITZ YL	3.7	
	22		DOLES YL	5.1	
	8		GREENLEAF (Spur)	7.0	
	11		ALLENDALE	9.7	
	37		WILDER YL	11.5	
			(11.5)		

WESTWARD		STODDARD BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.		Time-Table No. 44 December 7, 1969		Mile Post	
		STATIONS			
	DPYZ	DN-R	NAMPA YL AU-Q		0.0
	15		DEAL	4.4	
	38		BOWMONT	8.9	
	6		MELMONT (Spur)	11.6	
	24		MELBA	14.6	
	46		STODDARD	17.1	
			END OF TRACK	17.8	
			(17.8)		

WESTWARD		BOISE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.		Time-Table No. 44 December 7, 1969		Mile Post	
		STATIONS			
	P		BOISE JCT. YL		0.0
	19		FAIR GROUNDS YL	1.1	
	PTZ		BOISE FREIGHT YL	3.2	
	9		VERNON YL (Spur)	6.3	
			BARBER YL	8.4	
			(8.4)		

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
For stations not shown on schedule pages.—See page 15.

Westward IDAHO NORTHERN BRANCH Eastward

Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	SECOND CLASS	Time-Table No. 44 December 7, 1969	Mile Post	SECOND CLASS
	485 Local Freight Monday Wednesday Friday			486 Local Freight
		STATIONS		
DPYZ	7.00AM	DN-R NAMPA YL AU-Q	0.0	A 2.00PM
42 P	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 YZ	9.00	D-R EMMETT YL MF	27.0	12.50
36	9.12	PLAZA	31.8	12.34
37	9.44	MONTOUR	41.1	12.03PM
27	10.15	D HORSESHOE BEND HB	49.7	11.37AM
27	10.28	GARDENA	55.1	11.19
30	10.55	BANKS YL	64.1	10.55
21	11.41AM	BIG EDDY	75.4	10.07
26 Y	12.14PM	SMITHS FERRY YL	83.0	9.35
13	12.45	CABARTON	92.7	9.01
27	12.53	BELVIDERE	95.5	8.55
27 Y	1.26	D CASCAD 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 Y	A 3.00PM	D-R McCALL YL NE	132.8	7.00AM
		(132.8)		Tuesday Thursday Saturday
(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 21.	SECOND CLASS	Time-Table No. 44 December 7, 1969	Mile Post	SECOND CLASS
		STATIONS		
140		DN-R WEISER YL SR	0.0	
140 PY		REBECCA	6.0	
30		CONCRETE	19.1	
41		MIDVALE	31.8	
20		CAMBRIDGE RA	40.5	
30		MESA	56.6	
22		D COUNCIL YL CN	60.2	
10		HOOVER YL	61.6	
50 Y		GLENDALE	72.0	
6		RUBICON YL	84.1	
5		D-R NEW MEADOWS YL	89.7	
37				
38 Y				
		(89.7)		

WESTWARD OREGON EASTERN BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	SECOND CLASS	Time-Table No. 44 December 7, 1969	Mile Post	SECOND CLASS
		STATIONS		
144		DN-R ONTARIO YL ON	0.0	A 3.45PM
144 PY		CAIRO	3.7	3.33
12		LUSE	6.9	3.25
32		D-R VALE YL VA	15.5	3.04
115		HOPE	23.5	2.44
39		LITTLE VALLEY	34.8	2.14
44		HARPER	42.0	1.55
45		NAMORF	51.2	1.29
43		JONESBORO	62.2	1.02
23		JUNTURA	73.6	12.34PM
45 Y		LONG	86.6	11.57AM
43		RIVERSIDE	92.7	11.40
42		DUNNEAN	102.8	11.15
26		VENATOR	110.2	10.55
25		CIRCLE BAR	117.9	10.36
25		CRANE	126.6	10.12
26		REDESS	143.5	9.32
26				
20 YZ		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 15.

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity of tracks etc., See Rule 6(A), Page 21	Switch Connection	Location	Mile Post	Car Capacity of tracks, etc., See Rule 6(A), Page 21	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	63 PX	Both	Little Rock.....	18.9	8	Both
Sand Bank.....	370.9	50 P	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	Archabal.....	127.4	8	Both
Arcadia.....	491.7	38 P	Both	Oregon Eastern Branch			
Washoe Spur.....	500.9	27 P	West	Claude.....	2.7	7	West
Wood.....	506.2	9 P	Both	Lawen.....	138.4	2	East
Feltham.....	512.7	20 P	Both	New Meadows Branch			
Wix.....	514.3	12 P	West	Presley.....	11.7	8	Both
Fourth Subdivision				Tamarack.....	81.9	25	Both
Chubbuck.....	138.2	31	Both				
Mitchell.....	176.9	15	Both				
Fibre.....	180.4	7	East				
Spud.....	189.6	13	East				
Golden Valley.....	198.2	24	East				
Waco.....	228.6	30 P	Both				
Dalys.....(2)(3).....	316.4	12 P	Both				
Ford.....	322.2	23 P	Both				
Bond.....	334.2	10	East				
Glen.....(2)(4).....	347.8	None	None				
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.....	1.8	16	Both				
Judkins.....	22.3	5	East				
		5	Both				
		10	Both				
Fox Creek.....	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	East				
Grant.....	4.8	15	East				
Barlow.....	7.0	14	Both				
Midway.....	9.4	26	Both				
		16	West				
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. (3) Flag stop for No. 36.
 (2) Flag stop for No. 35. (4) Regular 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 Sub-divisions.	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 Sub-divisions.	Huntington or beyond.	Pocatello, Ogden or beyond.
35	Inkom.	McCammon or beyond.	Pocatello or beyond.
36	Inkom.	Pocatello or beyond.	McCammon or beyond.
105	Soda Springs, Minidoka, Mountain Home, Caldwell, Nyssa, Ontario, Weiser.	Omaha, Denver or beyond.	Portland, Spokane or beyond.
106	Weiser, Ontario, Nyssa, Caldwell, Mountain Home, Minidoka, Soda Springs.	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 "Frnt." —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 "Frnt." 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	
	Psgr.	Frnt.		Psgr.	Frnt.
Passenger trains handling 6 cars or less, except No. 105 and No. 106.	70		Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks): On Main lines—tangent track; On Main lines—curves; On Branch lines.		
All work trains.		50			35
All regularly assigned locals.		50		25	
When using No. 20 turn-outs, unless a different speed is specified.	40	40	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		35
When using No. 14 turn-outs.	25	20			
When using other turn-outs.	15	15	Jordan spreaders and other machines of spreader type, when in operation with wings extended.		15
Facing point movement over spring switches not protected by signals unless advised by train order that switch has been spiked.	20	20	Trains handling continuous welded rail or continuous lengths of jointed rail: On unrestricted track; On restricted track or curves, 20 MPH less than published speed, except when published speed is 30 MPH or less, must not exceed 10 MPH. Through cross-overs or turn-outs.		40
Within yard limits protected by continuous block signal system.	60	35			
Within yard limits not protected by continuous block signal system, unless a different speed is specified.	20	20			10
Road freight locomotives G.P. 7 Units Nos. 100-129 inclusive.	65	65	Trains handling ore cars U.P. 26000-26499 inclusive, loaded or empty.		50
Other road freight locomotives.	75				
Yard-switch locomotives in road service: 1000-1100 class; 1800 class.	35 50	35 50	Trains handling M.C.P.X. and M.O.N.X. 23000 series tank cars loaded with phosphorus.		50
Diesel locomotive running light, dynamic brake not in operation, on descending grades in excess of 1 percent.		35			
Gas turbine or car body type unit backing up light or backing up as leading unit at front of train.	30	30	Trains handling specially equipped cars for company wheels and axles, U.P. 99000-99014 inclusive and U.P. 99500-99962.		50
When multiple unit engine is controlled from other than leading unit.	30	30			
Freight trains handling tonnage in excess of 75 tons per operative brake.		40	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.		20 6
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 20			
			Trains handling diesel units dead in train: Yard-switch units of any type; Foreign line, government, export or commercial units other than yard-switch type; Union Pacific road-switch units of Alco or Baldwin type.		35 45 45
			Wye tracks except those portions used as main track or siding.	6	6
			Through tunnels, branch lines.	10	10

FIRST SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frnt.		Psgr.	Frnt.		Psgr.	Frnt.
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					Bancroft 163.5 and 164.7.	70	55
3.4 and 3.7.	70	55			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			Pebble 171.2 and 171.7.	60	45
Nutria 16.1 and 16.4.	70	55	98.3 and 99.2.	60	45	171.9 and 174.7.		70	55
	21.1 and 21.5.	70	55	99.5 and 99.7.	70	55	176.3 and 176.7.	70	55
23.6 and 23.8.	70	55	102.6 and 104.8.	60	45	Blaser 177.4 and 178.5.	60	45
Opal Trains switching through turn-outs east end El Paso tracks.			104.8 and 105.4.	70	55		179.0 and 180.0 (No. 1 Track).	45	30
	Between Mile Posts— 28.7 and 29.6.	70	55	Montpelier 115.0 and 116.0.	20	20	179.0 and 180.0 (No. 2 Track).	45	30
31.3 and 32.3.	45	30		60	45	Lava Hot Springs 180.0 and 181.7.	70	55
33.0 and 33.1.	70	55		70	55		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			185.5 and 187.9.	45	30
36.5 and 40.8.	40	25	120.6 and 123.4.	60	45	188.2 and 190.2.	65	50
43.1 and 44.5.	60	45	125.2 and 125.3.	70	55	McCammion 192.1 and 192.7.	60	45
Nugget 54.5 and 57.8.	40	25	125.8 and 126.7.	60	45		195.0 and 195.3.	60	45
	58.0 and 61.2.	70	55			197.7 and 199.7.	70	55
63.6 and 65.4.	60	45	Manson 138.7 and 139.3.	60	45	199.7 and 201.0.	60	45
66.5 and 68.2.	70	55	141.0 and 141.9.	55	40	Inkom 202.3 and 202.6.	60	45
			142.4 and 143.4.	70	55		Over switch M.P. 213.3 (No. 1 Track).	20	20
			143.7 and 145.2.	55	40	Pocatello Within platform limits of passenger depot.	15	15
			Soda Springs Over streets and alleys.	30	30		On Eastward and Westward running tracks.	10

SECOND SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
Maximum speed. Between Pocatello and Dietrich.	79	70	Between Mile Posts— Wapi 258.9 and 259.2.	70	55	Ticeska Westward trains Ticeska to Glenns Ferry (No. 2 Track).	30	30
Between Dietrich and Glenns Ferry.	79	60	Dietrich Westward trains Dietrich to Shoshone (No. 2 Track).	30	30	Eastward trains Glenns Ferry to Ticeska (No. 1 Track).	30	30
Pocatello Within platform limits of passenger depot.	15	15	Eastward trains Shoshone to Dietrich (No. 1 Track).	30	30	Between Mile Posts— 357.3 and 360.2.	65	50
On Eastward and Westward running tracks.	10	10	Between Mile Posts— 316.3 and 314.7 (Eastward trains No. 2 Track).	60	45	360.2 and 360.8.	55	40
On enginehouse lead and tracks.		5	321.5 and 321.8.	20	20	360.8 and 365.9.	65	50
Westward trains on No. 2 track over switches Pocatello Jct.	15	15	Shoshone 323.3 and 323.9.	70	55	King Hill 367.5 and 368.3.	70	55
Between Mile Posts— 218.8 and 220.0 (No. 1 Track).	65	50	325.0 and 326.6.	70	55	369.1 and 371.0.	60	45
218.8 and 220.0 (No. 2 Track).	45	45	Gooding Over streets and alleys.	30	30	Sand Bank Engines using west switch to Sand Bank set-out track.		5
Bannock 237.9 and 241.2.	65	50	Between Mile Posts— 340.7 and 341.2.	60	45	Between Mile Posts— 371.1 and 373.2.	45	25
Borah 244.6 and 244.8.	70	55	342.3 and 343.4.	60	45	373.2 and 374.5.	20	20
						Glenns Ferry		

THIRD SUBDIVISION

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

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.		Psgr.	Frts.
Trains handling logs or high cars between Banks and M.P. 81.0.		12	Between Mile Posts— Little Valley 36.5 and 37.6, watch for rocks.		20	Brogan Branch Maximum speed.		15
Between Smiths Ferry and Cabarton, watch for rocks.		20	37.6 and 37.7, soft spot.		10	Payette Branch Maximum speed.		25
Between Mile Posts— 99.6 and 108.3.		20	37.7 and 38.2, watch for rocks.		20	Payette Jet., on curve.		10
111.4 and 111.6.		20	Jonesboro 65.1 and 69.0, watch for rocks.		20	Trains handling logs between Payette and Emmett on curves.		20
113.0 and 113.3.		20	Juntura 78.6 and 80.7, watch for rocks.		20	Emmett, over street crossings.		12
128.2 and 128.5.		15	80.7 and 81.0, watch for rocks.		10	New Meadows Branch Maximum speed.		25
McCall, over street crossings.		10	81.0 and 86.6, watch for rocks.		20	Between Weiser and M.P. 18.0. Straight track. On curves.		25 20
Wilder Branch Maximum speed.		25	Long 86.6 and 90.3, watch for rocks.		20	Between Mile Posts— 18.0 and 29.5.		15
Homedale Branch Maximum speed.		25	Dunnean 103.5 and 106.5.		20	32.0 and 39.2.		15
Oregon Eastern Branch Maximum speed, except be- tween M.P. 140.0 and 145.0.		25	Bridge 106.14.		15	39.2 and 57.0.		10
Hope Between Mile Posts— 29.5 and 33.5, watch for rocks.		20	Circle Bar 119.0 and 124.0, watch for rocks.		20	57.0 and 67.0.		15
			Crane 140.0 and 145.0.		30	Between M.P. 67.0 and New Meadows.		10

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	Nyssa.....Telegraph Office
Buhl.....Telegraph Office	Ontario.....Telegraph Office
Burns.....Telegraph Office	Pocatello.....Train Dispatcher's Office
Glenns Ferry.....Telegraph Office	Pocatello.....Train, Yard and Engine Crew
Huntington.....Telegraph Office	Dispatcher's Office
Idaho Falls.....Telegraph Office	Pocatello.....Switchmen's Locker Room
Idaho Falls...Switchmen's Register Room,	New Yard
North End Yard Office	Pocatello.....Switchmen's Locker Room
Lima.....Telegraph Office	Hump
Montpelier.....Telegraph Office	Pocatello.....Switchmen's Locker Room
Montpelier.....Yard Office	Sherman St.
Nampa.....Telegraph Office	Pocatello....Roundhouse Foreman's Office
Nampa.....Central Yard Switchmen's	Pocatello....Conductor's Register Room,
Locker Room	Passenger Station
Nampa.....Crew Dispatcher's Office	Rupert.....Telegraph Office
Nampa.....Enginemen's Register Room	Twin Falls.....Telegraph Office
at Roundhouse	Twin Falls....Enginemen's Register Room
Nampa.....Train Dispatcher's Office	at Roundhouse
Nampa.....East End Yard Office	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.		

Year	Month	Day	Event	Location	Notes
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