



**UNION PACIFIC RAILROAD COMPANY**  
**NORTHWESTERN DISTRICT**



**IDAHO DIVISION**  
**TIME-TABLE**  
**No. 45**

**Effective Sunday**  
**April 26, 1970**  
**At 12:01 A.M. Mountain Time**

**Safety Gains Where**  
**Courtesy Reigns**

**FOR EMPLOYEES ONLY**

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

**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.  
K. J. Hennessy, 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.  
M. L. Samuelson, 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.  
P. B. Armstrong, General Roadmaster ..... Pocatello, Ida.  
J. A. Cervia, 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.  
L. D. Tomblison, Assistant Chief Train Dispatcher ..... Pocatello, Ida.

**Third Subdivision and Branches**

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

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

Name	Title	Location	Name	Title	Location
R. R. Merrell	District Surgeon	Pocatello, Ida.	Ward A. Rulien	Surgeon	Glenns Ferry, Ida.
R. K. Gorton	Asst. to District Surgeon	Pocatello, Ida.	Marion V. Klingler	Surgeon	Gooding, Ida.
R. D. Benedict	Surgeon	Pocatello, Ida.	Alden M. Packer	Surgeon	Hailey, Ida.
Richard G. Crandall	Surgeon	Pocatello, Ida.	Robert A. Gwinner	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.
Ralph G. Goates	Surgeon	Blackfoot, Ida.	John R. Mangum	Surgeon	Nampa, Ida.
Norman G. Hedemark	Oculist	Boise, Ida.	G. O. Cross	Surgeon	Nampa, Ida.
A. Curtis Jones, Jr.	Ear, Nose, Throat	Boise, Ida.	Sharadan E. Lisk	Surgeon	Nampa, Ida.
J. Wayne Tyler	Oculist	Boise, Ida.	K. A. Danford	Surgeon	Nyssa, Ore.
Herbert L. Newcombe	Surgeon	Boise, Ida.	K. E. Kerby	Surgeon	Nyssa, Ore.
Roy L. Peterson	Eye, Ear, Nose, Throat	Boise, Ida.	Wilfred N. Sanders	Surgeon	Ontario, Ore.
Norman D. Sower	Surgeon	Boise, Ida.	L. W. Scott	Surgeon	Ontario, Ore.
Robert S. Smith	Surgeon	Boise, Ida.	Ira R. Woodward, Jr.	Surgeon	Payette, Ida.
Vern H. Anderson	Surgeon	Buhl, Ida.	Murland F. Rigby	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.	W. M. Peterson	Surgeon	Twin Falls, Ida.
Wm. A. Pogue	Surgeon	Council, Ida.	John W. McKain	Surgeon	Twin Falls, Ida.
John C. Seidensticker	Surgeon	Dillon, Mont.	C. J. Kopp	Surgeon	Vale, Ore.
K. E. Head	Surgeon	Driggs, Ida.	Harold F. Holsinger	Surgeon	Wendell, Ida.
R. P. Rawlinson	Surgeon	Emmett, Ida.	Richard J. Giever	Surgeon	Weiser, Ida.
			Marion S. McGrath	Surgeon	Weiser, Ida.

**WESTWARD CONDENSED TIME-TABLE EASTWARD**

FIRST CLASS				Distance from Granger via Boise	Time-Table No. 45 April 26, 1970	FIRST CLASS			
105	19	457	17			20	18	106	458
Passenger	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Passenger
Daily	Daily	Daily	Daily		<b>STATIONS</b>				
5.30			2.20	0.0	GRANGER		A 4.00	A 10.20	
9.00 9.10			6.30 6.45	213.9	POCATELLO		11.35 11.25	6.20 6.10	
11.35			9.55	373.8	GLENN'S FERRY		8.30	3.20	
12.55			11.23	448.4	BOISE		7.05	1.55	
2.50			1.35	550.1	M.T. HUNTINGTON M.T.		5.05	12.01	
1.51			12.40		P.T. LA GRANDE P.T.		4.00	10.59	
4.10			3.15	649.7	PENDLETON		1.35	8.45	
6.15			5.30	723.9	SPOKANE	A 5.30			
	10.45			941.3	HINKLE	1.00	10.45	5.56	
7.00	A 3.15		6.20	755.3	THE DALLES		9.05	4.30	
8.20			8.05	855.4	PORTLAND		7.00	2.45	A 9.30
A 10.20		10.45	A 10.00	939.5	SEATTLE				5.30
		A 2.30		1122.7		Daily	Daily	Daily	Daily
(17.50) 52.7	(4.30) 40.7	(3.45) 48.9	(20.40) 45.4		Thru Time	(4.30) 40.7	(20.00) 46.9	(18.35) 50.6	(4.00) 45.8
					Average speed per hour				

**WESTWARD CONDENSED TIME-TABLE EASTWARD**

FIRST CLASS				Distance from McCammon	Time-Table No. 45 April 26, 1970	FIRST CLASS			
			35			36			
			Passenger			Passenger			
			Monday Thursday Saturday		<b>STATIONS</b>				
			11.25	0.0	McCAMMON	A 3.15			
			11.55 12.25	22.7	POCATELLO	2.45 2.05			
			1.40	73.3	IDAHO FALLS	12.55			
			A 7.30	285.8	BUTTE	7.30			
						Sunday Tuesday Friday			
					Thru Time	(7.45) 36.9			
					Average speed per hour				

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

**MILEAGE**

Main Line	844.9
Branches	1342.3
<b>Grand Total</b>	<b>2187.2</b>

WESTWARD					FIRST SUBDIVISION					EASTWARD				
Car Capacity of Seating, etc. See Rule 6(A), Page 21.	FIRST CLASS			Time-Table No. 45 April 26, 1970	Mile Post	FIRST CLASS			Mile Post	FIRST CLASS				
	35	105	17			36	106	18		36	106	18		
	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger		Passenger	Passenger	Passenger		
	Monday Thursday Saturday	Daily	Daily	STATIONS										
124 124 IPY			5.30PM f		2.20AM	DN-R	GRANGER	GN	0.0		A10.20AM	As	4.00AM	
129 P						MOXA		7.7						
129 P						NUTRIA		15.4						
129 P				f 2.44		OPAL		24.5		f 3.35				
129 P						WATERFALL		33.6						
131 137 PZ			f 6.08	s 3.05	DN	KEMMERER	AV	39.7		f 9.30	s	3.10		
129 P						FOSSIL		48.0						
129 P						NUGGET		53.0						
129 P						ORR		59.6						
129 PY						LEEFE		64.8						
129 P						BECKWITH		71.3						
129 P						PIXLEY		77.4						
151 P				s 3.55	D	COKEVILLE	CK	83.5			s	2.20		
129 P						MARSE		88.2						
129 P						CHAUSSÉ		94.5						
129 P						HARER		102.9						
24 P						DINGLE		108.0						
	DPTYZ		s 7.20	4.25 4.30	DN-R	MONTPELIER	MX YL	115.0		s 8.05	1.45 1.40			
	P					PESCADERO		121.3						
168 P						GEORGETOWN		126.8						
129 P						MANSON		136.1						
129 PY			7.49	s 5.05	DN	SODA SPRINGS	SD	146.0		7.27	s	1.05		
129 P						ALEXANDER		151.6						
129 P						TALMAGE		156.2						
129 164 P				f 5.23	D	BANCROFT	BN	161.8		f 12.47				
129 P						PEBBLE		170.3						
	P					BLASER		177.4						
24 PX				f 5.43		LAVA HOT SPRINGS		180.0		f 12.27				
	P					TOPAZ		186.0						
CS 133 PY			11.25PM	f 6.01	DN	MCCAMMON	MC	191.2		Af 3.15AM	f 12.10AM			
99 P				f 6.12		INKOM		201.9						
	DPTYZ		A 11.55PM	A 9.00PM	DN-R	POCATELLO	YL	213.9		2.45AM	6.20AM	11.35PM		
								(213.9)		Monday Wednesday Saturday	Daily	Daily		
			(0.30) 45.4	(3.30) 61.1	(4.10) 51.3					(0.30) 45.4	(4.00) 53.4	(4.25) 48.4		

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

WESTWARD					SECOND SUBDIVISION					EASTWARD				
Car Capacity of Seating, etc. See Rule 6(A), Page 21.	FIRST CLASS			Time-Table No. 45 April 26, 1970	Mile Post	FIRST CLASS			Mile Post	FIRST CLASS				
	105	17	35			36	106	18		36	106	18		
	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger		Passenger	Passenger	Passenger		
	Daily	Daily	Sunday Tuesday Friday	STATIONS										
	DPTYZ	9.10PM	6.45AM		12.25AM	DN-R	POCATELLO	YL	213.9		A 2.05AM	A 6.10AM	A 11.25PM	
	P			A 12.30AM		POCATELLO JCT.	YL	216.3		1.55AM				
CS 127 P						MICHAUD		224.3						
146 P						BANNOCK		230.1						
125 P			s 7.18		DN	AMERICAN FALLS	AF	238.5				s 10.50		
104 P						BORAH		242.3						
146 P						QUIGLEY		250.1						
103 P						WAPI		256.0						
146 P						DEWOFF		259.8						
104 P						HAWLEY		267.3						
108 231 PY		9.59	s 7.53		DN	MINIDOKA	RT	272.4			5.04	s 10.15		
103 P						MAX		276.2						
142 P						ADELAIDE		284.3						
103 P						KIMAMA		289.0						
103 P						SENER		295.7						
146 P						OWINZA		303.5						
103 P						BESSLEN		309.3						
100 P						DIETRICH		313.9						
104-99 96-112 PY		s 10.42	s 8.46		DN	SHOSHONE	X	321.8		s 4.17	s 9.25			
146 P						TUNUPA		330.8						
146 52 P			s 9.04		D	GOODING	GD	337.5				s 9.08		
146 P						FULLER		344.2						
102 104 PY			f 9.19			BLISS		350.5						
CS 104 86 P						TICESKA		357.3						
CS 146 P						KING HILL		367.1						
	PY	As 11.35PM	A 9.50AM		DN-R	GLENN'S FERRY	YL	373.8			3.20AM	8.30PM		
								(159.9)		Monday Wednesday Saturday	Daily	Daily		
		(2.25) 66.2	(3.05) 51.8	(0.05) 28.8						(0.10) 14.4	(2.50) 56.4	(2.55) 54.8		

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



WESTWARD CUMBERLAND BRANCH EASTWARD				WESTWARD ELKOL BRANCH EASTWARD			
Time-Table No. 45		Mile Post	Time-Table No. 45		Mile Post		
April 26, 1970			April 26, 1970				
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	STATIONS		Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	STATIONS			
181 187	PZ	DN-R	KEMMERER YL AV	0.0	45	GLENCoe JCT. YL	0.0
			4.8 GLENCoe JCT. YL	4.8		3.9 ELKOL	3.9
45			1.2 END OF TRACK	6.0		(3.9)	
			(6.0)				

WESTWARD CONDA BRANCH EASTWARD			WESTWARD GRACE BRANCH EASTWARD					
Time-Table No. 45		Mile Post	Time-Table No. 45		Mile Post			
April 26, 1970			April 26, 1970					
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	STATIONS		Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	STATIONS				
129	PY	DN	SODA SPRINGS YL SD	0.0	129	P	ALEXANDER YL	0.0
68			1.8 MONSANTO YL (Spur)	1.8	14	D	6.0 GRACE GA	6.0
5			1.0 FORMATION YL (Spur)	2.8			(6.0)	
15			3.1 EPCO YL	5.9				
16	Y		1.1 CONDA YL	7.0				
			(7.0)					

WESTWARD GAY BRANCH EASTWARD			WESTWARD GOSHEN BRANCH EASTWARD						
Time-Table No. 45		Mile Post	Time-Table No. 45		Mile Post				
April 26, 1970			April 26, 1970						
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	STATIONS		Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	STATIONS					
129	P		FORT HALL	0.0	106	P	D	FIRTH FR	0.0
30			9.1 M.P. 9.1	9.1	16			5.2 GOSHEN	5.2
329	YZ		11.7 GAY	20.8	19			5.8 GERRARD	11.0
			(20.8)		9			1.8 INDIAN	12.8
					12			2.8 HACKMAN	15.6
					26			2.5 AMMON	18.1
								3.9 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					
SECOND CLASS		Time-Table No. 45	Mile Post	SECOND CLASS	
477				478	
Local Freight		April 26, 1970		Local Freight	
Daily Except Sunday		STATIONS		STATIONS	
DPTYZ		6.00AM	DN-R	IDAHO FALLS YL AK	0.0
15	PY	6.10		3.0 ORVIN YL	3.0
51	P	6.23		4.6 UCON	7.6
46	P	6.42	D	6.2 RIGBY RG	13.8
31	P	6.50		4.3 LORENZO	18.1
21		6.57		2.6 THORNTON	20.7
57	P	7.10	D	5.3 REXBURG RX	26.0
44	P	7.20	D	3.8 SUGAR CITY SC	29.8
31	PY			1.1 HART	30.9
95	PY	7.35	D	5.9 ST. ANTHONY YL SH	36.8
	P			1.5 BELT YL	38.3
37	P	7.50		4.5 CHESTER	42.8
39	PY	A 8.10AM	D-R	8.2 ASHTON YL HN	51.0
24				7.2 WARM RIVER	58.2
19				8.7 GERRIT	66.9
24				5.6 PINEVIEW	72.5
19				3.2 ECCLES	75.7
13				4.9 ISLAND PARK	80.6
22				4.8 TRUDE	85.4
21	Y			5.3 BIG SPRINGS	90.7
19				6.5 REAS PASS	97.2
24	Y			9.9 WEST YELLOWSTONE YL	107.1
				(107.1)	

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

WESTWARD TETON VALLEY BRANCH EASTWARD					
Time-Table No. 45		Mile Post	Time-Table No. 45		
April 26, 1970			April 26, 1970		
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	STATIONS		Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	STATIONS	
39	PY		D-R	ASHTON YL HN	0.0
28				6.0 GRAINVILLE	6.0
19				2.6 DRUMMOND	8.6
10				4.2 FRANCE	12.8
28				3.0 LAMONT	15.8
18				10.5 FELT	26.3
19	Y		D	4.0 TETONIA NA	30.3
26			D	6.9 DRIGGS DI	37.2
16	Y		D	8.4 VICTOR YL VR	45.6
				(45.6)	

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For stations not shown on schedule pages.—See page 15.

WESTWARD		MACKAY BRANCH		EASTWARD		Westward		EAST BELT BRANCH		Eastward	
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.		Time-Table No. 45 April 26, 1970		Mile Post		Car Capacity of Sidings, etc. See Rule 6(A), Page 21.		Time-Table No. 45 April 26, 1970		Mile Post	
		STATIONS						STATIONS			
	67 YP		DN-R		BLACKFOOT YL BF		0.0		16 PY		
85			2.1 COLLINS YL	2.1		19		2.3 LINCOLN YL	2.3		
6			2.2 CLARKSON	4.3				0.8 LINCOLN JCT, YL	3.1		
26			1.4 MORELAND	5.7		39		2.6 IONA	5.7		
			1.4 ABERDEEN JCT, YL	7.1		18	D	10.7 RIRIE RK	16.4		
28			13.0 TABER	20.1		9		5.0 BYRNE	21.4		
30 Y			19.6 SCOVILLE	39.7		9		4.2 JENSON	25.6		
32 Y		D	19.4 ARCO YL RO	59.1		20		2.6 WALKER	28.2		
18			7.6 MOORE	66.7		34		4.2 PARKINSON	32.4		
9			5.9 DARLINGTON	72.6		9		1.9 MOODY	34.3		
4			4.7 LESLIE	77.3		10	D	3.8 NEWDALE NE	38.1		
58 Y		D-R	8.0 MACKAY YL MY	85.3		P		6.3 BELT YL	44.4		
			(85.3)					(44.4)			

WESTWARD		ABERDEEN BRANCH		EASTWARD		WESTWARD		WEST BELT BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.		Time-Table No. 45 April 26, 1970		Mile Post		Car Capacity of Sidings, etc. See Rule 6(A), Page 21.		Time-Table No. 45 April 26, 1970		Mile Post	
		STATIONS						STATIONS			
	27				4.3 ABERDEEN JCT, YL		0.0		51 P		
16			1.6 ROCKFORD	4.3		19		1.7 LEWISVILLE	8.8		
27			4.3 LIBERTY	5.9		33	D	14.5 MENAN MN	10.5		
26			6.3 PINGREE	10.2		44		1.7 PLANO	25.0		
15			3.2 SPRINGFIELD	16.5		15		2.6 EDMONDS	26.7		
7			6.3 STERLING	19.7		9		2.3 EGIN	29.3		
32 Y		D	2.2 FINGAL	26.0		27		2.3 HEMAN	31.6		
			2.2 ABERDEEN YL BN	28.2		16		5.2 PARKER	33.5		
			(28.2)			95 PY	D-R	5.2 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		Time-Table No. 45 April 26, 1970	Mile Post	SECOND CLASS			
		475 Local Freight	439 Local Freight			440 Local Freight	476 Local Freight		
		Daily Except Saturday	Daily Except Sunday						
108 PY		11.45 PM	12.01 PM	DN-R	MINIDOKA YL RT	0.0	A1 1.00 AM	A10.30 PM	
62 P		12.01 AM	12.16		ACEQUIA	8.2	10.35	10.05	
167 DPY		12.16	12.30	DN	RUPERT YL MS	13.5	10.20	9.50	
13					SCHOW	16.4			
27 P		12.27	12.40		HEYBURN	19.6	10.05	9.35	
50 PY		12.40	12.55	DN	BURLEY YL BU	21.7	10.00	9.30	
65 P		1.02	1.17		STARRH'S FERRY	25.8	9.45	9.15	
29					HOBSON	28.3			
50 P		1.15	1.30		MILNER	33.5	9.30	9.00	
14 P					PARSONS	35.5			
61 P		1.30	1.45	D	MURTAUGH MU	41.4	9.15	8.45	
45 P		1.40	1.55		BICKEL	45.1	9.05	8.35	
20					BILLS	49.0			
35 P		1.55	2.10	D	HANSEN NS	49.7	8.55	8.25	
51 P		2.08	2.23	D	KIMBERLY KY	53.3	8.45	8.15	
26 P					McMILLAN YL	56.4			
DPYZ		A 3.00 AM	A 3.40 PM	DN-R	TWIN FALLS YL NA	58.9	8.30 AM	8.00 PM	
36					CURRY	63.3			
51 P				D	FILER FR	65.9			
38					PEAVEY	68.5			
35					CEDAR	71.3			
PY				DN-R	BUHL YL BO	73.8			
					(73.8)				
		(3.15)	(3.39)		Thru Time	(2.30)	(2.30)		
		18.1	16.1		Average speed per hour	23.6	23.6		

WESTWARD		OAKLEY BRANCH		EASTWARD		WESTWARD		RAFT RIVER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.		Time-Table No. 45 April 26, 1970		Mile Post		Car Capacity of Sidings, etc. See Rule 6(A), Page 21.		Time-Table No. 45 April 26, 1970		Mile Post	
		STATIONS						STATIONS			
	50 PY		DN-R		BURLEY YL BU		0.0		50 PY		
24			4.3 BEETVILLE	4.3		29			3.1 UNITY	3.1	
20			0.9 PELLA	5.2		24			0.9 ELCOCK	4.0	
56			3.1 NORTH KENYON	8.3		13			0.7 EVANS (Spur)	4.7	
8			1.3 KENYON	9.6		19			1.3 SPRINGDALE	6.0	
9			3.9 CHURCHILL	13.5		21			1.5 HATCH	7.5	
20			2.8 TROUT	16.3		14			1.6 DECLO	9.1	
7			1.5 MARION	17.8					(9.1)		
21			1.6 WARR	19.4							
17			2.4 OAKLEY	21.8							
			(21.8)								

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 IDAHO NORTHERN BRANCH Eastward				
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	SECOND CLASS	Time-Table No. 45 April 26, 1970	Mile Post	SECOND CLASS
	485 Local Freight			486 Local Freight
	Monday Wednesday Friday	<b>STATIONS</b>		
DPYZ	7.00AM	(DN-R) NAMPA YL D-Q	0.0	A 2.00PM
42 P	7.10	C.T.C. 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 YL 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 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 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. 45 April 26, 1970	Mile Post	SECOND CLASS
140 140 PY		DN-R WEISER YL SR	0.0	
30		REBECCA	6.0	
41		CONCRETE	19.1	
20		MIDVALE	31.8	
30		CAMBRIDGE	40.5	
22 10		MESA	56.6	
50 Y		D COUNCIL YL CN	60.2	
6		HOOVER YL	61.6	
5		LENDALE	72.0	
37		RUBICON YL	84.1	
38 Y		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 21.	SECOND CLASS	Time-Table No. 45 April 26, 1970	Mile Post	SECOND CLASS
	459 Local Freight			460 Local Freight
	Daily Except Sunday	<b>STATIONS</b>		
144 144 PY		DN-R ONTARIO YL ON	0.0	A 3.45PM
12		CAIRO	3.7	3.33
32		LUSE	6.9	3.25
115		D-R VALE YL VA	15.5	3.04
39		HOPE	23.5	2.44
44		LITTLE VALLEY	34.8	2.14
45		HARPER	42.0	1.55
43		NAMORF	51.2	1.29
23		JONESBORO	62.2	1.02
45 Y		JUNTURA	73.6	12.34PM
43		LONG	86.6	11.57AM
42		RIVERSIDE	92.7	11.40
26		DUNNEAN	102.8	11.15
25		VENATOR	110.2	10.55
25		CIRCLE BAR	117.9	10.36
26		CRANE	126.6	10.12
26		REDESS	143.5	9.32
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
<b>First Subdivision</b>				<b>Oakley Branch</b>			
Sage.....(1).....	63.1	81 P	Both	Ruby.....	3.1	2	West
Border.....(1).....	92.1	26 P	Both	<b>Ketchum Branch</b>			
Pegram.....(1).....	97.7	37 P	Both	Gannett.....	44.3	None	None
<b>Second Subdivision</b>				Gimlet.....	63.2	27	East
Don.....	219.6	{38 PX	Both	<b>Payette Branch</b>			
Schiller.....	226.5	50 P	Both	Little Rock.....	18.9	8	Both
Sand Bank.....	370.9	37 PX	Both	<b>Wilder Branch</b>			
<b>Third Subdivision</b>				Hop.....	4.4	11	East
Simco.....	419.1	9 P	West	<b>Idaho Northern Branch</b>			
Hillcrest.....	B-445.1	12 P	Both	Maddens.....	6.1	5	Both
Perkins.....	B-451.4	26 P	Both	Josephson.....	12.6	10	Both
Beatty.....	B-454.6	25 P	Both	Amsco.....	13.6	10	Both
Sonna.....	B-460.7	19 P	Both	Bramwell.....	22.2	4	East
Mangum.....	476.3	21 P	Both	Archabal.....	127.4	8	Both
Apple Valley.....	485.9	22 P	Both	<b>Oregon Eastern Branch</b>			
Arcadia.....	491.7	38 P	Both	Claude.....	2.7	7	West
Washoe Spur.....	500.9	27 P	West	<b>New Meadows Branch</b>			
Wood.....	506.2	9 P	Both	Presley.....	11.7	8	Both
Feltham.....	512.7	20 P	Both	Tamarack.....	81.9	25	Both
Wix.....	514.3	12 P	West				
<b>Fourth Subdivision</b>							
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				
<b>Goshen Branch</b>							
Cox.....	9.2	9	West				
Wilkinson.....	21.0	2	West				
<b>Yellowstone Branch</b>							
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				
<b>Teton Valley Branch</b>							
Marysville.....	1.8	16	Both				
Judkins.....	22.3	{5	Both				
		5	Both				
Fox Creek.....	42.3	10	Both				
<b>Mackay Branch</b>							
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				
<b>West Belt Branch</b>							
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				
<b>East Belt Branch</b>							
Ken.....	0.4	5	West				
Mikami.....	14.0	6	East				
Gale Spur.....	27.5	9	East				
<b>North Side Branch</b>							
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 "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	
	Psgr.	Frt.		Psgr.	Frt.
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):		
All work trains.		50	On Main lines—tangent track;		35
All regularly assigned locals.		50	On Main lines—curves;		25
When using No. 20 turn-outs, unless a different speed is specified.	40	40	On Branch lines.		25
When using No. 14 turn-outs.	25	20	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 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:		
Within yard limits protected by continuous block signal system.	60	35	On unrestricted track;		40
Within yard limits not protected by continuous block signal system, unless a different speed is specified.	20	20	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.		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		Trains handling M.C.P.X. and M.O.N.X. 23000 series tank cars loaded with phosphorus.		50
Yard-switch locomotives in road service: 1000-1100 class; 1800 class.	35	35	Trains handling specially equipped cars for company wheels and axles, U.P. 99000-99014 inclusive and U.P. 99500-99962.		50
Diesel locomotive running light, dynamic brake not in operation, on descending grades in excess of 1 percent.		35	Trains handling company scrap.		50
Gas turbine or car body type unit backing up light or backing up as leading unit at front of train.	30	30	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules:		
When multiple unit engine is controlled from other than leading unit.	30	30	Maximum speed.		20
Freight trains handling tonnage in excess of 75 tons per operative brake.		40	Through truss bridges.		6
Trains handling wrecking derricks:			Trains handling diesel units dead in train:		
Derricks with 6-wheel trucks.		40	Yard-switch units of any type;		35
Derricks with 4-wheel trucks.		35	Foreign line, government, export or commercial units other than yard-switch type;		45
For first 5 miles after leaving initial terminal with derricks not equipped with roller bearings.		20	Union Pacific road-switch units of Alco or Baldwin type.		45
(All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			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.	Frt.		Psgr.	Frt.		Psgr.	Frt.
Maximum speed.	79	70	<b>Cokeville</b> Over streets and alleys.	40	40	Between Mile Posts— <b>Alexander</b> 152.1 and 152.4.	60	45
Between Mile Posts— <b>Granger</b> 0.0 and 0.8.	40	25	Between Mile Posts— 87.4 and 87.7.	60	45	<b>Bancroft</b> 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
<b>Moxa</b> 12.1 and 12.3.	70	55	<b>Chausse</b> 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	<b>Pebble</b> 171.2 and 171.7.	60	45
<b>Nutria</b> 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	<b>Blaser</b> 177.4 and 178.5.	60	45
<b>Opal</b> Trains switching through turn-outs east end El Paso tracks.		5	<b>Montpelier</b> 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	<b>Lava Hot Springs</b> 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
<b>Waterfall</b> 34.6 and 34.8.	60	45	<b>Georgetown</b> 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	<b>McCannon</b> 192.1 and 192.7.	60	45
<b>Nugget</b> 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	<b>Manson</b> 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	<b>Inkom</b> 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
			<b>Soda Springs</b> Over streets and alleys.	30	30	<b>Pocatello</b> Within platform limits of passenger depot.	15	15
			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. Between Pocatello and Tunupa.	79	70	Between Mile Posts— <b>Wapi</b> 258.9 and 259.2.	70	55	<b>Ticeska</b> Westward trains Ticeska to Glenns Ferry (No. 2 Track).	30	30
Between Tunupa and Glenns Ferry.	79	60	<b>Dietrich</b> Westward trains Dietrich to Shoshone (No. 2 Track).	30	30	Eastward trains Glenns Ferry to Ticeska (No. 1 Track).	30	30
<b>Pocatello</b> 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	<b>Shoshone</b> 323.3 and 323.9.	70	55	<b>King Hill</b> 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	<b>Gooding</b> Over streets and alleys.	30	30	<b>Sand Bank</b> Engines using west switch to Sand Bank set-out track.		5
<b>Bannock</b> 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
<b>Borah</b> 244.6 and 244.8.	70	55	342.3 and 343.4.	60	45	373.2 and 374.5.	20	20
						<b>Glenns Ferry</b>		

**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
<b>Glenns Ferry</b>			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	<b>Payette</b> 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
<b>Hammett</b> 384.9 and 393.4.	60	40	B-440.4 and B-446.1.	60	45	<b>Crystal</b> Trains using turn-out east switch Crystal.	15	15
<b>Mountain Home</b> Over street crossings.	50	50	<b>Boise</b> 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— <b>Orchard</b> 428.4 and 429.0.	60	45	<b>Boise Jct.</b> B-450.7 and B-450.9.	70	55	523.1 and 524.9.	70	55
<b>Kuna</b> 447.3 and 450.8.	60	45	<b>Meridian</b> Over streets and road crossings.	60	60	524.9 and 528.1.	60	45
<b>Nampa</b> 456.6 and 457.2.	20	20	Between Mile Posts— <b>Sonna</b> B-467.1 and B-467.7.	40	25	529.4 and 535.5.	70	55
<b>Orchard</b> B-423.7 and B-424.0.	60	45	<b>Nampa</b> 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
						<b>Huntington</b> Between Oregon Division Mile Posts— 390 and 389.2.	20	20

**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— <b>Hawgood</b> 213.7 and 214.0.	50	40	Between Mile Posts— <b>Dillon</b> 328.6 and 329.2.	35	25
Between Idaho Falls and Silver Bow.	59	49	<b>Hamer</b> 218.3 and 218.5.	50	40	337.0 and 337.2.	50	40
Between Mile Posts— <b>Pocatello Jct.</b> 135.1 and 136.7.	35	25	Dubois 236.0 and 236.6.	35	25	<b>Apex</b> 341.1 and 341.4.	50	40
<b>Montana Jct.</b> 139.9 and 140.1.	60	50	237.8 and 238.0.	50	40	342.7 and 342.9.	50	40
<b>Tyhee</b> 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
<b>Gibson</b> 152.6 and 152.9.	50	40	<b>Spencer</b> 248.5 and 248.9.	45	35	346.0 and 346.3.	30	20
<b>Blackfoot</b> Over streets and alleys.	20	20	251.0 and 251.4.	40	30	347.9 and 348.2.	40	30
Between Mile Posts— <b>Wapello</b> 166.8 and 167.0.	60	50	252.7 and 257.5.	25	20	<b>Navy</b> 351.0 and 354.4.	35	25
<b>Firth</b> Over streets and alleys.	35	35	<b>Humphrey</b> 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	<b>Melrose</b> 361.8 and 366.3, watch for rocks.	25	20
<b>Shelley</b> 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
<b>Idaho Falls</b> 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	<b>Snowline</b> 277.4 and 278.3.	35	25	<b>Divide</b> 373.6 and 374.6.	40	30
187.4 and 188.6.	40	30	<b>Lima</b> 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
<b>Roberts</b> 205.4 and 206.0.	50	40	Between Mile Posts— <b>Red Rock</b> 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**

<b>Cumberland Branch</b> Maximum speed.	15	<b>Conda Branch</b> Maximum speed.	15	<b>Gay Branch</b> Maximum speed.	25
<b>Elkol Branch</b> Maximum speed.	15	<b>EPCO Industry Spur</b> (Operated by El Paso Products Co.) Maximum speed.	30	Between M.P. 3.0 and Gay.	15
<b>Leefe Spur</b> Maximum speed.	15	Between Mile Posts— 3.5 and 4.0.	20	<b>Mackay Branch</b> Between Blackfoot and M.P. 60.0.	25
<b>Grace Branch</b> 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
				<b>Aberdeen Branch</b> Maximum speed.	20

BRANCHES (Continued)								
Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
<b>Goshen Branch</b> 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
<b>Yellowstone Branch</b> 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	<b>Teton Valley Branch</b> Maximum speed.		35 25	97.5 and Melandeo.		20
Between Gerrit and Big Springs.	50	35		Bridges 4.48, 6.96 and 19.97.		12	12	Wells yard.
Between Big Springs and West Yellowstone, watch for rocks.	35	25	Between Mile Posts— 19.1 and 19.4.	15	15	<b>Ketchum Branch</b> 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	<b>Twin Falls Branch</b> Maximum speed.	50	40	Between Hailey and Ketchum, over truss bridges.	15	15
Between Mile Posts— 55.4 and 55.7.	20	15	Rupert, over streets and alleys.	12	12	Between Mile Posts— 63.1 and 64.6.	30	20
59.6 and 65.9.	20	15	Heyburn, over street crossings.	25	25	68.4 and 68.5.	10	10
72.9 and 73.2.	35	25	Bridge 20.10.	25	25	<b>Ketchum</b> On balloon track.	10	10
74.0 and 74.2.	30	25	Burley, within city limits.	20	20	<b>Hill City Branch</b> Maximum speed.		25
85.2 and 85.5.	35	25	Burley, over street crossings.	12	12	Over trestles 21.6 and 23.40 with snow plows.		15
86.4 and 87.0.	20	15	Burley, Salt Lake yard tracks.	5	5	<b>Boise Branch</b> Between Boise Jct. and Boise Freight.		10
92.1 and 95.0.	20	15	Kimberly, within city limits.	35	35	Between Boise Freight and Barber.		15
99.9 and 100.8.	20	15	M.P. 71.7.	35	35	<b>Stoddard Branch</b> Maximum speed.		20
<b>East Belt Branch</b> Maximum speed.		25	<b>North Side Branch</b> Maximum speed.		30	Between Stoddard and end of track.		15
Truss bridges.		10	Between Mile Posts— 30.0 and 30.5.		20	<b>Idaho Northern Branch</b> Maximum speed.		30
Trains handling any loaded car in train exceeding gross wt. 220000 pounds.		15	<b>Raft River Branch</b> 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	Trains handling high cars be- tween Jenness and Bramwell.		12
20.2 and 24.0.		15	Burley, Salt Lake yard tracks.		5	Emmett, over street crossings.		12
24.0 and 36.5.		20	<b>Oakley Branch</b> Maximum speed.		15	M.P. 31.4.		20
36.5 and 37.0.		15	Burley, over street crossings.		12	Between Plaza and M.P. 63, watch for rocks.		25
37.0 and Belt.		20	Burley, Salt Lake yard tracks.		5	Between Mile Posts— 33.0 and 35.4.		10
<b>West Belt Branch</b> Maximum speed.		20	<b>Wells Branch</b> Maximum speed.		30	Bridge 36.61.		20
Truss bridges.		10	Between Mile Posts— 31.1 and 36.1.		25	Between M.P. 63 and Smiths Ferry, watch for rocks.		15
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	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
Trains handling logs or high cars between Banks and M.P. 81.0.		12	Between Mile Posts— <b>Little Valley</b> 36.5 and 37.6, watch for rocks.		20	<b>Brogan Branch</b> Maximum speed.		15
Between Smiths Ferry and Cabarton, watch for rocks.		20	37.6 and 37.7, soft spot.		10	<b>Payette Branch</b> Maximum speed.		25
Between Mile Posts— 99.6 and 108.3.		20	37.7 and 38.2, watch for rocks.		20	Payette Jct., on curve.		10
111.4 and 111.6.		20	<b>Jonesboro</b> 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	<b>Juntura</b> 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	<b>New Meadows Branch</b> 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
<b>Wilder Branch</b> Maximum speed.		25	<b>Long</b> 86.6 and 90.3, watch for rocks.		20	Between Mile Posts— 18.0 and 29.5.		15
<b>Homedale Branch</b> Maximum speed.		25	<b>Dunnean</b> 103.5 and 106.5.		20	32.0 and 39.2.		15
<b>Oregon Eastern Branch</b> Maximum speed, except be- tween M.P. 140.0 and 145.0.		25	Bridge 106.14.		15	39.2 and 57.0.		10
<b>Hope</b> Between Mile Posts— 29.5 and 33.5, watch for rocks.		20	<b>Circle Bar</b> 119.0 and 124.0, watch for rocks.		20	57.0 and 67.0.		15
			<b>Crane</b> 140.0 and 145.0.		30	Between M.P. 67.0 and New Meadows.		10

  

<p><b>SYMBOLS AND ABBREVIATIONS</b> Rules 6 and 6(A)</p> <p><b>Rule 6</b></p> <p>The following letters placed before figures of a schedule indicate:</p> <p>s—regular stop; f—flag stop to receive or discharge traffic; A—arrive.</p> <p><b>Rule 6(A)</b></p> <p>The following letters placed in column with station name in time-table indicate:</p> <p>D—day operator; N—night operator; DN—day and night operator; R—train register; YL—yard limits.</p> <p>The following letters placed in columns provided in time-table indicate:</p> <p>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.</p>	<p><b>Standard clocks are located as shown below:</b></p> <p>Boise Freight.....13th Street Yard Office Buhl.....Telegraph Office Burns.....Telegraph Office Glenns Ferry.....Telegraph Office Huntington.....Telegraph Office Idaho Falls.....Telegraph Office Idaho Falls...Switchmen's Register Room, North End Yard Office Lima.....Telegraph Office Montpelier.....Telegraph Office Montpelier.....Yard Office Nampa.....Telegraph Office Nampa.....Central Yard Switchmen's Locker Room Nampa.....Crew Dispatcher's Office Nampa.....Enginemen's Register Room at Roundhouse Nampa.....Train Dispatcher's Office Nampa.....East End Yard Office</p> <p>Nyssa.....Telegraph Office Ontario.....Telegraph Office Pocatello.....Train Dispatcher's Office Pocatello...Train, Yard and Engine Crew Dispatcher's Office Pocatello.....Switchmen's Locker Room New Yard Pocatello.....Switchmen's Locker Room Hump Pocatello.....Switchmen's Locker Room Sherman St. Pocatello...Roundhouse Foreman's Office Pocatello...Conductor's Register Room, Passenger Station Rupert.....Telegraph Office Twin Falls.....Telegraph Office Twin Falls...Enginemen's Register Room at Roundhouse Weiser.....Telegraph Office</p>
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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
1912	Jan	1	...	...	...
1912	Jan	2	...	...	...
1912	Jan	3	...	...	...
1912	Jan	4	...	...	...
1912	Jan	5	...	...	...
1912	Jan	6	...	...	...
1912	Jan	7	...	...	...
1912	Jan	8	...	...	...
1912	Jan	9	...	...	...
1912	Jan	10	...	...	...
1912	Jan	11	...	...	...
1912	Jan	12	...	...	...
1912	Jan	13	...	...	...
1912	Jan	14	...	...	...
1912	Jan	15	...	...	...
1912	Jan	16	...	...	...
1912	Jan	17	...	...	...
1912	Jan	18	...	...	...
1912	Jan	19	...	...	...
1912	Jan	20	...	...	...
1912	Jan	21	...	...	...
1912	Jan	22	...	...	...
1912	Jan	23	...	...	...
1912	Jan	24	...	...	...
1912	Jan	25	...	...	...
1912	Jan	26	...	...	...
1912	Jan	27	...	...	...
1912	Jan	28	...	...	...
1912	Jan	29	...	...	...
1912	Jan	30	...	...	...
1912	Jan	31	...	...	...
1912	Feb	1	...	...	...
1912	Feb	2	...	...	...
1912	Feb	3	...	...	...
1912	Feb	4	...	...	...
1912	Feb	5	...	...	...
1912	Feb	6	...	...	...
1912	Feb	7	...	...	...
1912	Feb	8	...	...	...
1912	Feb	9	...	...	...
1912	Feb	10	...	...	...
1912	Feb	11	...	...	...
1912	Feb	12	...	...	...
1912	Feb	13	...	...	...
1912	Feb	14	...	...	...
1912	Feb	15	...	...	...
1912	Feb	16	...	...	...
1912	Feb	17	...	...	...
1912	Feb	18	...	...	...
1912	Feb	19	...	...	...
1912	Feb	20	...	...	...
1912	Feb	21	...	...	...
1912	Feb	22	...	...	...
1912	Feb	23	...	...	...
1912	Feb	24	...	...	...
1912	Feb	25	...	...	...
1912	Feb	26	...	...	...
1912	Feb	27	...	...	...
1912	Feb	28	...	...	...
1912	Feb	29	...	...	...
1912	Mar	1	...	...	...
1912	Mar	2	...	...	...
1912	Mar	3	...	...	...
1912	Mar	4	...	...	...
1912	Mar	5	...	...	...
1912	Mar	6	...	...	...
1912	Mar	7	...	...	...
1912	Mar	8	...	...	...
1912	Mar	9	...	...	...
1912	Mar	10	...	...	...
1912	Mar	11	...	...	...
1912	Mar	12	...	...	...
1912	Mar	13	...	...	...
1912	Mar	14	...	...	...
1912	Mar	15	...	...	...
1912	Mar	16	...	...	...
1912	Mar	17	...	...	...
1912	Mar	18	...	...	...
1912	Mar	19	...	...	...
1912	Mar	20	...	...	...
1912	Mar	21	...	...	...
1912	Mar	22	...	...	...
1912	Mar	23	...	...	...
1912	Mar	24	...	...	...
1912	Mar	25	...	...	...
1912	Mar	26	...	...	...
1912	Mar	27	...	...	...
1912	Mar	28	...	...	...
1912	Mar	29	...	...	...
1912	Mar	30	...	...	...
1912	Mar	31	...	...	...

