

UNION PACIFIC RAILROAD COMPANY  
SOUTH-CENTRAL DISTRICT



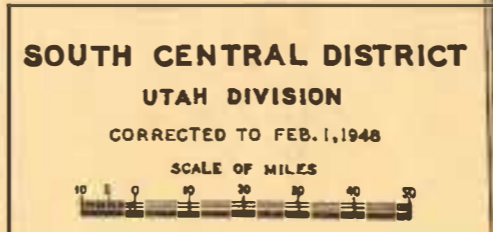
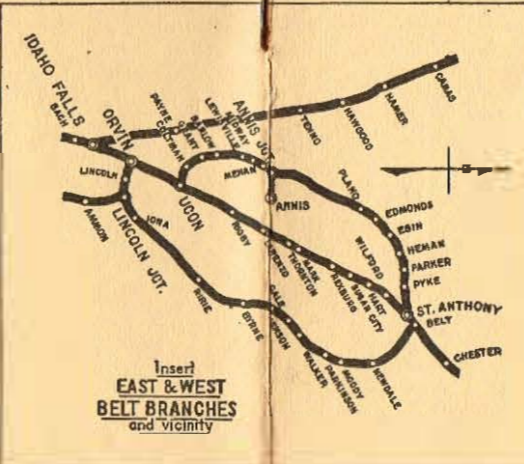
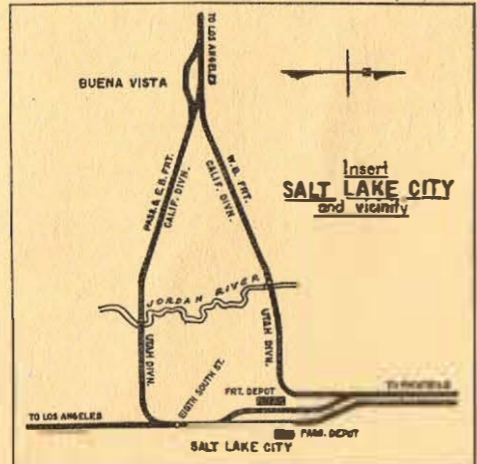
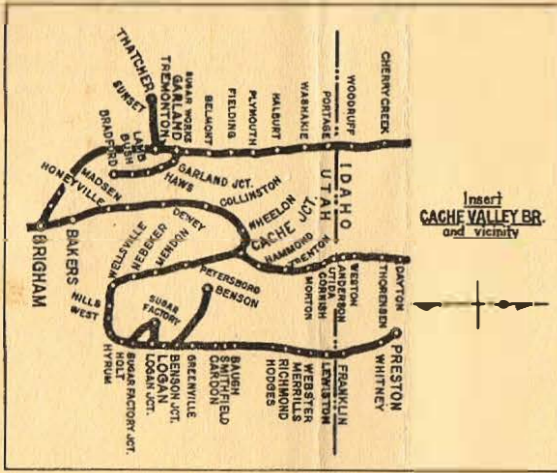
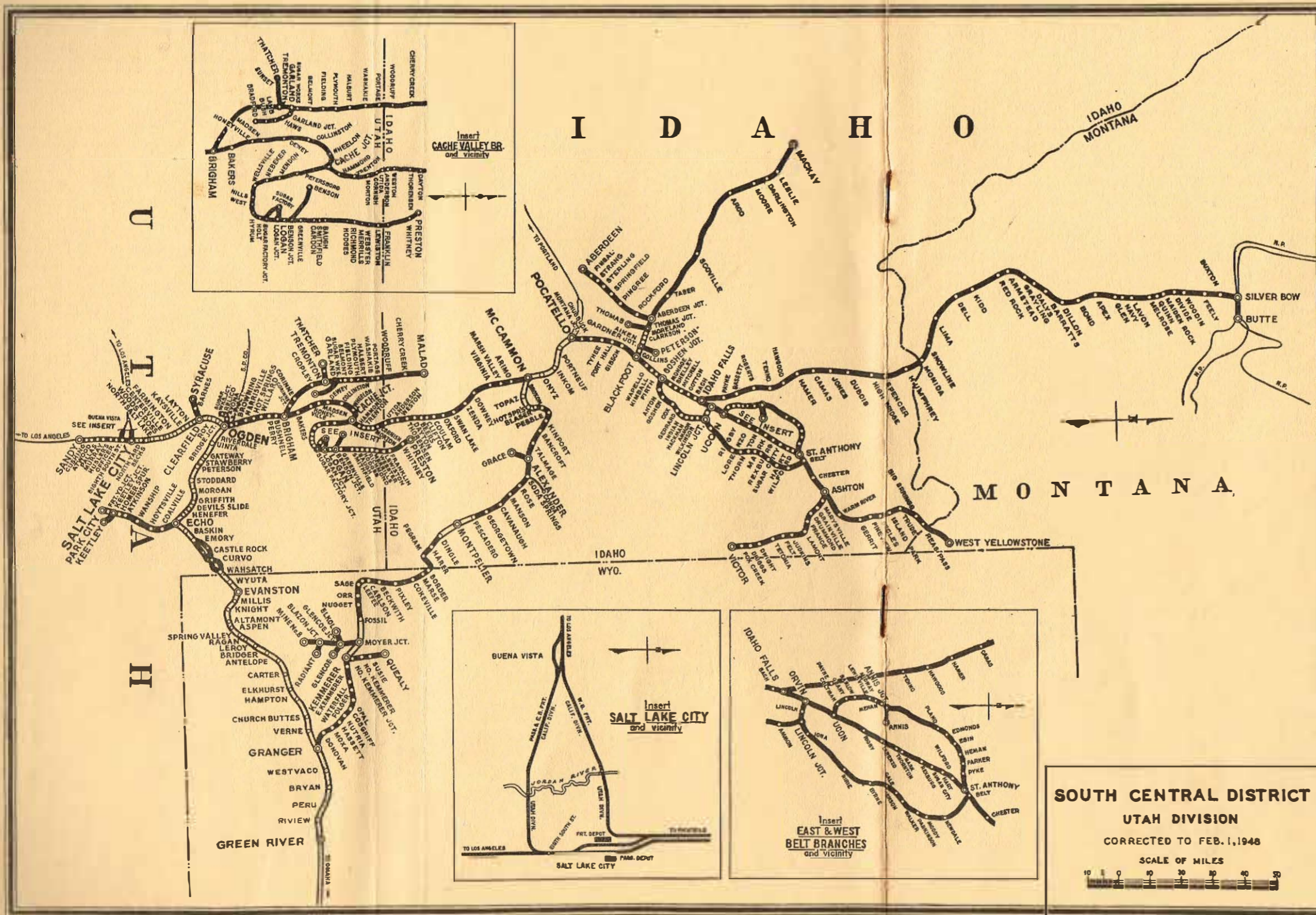
UTAH DIVISION  
SIXTH SUBDIVISION  
SEVENTH SUBDIVISION  
AND BRANCHES

TIME-TABLE  
No. 1

Effective Sunday,  
February 29, 1948  
at 12:01 A. M. Mountain Time

*Be Careful Today*

FOR EMPLOYEES ONLY



**F. C. PAULSEN,**  
General Manager

**A. D. HANSON,**  
General Superintendent Transportation

**B. F. WELLS**  
Assistant General Manager

**V. W. SMITH**  
General Superintendent

**W. J. MORRISON, Superintendent,**  
Salt Lake City, Utah

G. A. CUNNINGHAM, Asst. Superintendent  
Pocatello, Idaho

H. G. BAKER, Trainmaster Pocatello, Idaho

E. L. NEELEY, Master Mechanic Pocatello, Idaho

W. M. HEMPHILL, Road Foreman  
of Engines Pocatello, Idaho

L. I. HAMMOND, Division Engineer  
Salt Lake City, Utah

O. H. CARPENTER, Gen'l Roadmaster Pocatello, Idaho

**Sixth and Seventh Subdivisions**

W. H. POWERS, Chief Train Dispatcher  
Pocatello, Idaho

L. R. SCHOU, Assistant Chief Train Dispatcher  
Pocatello, Idaho

R. R. JOHNSON, Assistant Chief Train Dispatcher  
Pocatello, Idaho

H. L. CRAWFORD, Assistant Chief Train Dispatcher  
Pocatello, Idaho

K. A. LEGER, Assistant Chief Train Dispatcher  
Pocatello, Idaho

**Standard clocks are located as shown below:**

Pocatello	Train Dispatcher's Office
Pocatello	Passenger Conductors' Register Room, Passenger Station
Pocatello	Yard Telegraph Office
Pocatello	Engine Crew Dispatcher's Office
Pocatello	Switchmen's Locker Room
Pocatello	Train Crew Dispatcher's Office
Pocatello	West End Yardmaster's Office
Pocatello	Tower Locker Room
Blackfoot	Telegraph Office
Idaho Falls	Telegraph Office
Idaho Falls	Yard Office
Idaho Falls	Enginemen's Register Room
Lima	Telegraph Office
Silver Bow	Telegraph Office
Ashton	Telegraph Office
West Yellowstone	Telegraph Office

**MILEAGE**

**Sixth and Seventh Subdivisions**

Main Line	263.80
Branches	381.44
<b>Grand Total</b>	<b>645.24</b>

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

NAME	TITLE	PLACE	TERRITORY
DR. D. L. GAMETTE	Medical Director	Los Angeles	
Spencer Wright	Dist. Chief Surg.	Salt Lake City	
E. M. Roberts	Division Surgeon	Pocatello	Utah-Idaho.
J. R. McMahon	Surgeon	Pocatello	Vicinity Pocatello.
H. H. Hughart	Surgeon	Pocatello	Vicinity Pocatello.
H. H. Howard	Surgeon	Pocatello	Vicinity Pocatello.
J. V. Clothier	Oculist & Aurist.	Pocatello	Vicinity Pocatello.
W. L. Clothier	Oculist	Pocatello	Vicinity Pocatello.
J. O. Hampton	Surgeon	Blackfoot	Pirth, W. Fall.
		Aberdeen Jct.	
I. R. Eibert	Surgeon	Arco	Mackay Branch.
F. L. Harms	Surgeon	Aberdeen	Aberdeen Branch.
M. T. Rees	Surgeon	Idaho Falls	Blackfoot to Roberts, Rigby and Ririe.
N. H. Balties	Oculist & Aurist	Idaho Falls	Idaho Falls.
P. E. Wallner	Oculist & Aurist	Idaho Falls	Idaho Falls.
E. L. Hargis	Surgeon	Ashton	St. Anthony to West Yellowstone.
G. M. Jensen	Surgeon	Driggs	Ashton to Victor.
E. L. Route	Surgeon	St. Anthony	Ashton to Sugar City.
W. L. Sutherland	Surgeon	Rexburg	Rigby to St. Anthony.
Alton Tall	Surgeon	Rigby	Ucon to Rexburg and East and West Belt Branches.
A. H. Needles	Surgeon	Lima	Monida to Armstead.
G. L. Boutledge	Surgeon	Dillon	Melrose to Armstead.
H. C. Ball	Surgeon	Dillon	Melrose to Armstead.
R. C. Moulman	Surgeon	Butte	Butte to Dillon.
H. L. Casner	Oculist & Aurist.	Butte	Butte to Dillon.
R. L. Casner	Oculist & Aurist.	Butte	Butte to Dillon.

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
80"	120.	52"	69.2	1'15"	48.
81"	116.1	53"	67.9	1'20"	45.
82"	112.5	54"	66.6	1'25"	42.3
83"	109.1	55"	65.4	1'30"	40.
84"	105.9	56"	64.2	1'35"	37.9
85"	102.9	57"	63.1	1'40"	36.
86"	100.	58"	62.	1'45"	34.8
87"	97.3	59"	61.	1'50"	32.7
88"	94.7	1'	60.	1'55"	31.3
89"	92.3	1' 1"	59.	2'	30.
90"	90.	1' 2"	58.	2'15"	26.6
91"	87.8	1' 3"	57.1	2'30"	24.
92"	85.7	1' 4"	56.2	2'45"	21.8
93"	83.7	1' 5"	55.3	3'	20.
94"	81.8	1' 6"	54.5	3'30"	17.1
95"	80.	1' 7"	53.7	4'	15.
96"	78.3	1' 8"	52.9	5'	12.
97"	76.6	1' 9"	52.1	6'	10.
98"	75.	1'10"	51.4	7'	8.6
99"	73.5	1'11"	50.7	8'	7.5
100"	72.	1'12"	50.	10'	6.

**CONDENSED TIME-TABLE**

WESTWARD				Distance from Salt Lake City via Old Main Line	EASTWARD						
FIRST CLASS					Time-Table No. 1 February 20, 1948	Mile Post	FIRST CLASS				
33 Passenger	29 Passenger	31 Passenger	45 Passenger				32 Passenger	46 Passenger	34 Passenger	30 Passenger	
Daily	Daily	Daily	Daily		<b>STATIONS</b>						
11.55PM	8.00PM	5.45PM		0.0	SALT LAKE CITY	36.3	A 9.45AM		A 10.15PM	A 8.00AM	
12.55AM	9.05	6.55		36.3	OGDEN	0.0	8.20		9.15	7.00	
1.25	9.35	7.20		57.4	BRIGHAM	21.1	8.00		8.55	6.35	
2.00	10.15	7.56		85.1	CACHE JCT.	48.8	7.28		8.25	6.05	
2.50	11.10PM	8.50		147.5	McCAMMON	111.2	6.37		7.40	5.22	
4.30	12.35AM	10.25		170.3	POCATELLO	213.9	5.00		6.05	3.45	
5.05	1.10	A 11.00PM		194.4	BLACKFOOT	158.1	4.30AM		5.35	3.15	
5.40	1.40			220.8	IDAHO FALLS	184.5		A 3.10PM	4.55	2.40	
6.28	2.23		7.30AM	271.8	ASHTON	51.0			4.10	1.57	
7.25AM	3.15		9.10	317.4	VICTOR	45.6			1.35PM		
			A 11.05AM	327.9	WEST YELLOWSTONE	107.1			11.40AM		
				433.3	BUTTE	397.0				8.50AM	6.45PM
					(433.3)		Daily	Daily	Daily	Daily	
(14.05) 30.7	(13.30) 32.1	(5.15) 32.4	(3.35) 26.9		Thru Time	(5.15) 32.4	(3.30) 27.6	(13.25) 32.3	(13.15) 32.7		
					Average speed per hour						

WESTWARD			GOSHEN BRANCH			EASTWARD			WESTWARD			ANNIS BRANCH			EASTWARD		
Time-Table No. 1 February 20, 1948			Time-Table No. 1 February 20, 1948			Time-Table No. 1 February 20, 1948			Time-Table No. 1 February 20, 1948			Time-Table No. 1 February 20, 1948			Time-Table No. 1 February 20, 1948		
STATIONS			STATIONS			STATIONS			STATIONS			STATIONS			STATIONS		
		GOSHEN JCT.	3.2					ANNIS JCT.	0.0								
		ANTON	1.8					GRAYS (Spur)	0.5								
		GOSHEN	4.4					ANNIS (Spur)	2.0								
		COX (Spur)	1.4					(2.6)									
		GERRARD	10.6														
		INDIAN	12.4														
		HACKMAN	15.2														
		AMMON (Spur)	18.1														
		WILKINSON (Spur)	21.0														
		LINCOLN JCT.	21.6														
		(21.6)															

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

WESTWARD				SIXTH SUBDIVISION				EASTWARD			
Car capacity of sidings, etc. See Rule 6(A) Page 11.	SECOND CLASS		FIRST CLASS		Time-Table No. 1 February 29, 1948	Mile Post	FIRST CLASS		SECOND CLASS		
	255 Time Freight	277 Time Freight	33 Passenger	29 Passenger			34 Passenger	30 Passenger	278 Time Freight	256 Time Freight	
	Daily	Daily	Daily	Daily							
Yard COPTWYZ	3.15 <sup>256</sup> PM	4.00 AM	5.40 AM	1.40 AM	DN-R POCATELLO YL CA PO	133.9	A 4.55 PM	A 2.40 AM	A 1.00 PM	A 3.15 <sup>255</sup> PM	
P	3.26	4.15	5.50	1.50	MONTANA JCT.	130.7	4.38	2.25	12.01 PM	2.31	
36					CHUBBUCK	138.2					
73	P 3.32	4.21	f 5.54	1.54	TYHEE	140.4	f 4.34	2.21	11.54 AM	2.24	
73	PW 3.40	4.29	s 6.02	f 2.00	FORT HALL	145.7	s 4.27	f 2.15	11.45	2.15	
74	P 3.47	4.38	f 6.08	2.07 <sup>30</sup>	GIBSON	151.0	f 4.18	2.07 <sup>25</sup>	11.37	2.07	
ES 95 WS 82 CPWY	4.10 <sup>34</sup>	4.50	s 6.28	s 2.23	BLACKFOOT YL BF	158.1	s 4.10 <sup>256</sup>	s 1.57	11.25	1.55	
74	P 4.20	5.01	f 6.35	2.30	WAPELLO	164.0	f 3.56	1.40	11.09	1.40	
					KIMBALL	166.6					
74	PW 4.28	5.09	s 6.42	f 2.37	FIRTH	169.4	s 3.49	f 1.33	11.00	1.30	
					GOSHEN JCT.	169.8					
11					MONROE	172.2					
105	P 4.38	5.20	s 6.52	f 2.45	SHELLEY	175.5	s 3.40	s 1.25	10.50	1.20	
					MITCHELL	176.9					
73	P 4.44	5.26	f 6.57	2.50	COTTON	179.3	f 3.33	1.19	10.43	1.13	
65	P 4.50	5.32	7.01	2.54	BACH YL	183.1	3.29	1.14	10.35	1.05	
Yard COPTWYZ	5.25	7.00	s 7.25	s 3.15	IDAHO FALLS YL AK	184.5	s 3.25	s 1.10	10.30	1.00 PM	
					WEST IDAHO FALLS YL	185.8	2.58	12.50			
63	P 5.45	7.37 <sup>33</sup>	f 7.37 <sup>277</sup>	3.26	PAYNE	191.2	f 2.50	12.42	9.15	11.05 AM	
53	P 5.53	7.50	f 7.44	3.32	BASSETT	190.5	f 2.44	12.36	9.05	10.55	
57	PW 6.02	8.00	s 7.53	s 3.40	ROBERTS	202.0	s 2.37	s 12.29	8.55	10.45	
55	P 6.11	8.10	8.00	3.46	TENNO	207.0	2.28	12.21	8.45	10.35	
51	P 6.20	8.30 <sup>278</sup>	8.06	3.52	HAWGOOD	212.1	2.22	12.15	8.30 <sup>277</sup>	10.25	
53	P 6.29	8.45	s 8.14 <sup>278</sup>	3.59	HAMER	217.5	s 2.15	s 12.09	8.14 <sup>33</sup>	10.15	
					CAMAS	223.1	s 2.07	12.01 AM	7.53	10.05	
50	P 6.48	9.05	8.29	4.14	JONES	228.2	1.59	11.54 PM	7.43	9.53	
ES 51 WS 53 CPWY	7.10	9.40 <sup>256</sup>	s 8.44	s 4.32	DUBOIS YL BO	234.9	s 1.50	s 11.45	7.30	9.40 <sup>277</sup>	
52	P 7.28	9.58	8.55 <sup>266</sup>	4.43	HIGHBRIDGE	242.0	1.33	11.30	7.03	8.55 <sup>33</sup>	
					SPENCER	248.5	s 1.25	s 11.22	6.51	8.31	
					HUMPHREY	258.0	s 1.06	11.03	6.25	8.05	
ES 55 WS 58	PW 8.07	10.36	s 9.24	5.12	MONIDA YL MO	264.7	s 12.54	s 10.53	6.00	7.40	
65	PY 8.22	10.55	s 9.37	s 5.25	SNOWLINE	272.8	f 12.41	10.40	5.37 <sup>278</sup>	7.20	
64	PW 8.40	11.12	f 9.49	5.37 <sup>278</sup>	LIMA YL RD	279.9	12.30 PM	10.30 PM	5.00 AM	7.00 AM	
Yard COPTWYZ	A 9.10 PM	A 11.30 AM	A 10.05 AM	A 5.55 AM	(146.0)		Daily	Daily	Daily	Daily	
	(5.55) 24.7	(7.80) 19.5	(4.25) 33.0	(4.15) 34.3	..... Thru Time.....	(4.25) 23.0	(4.10) 35.0	(8.00) 18.2	(8.15) 17.7	..... Average speed per hour.....	

Westward trains are superior to trains of the same class in the opposite direction. See Rule S-72.  
 Between Idaho Falls and Lima, second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.  
 No. 33 will reduce speed to 30 miles per hour passing shelter at Wapello for dispatch of newspapers.

WESTWARD				SEVENTH SUBDIVISION				EASTWARD			
Car capacity of sidings, etc. See Rule 6(A) Page 11.	SECOND CLASS		FIRST CLASS		Time-Table No. 1 February 29, 1948	Mile Post	FIRST CLASS		SECOND CLASS		
	255 Time Freight	277 Time Freight	33 Passenger	29 Passenger			34 Passenger	30 Passenger	256 Time Freight	278 Time Freight	
	Daily	Daily	Daily	Daily							
Yard COPTWYZ	10.30 PM	2.00 PM	10.15 AM	6.05 AM	DN-R LIMA YL RD	279.9	A 12.15 PM	A 10.15 PM	A 6.00 PM	A 3.00 AM	
52	P 10.50	2.20	s 10.27	s 6.17	DELL	288.0	s 12.01 PM	s 9.58	4.10	2.15	
52	P 11.02	2.32	f 10.34	6.25	KIDD	294.0	f 11.53 AM	9.49	3.55	2.00	
52	PW 11.16	2.46	f 10.44	6.36	RED ROCK	302.8	f 11.41	9.39	3.35	1.40	
67	P 11.25	2.53	s 10.52	s 6.47	ARMSTEAD	307.0	s 11.35	s 9.33	3.25	1.30	
61	P 11.40	3.10 <sup>256</sup>	f 11.01	6.56	GRAYLING	312.9	f 11.23	9.19	3.10 <sup>277</sup>	1.15	
17	P		f		DALYS	318.4	f				
68	P 11.55 PM	3.25	f 11.11 <sup>34</sup>	7.06	BARRATTS	320.4	f 11.11 <sup>33</sup>	9.09	2.50	1.00	
	CPWY 12.30 <sup>278</sup> AM	4.25	s 11.50	s 7.23	DILLON YL DN	328.0	s 10.57	s 8.58	2.30	12.30 <sup>30</sup>	
39	P 12.45	4.38	f 11.59 AM	7.31	BOND	334.4	f 10.42	8.40	1.30	12.15	
48	P 1.01	4.55	f 12.07 PM	7.39	APEX	340.3	f 10.34	8.32	1.20	12.05 AM	
			s 12.21	7.53	GLEN (Spur)	347.8	s 10.21				
51	PY 1.30	5.20	f 12.23	7.55	NAVY	348.7	f 10.19	8.17	1.02	11.47 PM	
53		1.36	f 12.28	7.59	LAVON	351.7	f 10.15	8.13	12.55	11.40	
65	CPWY 2.00	5.47	s 12.39 <sup>266</sup>	s 8.10	MELROSE	358.0	s 10.05	s 8.03	12.39 <sup>33</sup>	11.25	
41	P 2.20	6.05	f 12.49	8.20	QUINN	364.9	f 9.51	7.50	12.06 PM	11.06	
			f		MAIDEN ROCK	366.0	f				
42	P 2.35	6.20	s 12.59	s 8.29	DIVIDE	370.1	s 9.42	s 7.41	11.53 AM	10.53	
69	P 2.45	6.30	f 1.07	8.38	WOODIN	374.3	f 9.34	7.32	11.42	10.42	
46	P 3.05	6.50	f 1.19	8.50	FEELEY	380.7	f 9.25	7.23	11.27	10.27	
52	P 3.16	7.14 <sup>34</sup>	f 1.27	8.58	BUXTON	384.6	f 9.18	7.14 <sup>277</sup>	11.15	10.15	
Yard PWY	4.00	7.30	s 1.40	s 9.10 <sup>34</sup>	SILVER BOW YL SB	390.0	s 9.10 <sup>29</sup>	s 7.05	11.00	10.00	
	A 4.30	8.30			BUTTE YL BY	397.0	8.50 AM	6.45 PM	9.35 AM	9.30 PM	
					(117.1)		Daily	Daily	Daily	Daily	
	(6.30) 18.0	(7.00) 16.7	(3.45) 31.2	(3.25) 34.3	..... Thru Time.....	(3.25) 34.3	(3.30) 33.5	(8.25) 13.9	(6.90) 21.3	..... Average speed per hour.....	

Westward trains are superior to trains of the same class in the opposite direction. See Rule S-72.  
 Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.

Time shown at Butte is for information only. Trains are governed by Northern Pacific time table and rules while using their tracks between Butte and Silver Bow.

WESTWARD				YELLOWSTONE BRANCH				EASTWARD			
Car capacity of sidings, etc. See Rule 6(A) Page 11.	SECOND CLASS			FIRST CLASS	Time-Table No. 1 February 20, 1948	Mile Post	FIRST CLASS	SECOND CLASS			
	477 Local Freight	391 Mixed	397 Mixed	45 Passenger			46 Passenger	392 Mixed	398 Mixed	478 Local Freight	
	Daily Except Sunday	Tuesday Thursday Saturday	Monday Wednesday Friday	Daily							
Yard COPWYZ	9.15AM	7.55AM	7.55AM	7.30AM	DN-R	IDAHO FALLS YL AK	0.0	A 3.10PM	A 2.00PM	A 2.10PM	A 8.00PM
17 PY	9.25	A 8.05AM	f 8.05	7.36		ORVIN YL	3.0	2.53	f 1.50	1.55PM	7.10
						ST. LEON	3.7				
60 PW	9.40		A 8.15AM	s 7.44	D	UCON UN	7.6	s 2.45	1.40PM		7.00
54 P	10.05			s 7.55	D	RIGBY RG	13.8	s 2.35			6.45
36 P	10.20			f 8.01		LORENZO	18.1	s 2.28			5.45
27 P	10.40			s 8.06		THORNTON	20.7	s 2.23			5.35
24						MARK	22.2				
67 P	11.10			s 8.16	D	REXBURG RX	26.0	s 2.15			5.15
51 P	11.25			s 8.23	D	SUGAR CITY SC	28.8	s 2.08			4.15
33 PY						HART	30.9				
						WILFORD	32.9				
118 PWY	11.40AM		10.40AM	s 8.35	D	ST. ANTHONY YL SH	36.8	s 1.58	A 10.50AM		3.50
			A 10.50AM			BELT YL	38.3		10.40AM		
43 P	12.05PM			f 8.45		CHESTER	42.8	s 1.47			2.45
46 COPWY	A 12.30PM			A 9.05AM	DN-R	ASHTON YL HN	51.0	1.35PM			2.30PM
						INGLING	52.5				
						WARM RIVER	58.2				
15 P						GERRIT	66.9				
5 P						PINEVIEW	72.5				
22						ECCLES	75.7				
15 P						ISLAND PARK	80.6				
29 P						TRUDE	85.4				
26 PWY						HIG SPRINGS	90.7				
22 PY						REAS PASS	97.2				
29 COPWY						D-R WEST YELLOWSTONE YL WS	107.1				
						(107.1)		Daily	Tuesday Thursday Saturday	Monday Wednesday Friday	Daily Except Sunday
	(3.16) 15.7	(0.10) 13.0	(2.55) 16.4	(1.35) 32.2		Thru Time	(1.35) 32.2	(3.20) 14.3	(0.15) 12.0	(5.30) 9.3	Average speed per hour

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

Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.

No. 45 will stop daily, except Sunday and holidays, to dispatch mail at Lorenzo and Chester.

WESTWARD				WEST BELT BRANCH				EASTWARD			
Car capacity of sidings, etc. See Rule 6(A) Page 11.	SECOND CLASS			Time-Table No. 1 February 20, 1948	Mile Post	SECOND CLASS	SECOND CLASS				
	397 Mixed		392 Mixed			391 Mixed	398 Mixed	398 Mixed			
	Monday Wednesday Friday					Tuesday Thursday Saturday					
60 PW	8.15AM	D-R	UCON UN	0.0	A 1.40PM	17 PY	8.05AM				
	f 8.23		COLTMAN (Spur)	2.8	f 1.33	21	f 8.15				
	f 8.29		GRANT (Spur)	4.8	f 1.25						
			BARLOW (Spur)	7.0		46 P	s 8.27				
21 P	f 8.41		LEWISVILLE	8.8	f 1.10	21 PW	s 9.05	D	RIRIE RK	16.4	s 12.45
			MIDWAY	9.4		13 P	f 9.18				
50 P	s 9.00	D	MENAN MN	10.5	s 1.00	11 P	f 9.30				
			ANNIS JCT.	11.5							
52 PW	f 9.40		PLANO	25.0	f 12.12	23 P	f 9.40				
18	f 9.44		EDMONDS	20.7	f 12.05PM	40 P	f 9.52				
11 P	f 9.51		EGIN	29.3	f 11.56AM	10 P	f 9.58				
30	f 9.58		HEMAN	31.6	f 11.46	12 P	s 10.20	D	NEWDALE NE	38.1	s 11.15
14 P	f 10.05		PARKER	33.5	f 11.40		A 10.40AM				
	f 10.13		PYKE (Spur)	35.3	f 11.30						
118 PWY	A 10.25AM	D-R	ST. ANTHONY YL SH	38.7	11.15AM						Monday Wednesday Friday
			(38.7)								
	(2.10) 17.9		Thru Time	(2.25) 16.0		(2.35) 17.2				(3.05) 14.4	Average speed per hour

WESTWARD				TETON VALLEY BRANCH				EASTWARD			
Car capacity of sidings, etc. See Rule 6(A) Page 11.	SECOND CLASS			Time-Table No. 1 February 20, 1948	Mile Post	FIRST CLASS	FIRST CLASS				
	481 Local Freight		45 Passenger			46 Passenger	482 Local Freight				
	Daily Except Sunday		Daily								
46 COPWY	7.00AM		9.10AM	DN-R	ASHTON YL HN	0.0	A 1.30PM		A 2.10PM		
19	7.10		f 9.17		MARYSVILLE YL	1.8	f 1.19		1.50		
33	7.25		f 9.25		GRAINVILLE	6.0	f 1.09		1.38		
19 PW	7.40		s 9.32	D	DRUMMOND MD	8.6	s 1.03		1.28		
11	7.55		f 9.41		FRANCE	12.8	f 12.53		1.16		
33 P	8.05		s 9.48		LAMONT	15.8	s 12.47		1.06		
4	8.25		f 10.03		JUDKINS	22.3	f 12.32		12.46		
20	8.38		s 10.13		FELT	26.3	s 12.23 <sup>482</sup>		12.23 <sup>46</sup> PM		
22 PWY	9.05		s 10.20	D	TETONIA NA	30.3	s 12.15		11.55AM		
			f 10.26		DWIGET	32.7	f 12.09PM				
31	9.35		s 10.37	D	DRIGGS DI	37.2	s 11.59AM		11.30		
7			f		FOX CREEK	42.3	f				
19 PWY	A 10.00AM		A 11.05 <sup>482</sup> AM	D-R	VICTOR YL VR	45.6	11.40AM		11.05 <sup>46</sup> AM		Daily Except Sunday
					(45.6)						
	(3.00) 15.2		(1.55) 23.8		Thru Time	(1.50) 24.9			(3.05) 14.8		Average speed per hour

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

WESTWARD				MACKAY BRANCH				EASTWARD			
Car capacity of sidings, etc. See Rule 6(A) Page 11.	SECOND CLASS			Time-Table No. 1 February 29, 1948	Mile Post	SECOND CLASS					
		321 Mixed	309 Mixed			322 Mixed	310 Mixed				
		Daily Except Sunday	Daily Except Sunday								
CPWY		8.15AM	7.30AM	DN-R	BLACKFOOT YL BF	0.0	A	2.20PM	A	3.35PM	
	f		f		COLLINS	2.1	f		f		
					GARDNER JCT.	2.6					
7	f		f		AIKEN	3.8	f		f		
9	f	8.25	f 7.42		CLARKSON	4.3	f	2.00	f	3.17	
30	f	8.30	f 7.45		MORELAND	5.7	f	1.55	f	3.14	
					THOMAS JCT.	5.9					
P	A	8.35AM	f 7.49		ABERDEEN JCT. YL	7.1		1.45PM	f	3.10	
32	PW		f 8.20		TABER	20.1			f	2.39	
20	PY		f 9.10		SCOVILLE	39.7			f	1.50	
37	PWY		s 9.53	D	ARCO YL RO	59.1			s	1.05	
21	P		s 10.16		MOORE	66.7			s	12.38	
10			s 10.34		DARLINGTON	72.6			s	12.22	
5			s 10.46		LESLIE	77.3			s	12.10PM	
68	PWY		A 11.05AM	D-R	MACKAY YL MY	85.3				11.50AM	
					(85.3)						
		(0.20) 21.8	(8.35) 23.8		Thru Time			(0.35) 19.2	(8.45) 22.7		
					Average speed per hour						

WESTWARD				ABERDEEN BRANCH				EASTWARD				WESTWARD				THOMAS BRANCH				EASTWARD							
Car capacity of sidings, etc. See Rule 6(A) Page 11.	SECOND CLASS			Time-Table No. 1 February 29, 1948	Mile Post	SECOND CLASS			Car capacity of sidings, etc. See Rule 6(A) Page 11.	Time-Table No. 1 February 29, 1948	Mile Post	SECOND CLASS			Car capacity of sidings, etc. See Rule 6(A) Page 11.	Time-Table No. 1 February 29, 1948	Mile Post	SECOND CLASS									
		321 Mixed	Daily Except Sunday			322 Mixed							322 Mixed							322 Mixed				322 Mixed			
P		8.35AM		0.0	A	1.45PM																					
32	f	8.48		4.3	f	1.30																					
17	f	8.52		5.9	f	1.20																					
29	P	s 9.13	D	10.2	f	12.55																					
31	P	f 9.33		16.5	f	12.40																					
17	P	s 9.50		19.7	s	12.25																					
		f 10.03		23.6	f	12.08PM																					
		10.10		26.0	f	11.59AM																					
32	PWY	A 10.25AM	D-R	28.2	f	11.50AM																					
		(1.50) 16.4		(1.55) 14.7																							

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

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

Designation "Psgr."—Train with steam locomotive and all passenger train equipment;  
 Train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.

Designation "Frts."—Train with freight cars; train with caboose only; locomotive without cars.  
 When a freight engine is used in passenger service on a branch line, the speed specified under "Frts." must not be exceeded.

Where rules, special rules or bulletins require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

GENERAL					
Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.
Maximum speed.					
Between Pocatello and Idaho Falls.	70	50	Trains handling loaded wooden Hart convertible cars.		30
Between Idaho Falls and Silver Bow.	55	40	Trains handling company roadway machines on their own wheels on main line— Straight track.		30
Inspection bus cars.	40	40	Curves.		25
When caboose is handled in train consisting of passenger train equipment.	55		Yellowstone Branch between Idaho Falls and Ashton.		20
3800 and 3900 class and 2-10-2 type engines.	50	50	On other branch lines.		15
MacArthur type engines with 63-inch drivers.	50	50	Within yard limits and passing fueling stations— On main line.	40	25
MacArthur type engines with 67-inch drivers.	35	35	On branch lines.	30	15
4000 and 9000 class engines.	50	50	Through tunnels.	10	10
Ten Wheeler type engines 1573, 1575, 1577 to 1580.	55	40	When using cross-overs or turn-outs: 9000 class engines; Forward movement.	10	10
Other ten-wheeler type engines and Consolidation type engines.	35	35	Back-up movement.	6	6
Mallet type engines, 3500 to 3599 incl. and 3670 to 3674 incl.	35	35	All other classes engines; Forward movement.	15	15
0-6-0 and 0-8-0 type yard engines.	20	20	Back-up movement.	10	10
Maximum speed for Diesel-electric locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling train Backing up light	40	40	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20
Steam engines running backward.	20	20	On wye tracks.	6	6
Trains handling scale test cars— On main line and on Yellowstone Branch between Idaho Falls and Ashton. On other branch lines.			Jordan spreaders and other machines of spreader type, when in operation.		15
Diesel-electric locomotives running light, dynamic brake not in operation. Westward: M.P. 264.2 to M.P. 279.6. M.P. 281.1 to M.P. 312.1. M.P. 380.8 to M.P. 386.7. Eastward: M.P. 396.9 to M.P. 390.8. M.P. 380.8 to M.P. 371.5. M.P. 339.5 to M.P. 332.5. M.P. 264.2 to M.P. 237.0.	35 35 35 35 35		Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		25

SIXTH SUBDIVISION					
Location	Miles	Per Hour	Location	Miles	Per Hour
Chubbuck	65	45	Shelley	30	30
Between M.P. 139.9 and 140.2.			Over streets and alleys.		
Tyhee	50	35	Idaho Falls	20	20
Between M.P. 142.3 and 142.5.			Over streets and alleys.		
Between M.P. 143.4 and 143.5.	50	35	Idaho Falls	5	5
Gibson	50	35	West leg of wye with 5000, 7000 and 9000 class engines.		
Between M.P. 152.7 and 152.9.			West Idaho Falls	15	5
Blackfoot	20	20	Between M.P. 185.5 and 185.9.		
Over streets and alleys.			Between M.P. 187.4 and 187.6.	40	25
Wapello	65	45	Between M.P. 188.4 and 188.7.	40	25
Between M.P. 166.8 and 167.0.			Between M.P. 190.7 and 190.9.	40	25
Firth	65	45			
Between M.P. 169.7 and 169.9.					

SIXTH SUBDIVISION (Continued)

Location	Miles Per Hour		Location	Miles Per Hour	
	Pagr.	Frt.		Pagr.	Frt.
<b>Roberts</b> Between M.P. 205.5 and 206.2.	50	35	<b>Humphrey</b> Between M.P. 262.9 and 263.1.	40	25
<b>Tenno</b> Between M.P. 208.4 and 210.1.	50	35	Between M.P. 263.4 and 266.3.	40	25
<b>Hawgood</b> Between M.P. 213.7 and 213.9.	50	35	Between M.P. 266.9 and 267.1.	40	25
<b>Hamer</b> Between M.P. 218.4 and 218.6.	50	35	Between M.P. 267.6 and 267.7.	40	25
<b>Dubois</b> Between M.P. 236.0 and 236.6.	40	25	Between M.P. 269.7 and 269.9.	40	25
Between M.P. 237.8 and 238.0.	40	25	Between M.P. 271.0 and 271.7.	40	25
Between M.P. 239.0 and 239.2.	40	25	<b>Snowline</b> Between M.P. 277.5 and 278.5.	40	25
<b>Highbridge</b> Between M.P. 244.5 and 246.4.	40	25	<b>Lima</b> Over center street east of depot.	20	15
<b>Spencer</b> Between M.P. 248.6 and 248.8.	40	25	Westward within yard limits.	25	15
Between M.P. 249.5 and 249.6.	40	25			
Between M.P. 251.0 and 251.3.	40	25			
Between M.P. 252.7 and 257.5.	30	20			

SEVENTH SUBDIVISION

<b>Lima</b> Westward within yard limits.	25	15	<b>Quinn</b> Between M.P. 365.1 and 365.9, watch for rocks.	30	20
<b>Armstead</b> Between M.P. 307.8 and 308.0.	40	25	<b>Maiden Rock</b> Between M.P. 366.0 and 366.4, watch for rocks.	30	20
Between M.P. 308.9 and 310.2.	40	25	Between M.P. 366.4 and 366.6.	20	20
Between M.P. 310.4 and 310.6.	25	20	<b>Curve M.P. 366.5, with 5000 and 5300 class engines</b>	10	10
Between M.P. 311.0 and 311.8.	50	35	Between M.P. 366.7 and 367.7.	40	25
<b>Grayling</b> Between M.P. 316.1 and 316.5, watch for rocks.	20	20	Between M.P. 367.9 and 368.1.	35	25
<b>Dalys</b> Between M.P. 316.5 and 318.7.	40	25	<b>Divide</b> Between M.P. 373.5 and 374.2.	40	25
<b>Dillon</b> Over streets and alleys.	20	20	<b>Woodin</b> Between M.P. 374.4 and 374.6.	40	25
<b>Bond</b> Between M.P. 337.0 and 337.1.	40	25	Between M.P. 375.2 and 377.8.	40	25
<b>Apex</b> Between M.P. 341.1 and 341.4.	40	25	Between M.P. 379.0 and 380.4.	40	25
Between M.P. 342.7 and 342.9.	40	25	<b>Feely</b> Between M.P. 380.9 and 381.1.	40	25
Between M.P. 343.2 and 346.3.	35	25	Between M.P. 382.4 and 383.9.	30	20
<b>Glen</b> Between M.P. 347.9 and 348.2.	40	25	Between M.P. 384.5 and 384.8.	40	25
<b>Navy</b> Between M.P. 351.0 and 351.6.	40	25	<b>Buxton</b> Between M.P. 384.9 and 385.2.	40	25
<b>Lavon</b> Between M.P. 352.2 and 352.5.	40	25	Between M.P. 386.8 and 387.2.	40	25
Between M.P. 353.2 and 354.3.	40	25	Between M.P. 387.8 and 388.2.	40	25
Between M.P. 357.2 and 357.7.	40	25	Between M.P. 389.9 and 390.2.	30	20
<b>Melrose</b> Between M.P. 361.8 and 362.1.	40	25	<b>Silver Bow</b> On interchange tracks beyond N.P. crossing, with 3500, 3600, 5000 and 7000 class engines.	5	5
Between M.P. 362.2 and 363.7.	30	20			
Between M.P. 363.9 and 364.8, watch for rocks.	35	25			

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Pagr.	Frt.		Pagr.	Frt.
<b>Mackay Branch.</b> Between Blackfoot and M.P. 60.0	35	25	St. Anthony, over highway crossing just west of depot.	8	8
Between Blackfoot and M.P. 60.0, with Engines 1573 to 1580 inclusive.	25	25	Ashton, around wye.	6	6
Between M.P. 60.0 and Mackay.	25	20	Between M.P. 55.4 and 55.6.	20	15
Between M.P. 60.0 and Mackay, with Engines 1573 to 1580 inclusive.	20	20	Between M.P. 59.4 and 66.0.	20	15
<b>Mackay</b> On curve on low line smelter.		6	Between M.P. 86.4 and 87.0.	20	15
<b>Gardner Branch.</b>	15	15	Between M.P. 92.0 and 95.0.	20	15
<b>Thomas Branch.</b>	15	15	Between M.P. 100.0 and 101.0.	20	15
<b>Aberdeen Branch.</b>	25	25	<b>East Belt Branch.</b> Maximum speed.	25	25
<b>Goshen Branch</b> Maximum speed.	25	25	1900 and 2000 class engine between Lincoln Jct. and Orvin.	20	20
1900 and 2000 class engines.	20	20	Truss bridges.	15	15
<b>Yellowstone Branch.</b> Between Idaho Falls and Ashton.	50	35	Bridge 33.83.	10	10
Between Idaho Falls and Ashton with MacArthur type engines.	40	30	<b>West Belt Branch.</b> Maximum speed.	25	25
Between Ashton and Gerrit, watch for rocks.	35	25	Truss bridges.	15	15
Between Gerrit and Big Springs.	50	35	<b>Annis Branch.</b>	15	15
Between Big Springs and West Yellowstone, watch for rocks.	35	25	<b>Teton Valley Branch.</b> Maximum speed.	35	25
<b>Rexburg, Sugar City and St. Anthony, over streets and alleys.</b>	20	20	Engines 1573 to 1580 incl.	25	25
			Bridge 6.96.	12	12
			Between M.P. 19.1 and 19.4.	15	15
			Between M.P. 25.0 and 25.4.	15	15

SYMBOLS AND ABBREVIATIONS

(Rule 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:

- C — coal;
- I — interlocking;
- O — oil;
- P — dispatcher's telephone;
- T — turntable;
- W — water;
- X — cross-over;
- Y — wye;
- Z — track scales;
- AI — automatic interlocking signals;
- CS — center siding;
- ES — eastward siding;
- WS — westward siding;
- RCS — remote control switch.