

UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



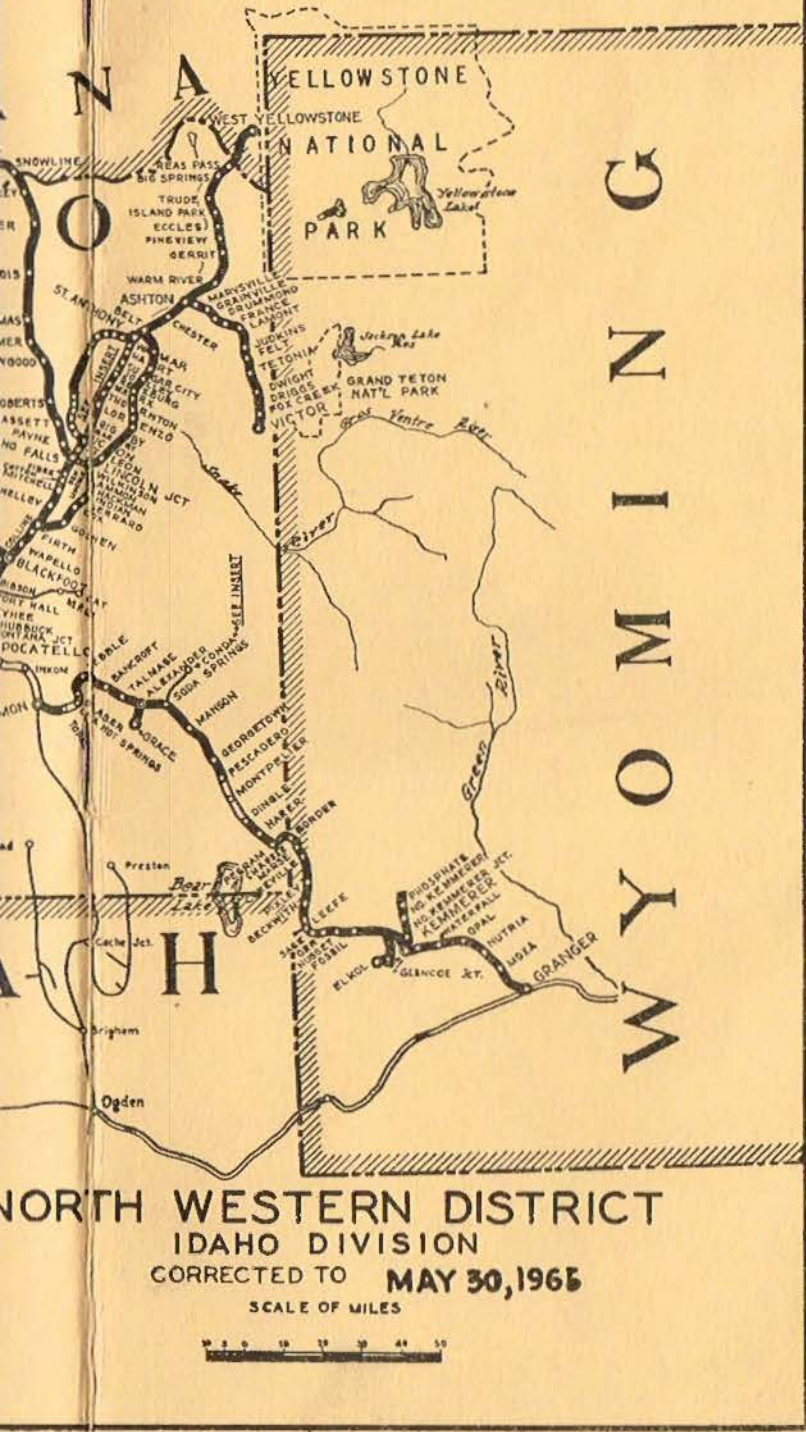
IDAHO DIVISION
TIME-TABLE
No. 39

Effective Sunday
February 27, 1966
At 12:01 A.M. Mountain Time

*Safety Always
Makes a Suggestion*

FOR EMPLOYEES ONLY

Press of ABBOTT, KIMBE & BELL COMPANY, Portland, Oregon, U.S.A.



G. H. BAKER
General Manager

H. J. Bailey, Superintendent.....Pocatello, Ida.
 J. R. Johnson, Assistant Superintendent.....Pocatello, Ida.
 J. J. Kutzman, Terminal Superintendent.....Pocatello, Ida.
 R. E. Riley, Assistant Terminal Superintendent.....Pocatello, Ida.
 F. M. Ladd, Trainmaster.....Nampa, Ida.
 E. C. Shultz, Trainmaster.....Nampa, Ida.
 J. B. Shaw, Road Foreman of Engines.....Nampa, Ida.
 K. J. Hennessy, Trainmaster.....Pocatello, Ida.
 R. D. Wright, Trainmaster.....Pocatello, Ida.
 R. F. Kelly, Trainmaster.....Pocatello, Ida.
 H. L. Craze, Master Mechanic.....Pocatello, Ida.
 V. L. Orr, Road Foreman of Engines.....Glenns Ferry, Ida.
 M. D. Muck, Road Foreman of Engines.....Pocatello, Ida.
 C. W. Rands, Road Foreman of Engines.....Pocatello, Ida.
 D. L. Freeman, Road Foreman of Engines.....Montpelier, Ida.
 W. R. Tyler, Division Engineer.....Pocatello, Ida.
 G. A. Sweet, General Roadmaster.....Pocatello, Ida.
 L. G. Malzahn, Supt. of Safety and Courtesy.....Portland, Ore.
 W. J. Barry, Asst. Supt. of Safety and Courtesy.....Pocatello, Ida.

J. BOWEN
General Supt. Transportation

First, Second and Fourth Subdivisions and Branches

H. R. Humphrey, Chief Train Dispatcher.....Pocatello, Ida.
 R. R. Johnson, Assistant Chief Train Dispatcher.....Pocatello, Ida.
 W. P. Helsley, Assistant Chief Train Dispatcher.....Pocatello, Ida.
 R. M. Farmer, Assistant Chief Train Dispatcher.....Pocatello, Ida.
 L. V. Leger, Assistant Chief Train Dispatcher.....Pocatello, Ida.
 I. G. Perkins, Assistant Chief Train Dispatcher.....Pocatello, Ida.

Third Subdivision and Branches

G. C. Leger, Chief Train Dispatcher.....Nampa, Ida.
 H. H. Harbaugh, Assistant Chief Train Dispatcher.....Nampa, Ida.
 B. D. Spratt, Assistant Chief Train Dispatcher.....Nampa, Ida.
 M. G. Clegg, Assistant Chief Train Dispatcher.....Nampa, Ida.

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

Name	Title	Location	Name	Title	Location
R. R. Merrell.....	District Surgeon.	Pocatello, Ida.	A. C. Truxal.....	Surgeon.....	Dubois, Ida.
R. K. Gorton.....	Asst. to District Surgeon	Pocatello, Ida.	R. P. Rawlinson.....	Surgeon.....	Emmett, Ida.
R. D. Benedict.....	Surgeon.....	Pocatello, Ida.	Ward A. Rullen.....	Surgeon.....	Glenns Ferry, Ida.
J. E. Comstock.....	Physician.....	Pocatello, Ida.	Marion V. Klingler.....	Surgeon.....	Gooding, Ida.
Richard G. Crandall.....	Surgeon.....	Pocatello, Ida.	Alden M. Packer.....	Surgeon.....	Hailey, Ida.
H. J. Hartvigsen.....	Physician.....	Pocatello, Ida.	Harvey E. Guyett.....	Surgeon.....	Idaho Falls, Ida.
H. K. Staheli.....	Surgeon.....	Pocatello, Ida.	Milton T. Rees.....	Surgeon.....	Idaho Falls, Ida.
Clark T. Parker.....	Surgeon.....	Pocatello, Ida.	Fred E. Wallber.....	Oculist and Aurist.	Idaho Falls, Ida.
Calvin Buhler.....	Surgeon.....	Pocatello, Ida.	W. C. Small.....	Surgeon.....	Jerome, Ida.
H. D. McGee.....	Ear, Nose, Throat	Pocatello, Ida.	G. W. Davis.....	Surgeon.....	Kemmerer, Wyo.
L. N. Diana.....	Eye Specialist.....	Pocatello, Ida.	F. F. Young.....	Surgeon.....	Kemmerer, Wyo.
Eugene V. Simison.....	Oculist and Aurist.	Pocatello, Ida.	J. H. Stewart.....	Surgeon.....	McCall, Ida.
R. E. Ostler.....	Surgeon.....	Pocatello, Ida.	J. T. Brunn.....	Surgeon.....	Meridian, Ida.
J. W. Wurster.....	Surgeon.....	Pocatello, Ida.	J. H. Daines.....	Surgeon.....	Montpelier, Ida.
Frank L. Harms.....	Surgeon.....	American Falls, Ida.	G. W. Schoper.....	Surgeon.....	Montpelier, Ida.
J. C. Reines.....	Physician.....	Arco, Ida.	T. C. Horton, Jr.....	Surgeon.....	Nampa, Ida.
Willis A. Melcher.....	Surgeon.....	Ashln, Ida.	Ernest D. Hunsaker.....	Oculist and Aurist.	Nampa, Ida.
Ralph G. Goates.....	Surgeon.....	Blackfoot, Ida.	Frederick D. Koehne.....	Surgeon.....	Nampa, Ida.
Norman G. Hedemark.....	Oculist.....	Boise, Ida.	John R. Mangum.....	Surgeon.....	Nampa, Ida.
A. Curtis Jones, Jr.....	Ear, Nose, Throat.	Boise, Ida.	G. O. Cross.....	Surgeon.....	Nampa, Ida.
J. Wayne Tyler.....	Oculist.....	Boise, Ida.	K. A. Danford.....	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.
W. D. Springer.....	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.	A. C. Truxal.....	Surgeon.....	Rexburg, Ida.
Chas. A. Terhune.....	Surgeon.....	Burley, Ida.	Aldon Tall.....	Surgeon.....	Rigby, Ida.
John H. Weare.....	Surgeon.....	Burns, Ore.	Arthur F. Dalley.....	Surgeon.....	Rupert, Ida.
Wm. E. Kane.....	Surgeon.....	Butte, Mont.	Otto A. Moellmer.....	Surgeon.....	Rupert, Ida.
F. H. Burton.....	Oculist and Aurist.	Butte, Mont.	Emory L. Soule.....	Surgeon.....	St. Anthony, Ida.
John V. Plett.....	Oculist and Aurist.	Butte, Mont.	Royal G. Neher.....	Surgeon.....	Shoshone, Ida.
John F. Stecher.....	Surgeon.....	Caldwell, Ida.	Allen H. Tigert.....	Surgeon.....	Soda Springs, Ida.
J. F. Moser.....	Surgeon.....	Cascade, Ida.	Russell Tigert, Jr.....	Surgeon.....	Soda Springs, Ida.
John A. Edwards.....	Surgeon.....	Council, Ida.	R. N. Smith.....	Surgeon.....	Twin Falls, Ida.
Clyde W. Johnson.....	Surgeon.....	Council, Ida.	Wallace Bond.....	Oculist and Aurist.	Twin Falls, Ida.
Michael Barton.....	Surgeon.....	Dillon, Mont.	W. M. Peterson.....	Surgeon.....	Twin Falls, Ida.
K. E. Head.....	Surgeon.....	Driggs, Ida.	C. J. Kopp.....	Surgeon.....	Vale, Ore.
La Grande C. Larsen.....	Surgeon.....	Driggs, Ida.	Harold F. Holsinger.....	Surgeon.....	Wendell, Ida.
			Robert M. Coats.....	Surgeon.....	Weiser, Ida.
			Marion S. McGrath.....	Surgeon.....	Weiser, Ida.

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS					Distance from Granger via Boise	Time-Table No. 39 February 27, 1966	FIRST CLASS				
105	19	457	17	11			20	12	106	458	18
Passenger	Passenger	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Passenger	Passenger
Daily	Daily	Daily	Daily	Daily		STATIONS					
3.45			4.50		0.0	GRANGER			A 7.55		A 10.55
7.25 7.35			9.40 10.30	12.45	213.9	POCATELLO		A 2.20	3.55 3.40		8.15 8.35
10.05			1.55	4.00	373.8	GLENN'S FERRY		10.55	1.05		2.15
11.20			3.35	5.55	448.4	BOISE		9.10	11.50		12.35
1.15			6.20	9.05	550.1	M.T. HUNTINGTON M.T.		6.20	10.08		10.00
12.16			5.30	8.15		P.T. HUNTINGTON P.T.		5.10	9.05		8.50
2.40			8.20	11.45	649.7	LA GRANDE		2.30	6.45		6.05
4.45			11.00	2.25	723.9	PENDLETON		12.15	4.31		3.20
	10.45				841.3	SPOKANE	A 5.30				
6.31	A 3.15		12.15	3.55	755.3	HINKLE	1.00	11.30	3.55		2.25
7.05			2.40	6.20	855.4	THE DALLES		9.30	2.15		12.03
A 9.00		9.30	A 5.00	A 8.45	939.5	PORTLAND		7.10	12.30	A 9.15	10.00
		A 1.30			1122.7	SEATTLE			5.00		
							Daily	Daily	Daily	Daily	Daily
(18.15) 51.6	(4.30) 40.7	(4.00) 45.8	(25.10) 37.3	(21.00) 34.6		..... Thru Time.....	(4.30)	(18.10)	(18.25)	(4.15)	(23.55)
						..... Average speed per hour.....	40.7	39.9	51.0	43.1	39.4

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS				Distance from McCammon	Time-Table No. 39 February 27, 1966	FIRST CLASS			
		35	47			36	48		
		Passenger	Passenger			Passenger	Passenger		
		Daily	Daily		STATIONS				
			11.25	0.0	McCAMMON	A 3.15			
			11.55 12.25	22.7	POCATELLO	2.45 2.05	A 1.55		
			1.40	73.3	IDAHO FALLS	12.55	12.10		
				124.3	ASHTON		10.20		
				169.9	VICTOR		8.15		
		A 7.30		285.8	BUTTE	7.30			
						Daily	Daily		
		(8.05) 35.4	(6.35) 22.4		..... Thru Time.....	(7.45)	(5.40)		
					..... Average speed per hour.....	36.9	25.9		

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

MILEAGE

Main Line 844.9
Branches 1342.3
Grand Total 2187.2

WESTWARD

FIRST SUBDIVISION

Time-Table No. 39

February 27, 1966

SECOND CLASS

FIRST CLASS

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

279
Time Freight

277
Time Freight

35
Passenger

105
Passenger

17
Passenger

Daily

Daily

Daily

Daily

Daily

STATIONS

144	144																	
	IPY																	DN-R GRANGER YL GN
150	P																	7.7 MOXA
150	P																	7.7 NUTRIA
150	P																	9.1 OPAL OW
150	P																	9.1 WATERFALL
152	PTZ																	6.1
150	P																	DN KEMMERER YL AV
150	P																	8.3 FOSSIL
150	P																	5.0 NUGGET
150	P																	6.6 ORR
150	PY																	5.2 LEEFE
150	P																	6.5 BECKWITH
150	P																	6.1 PIXLEY
176	P																	6.1 COKEVILLE CK
150	P																	4.7 MARSE
150	P																	6.3 CHAUSSE
150	P																	8.4 HARER
																		5.1 DINGLE
																		7.0
	DPTYZ																	DN-R MONTPELIER YL MX
	P																	6.3 PESCADERO
106	P																	5.5 GEORGETOWN
150	P																	9.3 MANSON
150	PY																	9.9 SODA SPRINGS SD
150	P																	5.5 ALEXANDER
150	P																	4.6 TALMAGE
150	P																	5.6
191	P																	D BANCROFT BN
150	P																	8.5 PEBBLE
	P																	7.1 BLASER
27	PX																	2.6 LAVA HOT SPRINGS
	P																	6.0 TOPAZ
CB 154	PY																	5.2 DN McCAMMON MC
115	P																	10.7 INKOM
	DPTYZ																	12.0 DN-R H-CA POCATELLO YL PO
																		(213.9)

CENTRALIZED TRAFFIC CONTROL

TWO MAIN TRACKS

Main Tracks Main Tracks

(0 40) 34.0 (1.00) 22.7 (0 30) 45.4 (3 40) 58.3 (4 50) 44.2

..... Thru Time
..... Average speed per hour.....

For conditional stops to discharge or pick up revenue passengers.—See page 17.
For stations not shown on schedule pages.—See page 17.

FIRST SUBDIVISION

EASTWARD

Time-Table No. 39

February 27, 1966

Mile Post

FIRST CLASS

SECOND CLASS

36 Passenger 106 Passenger 18 Passenger

280 Time Freight 278 Stock Special

STATIONS

CENTRALIZED TRAFFIC CONTROL

STATIONS	Mile Post	36 Passenger	106 Passenger	18 Passenger	280 Time Freight	278 Stock Special
DN-R GRANGER YL GN	0.0		A 7.55AM	As 10.55PM		
7.7 MOXA	7.7					
7.7 NUTRIA	15.4					
D 9.1 OPAL OW	24.5			f 10.30		
9.1 WATERFALL	33.6					
6.1						
DN 8.3 KEMMERER YL AV	39.7		f 7.05	* 10.05		
8.3 FOSSIL	48.0					
5.0 NUGGET	53.0					
6.6 ORR	59.8					
5.2 LEEFE	64.8					
6.5 BECKWITH	71.3					
6.1 PIXLEY	77.4					
D 6.1 COKEVILLE CK	83.5			* 9.05		
4.7 MARSE	88.2					
6.3 CHAUSSE	94.5					
8.4 HARER	102.9					
8.1						
7.0 DINGLE	108.0					
DN-R 6.3 MONTPELIER YL MX	115.0		* 6.40	8.30 8.20		
5.5 PESCADERO	121.3					
9.3 GEORGETOWN	126.8					
9.9 MANSON	136.1					
DN 5.0 SODA SPRINGS SD	146.0			* 7.43		
5.0 ALEXANDER	151.6					
4.6 TALMAGE	156.2					
5.6						
D 8.5 BANCROFT BN	161.8			f 7.18		
7.1 PEBBLE	170.3					
7.1 BLASER	177.4					
2.5 LAVA HOT SPRINGS	180.0			f 6.57		
6.0 TOPAZ	186.0					
5.2						
DN 10.7 McCAMMON MC	191.2	A f 3.15AM		f 6.40	A 12.40AM	A 2.00PM
12.0 INKOM	201.9					
DN-R 12.0 H-CA POCATELLO YL PO	213.9	2.45AM	3.55AM	6.15PM	12.01AM	1.15PM
(213.9)		Daily	Daily	Daily	Daily	Daily

TWO MAIN TRACKS

Main Tracks

..... Thru Time	(0.30)	(4.00)	(4.40)	(0.39)	(0.45)
..... Average speed per hour	45.4	53.4	45.8	34.9	30.3

For conditional stops to discharge or pick up revenue passengers.—See page 17.
 For stations not shown on schedule pages.—See page 17.

WESTWARD

SECOND SUBDIVISION

Time-Table No. 39
February 27, 1966

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

FIRST CLASS

				105	17	49	47	11	35
				Passenger	Passenger	Mixed	Passenger	Passenger	Passenger
				Daily	Daily	Daily	Daily	Daily	Daily

STATIONS

DPTYZ	7.35 PM	10.30 AM	4.00 AM	12.55 AM	12.45 AM	12.25 AM	BLOCK SIGNALS	STATIONS	
P				A 1.00 AM		A 2.30 AM	CENTRALIZED TRAFFIC CONTROL	{ DNR H-CA } POCATELLO YL PO 2.4 POCATELLO JCT. YL 8.0 MICHAUD 5.8 BANNOCK 8.4 DN AMERICAN FALLS AF 3.8 BORAH 7.8 QUIGLEY 5.9 WAPI 3.8 DEWOFF 7.5 HAWLEY 5.1 DN MINIDOKA RT 3.8 MAX 8.1 ADELAIDE 4.7 KIMAMA 4.7 BENTER 7.8 OWINZA 5.8 BESSLEN 4.6 DIETRICH 7.9 DN SHOSHONE X 9.0 TUNUPA 6.7 DN GOODING GD 6.7 FULLER 6.3 BLISS 6.8 TICESKA 9.8 KING HILL 6.7 DN-R GLENN'S FERRY YL 6.7	
CS 153 P			f 4.15						DOUBLE TRACK
170 P									
145 P		a 10.58	a 4.35		f 1.13				
120 P									
170 P									
119 P			f 4.55						
170 P									
119 P									
125 289 PY	8.25	a 11.40 AM	A 5.20 AM		f 1.47				
119 P									
165 P									
119 P									
119 P									
170 P									
119 P									
116 P									
WS 121-115 PY ES 111-130 PY	a 9.11	a 12.35 PM			a 2.45				
170 P									
170 60 P		a 1.00			a 3.05				
170 P									
118 120 PY		f 1.13			a 3.18				
CS 120 P WS 99									
CS 170 P					f 3.37				
DPTY	A 10.05 PM	A 1.45 PM			A 3.50 AM				

(2 30)	(3 15)	(1 20)	(0 05)	(3 05)	(0 05)	..... Thru Time
64 0	49 2	43 9	28.8	51 8	28.8	..... Average speed per hour

For conditional stops to discharge or pick up revenue passengers.—See page 17.
For stations not shown on schedule pages.—See page 17.

SECOND DIVISION

EASTWARD

Time-Table No. 39

February 27, 1966

BLOCK SIGNALS	STATIONS	Mile Post	FIRST CLASS						SECOND CLASS	
			48	36	106	18	50	12	126	
			Passenger	Passenger	Passenger	Passenger	Mixed	Passenger	Time Freight	
CENTRALIZED TRAFFIC CONTROL	DN-R POCATELLO YL H-CA PO 2.4	213.9	A 1.55AM	A 2.05AM	A 3.40AM	A 5.35PM	A 10.30PM	A 2.20AM	A 3.30PM	
	POCATELLO JCT. YL 3.0	216.3	1.40AM	1.55AM						
	MICHAUD 5.8	224.3				f 9.47				
	BANNOCK 8.4	230.1								
	DN AMERICAN FALLS AF 3.8	238.5				s 4.55	s 9.30	f 1.30		
	BORAH 7.8	242.3								
	QUIGLEY 8.9	250.1								
	WAPI 3.8	256.0					f 9.10			
	DEWOFF 7.8	259.8								
	HAWLEY 5.1	267.3								
	DN MINIDOKA RT 3.8	272.4			2.40	s 4.20	8.50PM	f 12.55		
	MAX 8.1	276.2								
	ADELAIDE 4.7	284.3								
	KIMAMA 6.7	289.0						f 12.35		
	SENER 7.8	295.7								
	OWINZA 5.8	303.5								
	BESLEN 4.6	309.3								
	DIETRICH 7.9	313.9								
	DN SHOSHONE X 9.0	321.8			s 1.57	s 3.30		s 12.05AM		
	TUNUPA 6.7	330.8								
DN GOODING GD 6.7	337.5				s 3.04		s 11.40PM			
FULLER 6.3	344.2									
BLISS 6.8	350.5						s 11.23			
TICESKA 9.8	357.3									
KING HILL 6.7	367.1						f 11.04			
DN-R GLENN'S FERRY YL GF 6.7	373.8			1.05AM	2.15PM		10.55PM	11.15AM		
(159.9)			Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday and Monday	
..... Thru Time		(0.15)	(0.10)	(2.35)	(3.20)	(1.40)	(3.25)	(4.15)		
..... Average speed per hour		9.6	14.4	61.9	47.9	35.1	46.6	37.6		

For conditional stops to discharge or pick up revenue passengers.—See page 17.
For stations not shown on schedule pages.—See page 17.

WESTWARD

THIRD SUBDIVISION

EASTWARD

Car Capacity of Sidings, etc. See Rule 4(A) Page 23	FIRST CLASS			Time-Table No. 39 February 27, 1966	Mile Post	FIRST CLASS			SECOND CLASS	
	105	17	11			18	12	106	126	Time Freight
	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Passenger	
DPTY	Daily	Daily	Daily	STATIONS		Daily	Daily	Daily	Daily	
	10.06PM	1.55PM	4.00AM	DN-R GLENN'S FERRY YL GF	373.8	A 2.05PM	A 10.45PM	A 1.05AM	A 11.00AM	
C8 164 P			f 4.10	5.9 HAMMETT	382.7					
C8 170 P				10.6 REVERSE	393.3					
163 PY	10.36	2.30	4.33	8.3 DN MOUNTAIN HOME MZ	401.6	1.30	10.00	12.33AM		
163 P				5.9 SEBREE	407.5					
163 P				5.2 CLEFT	412.7					
185 P			f 4.51	10.3 ORCHARD	423.0	9.38				
163 P		VIA BOISE	VIA BOISE	11.7 OWYHEE	434.7	VIA BOISE	VIA BOISE	VIA BOISE		
163 P		VIA BOISE	VIA BOISE	12.0 KUNA	446.7	VIA BOISE	VIA BOISE	VIA BOISE		
60 P				9.9 BLACK'S CREEK	B-435.9					
69 PY	11.20	3.25	6.30	12.5 DN BOISE YL BG	B-448.4	12.35	2.10	11.50PM	VIA KUNA	
P		3.35	6.55	2.3 BOISE JCT.	B-450.7	12.30	8.55			
117 P		f 3.46	6.10	6.6 D MERIDIAN MD	B-457.3	12.17	8.41			
DPTYZ	11.43	4.00	6.25	10.6 DN-R NAMPA YL AU-Q	456.6	12.05PM	8.30	11.25	2.00	
55 P		4.10	6.40	4.2 MOSS	460.8	11.55AM	8.16		8.30	
163 P	11.55PM	4.27	7.00	4.8 DN CALDWELL YL CW	465.6	11.40	8.04	11.13		
122 P				3.6 ENROSE	469.2					
163 P		4.35	7.09	3.3 NOTUS	472.5	11.28	7.50			
163 P		4.46	7.20	8.3 DN PARMA MA	480.8	11.20				
173 PY	12.17AM	4.58	7.30	7.6 DN NYSSA SY	488.4	11.10	7.35	10.53		
167 PY	12.28	5.13	7.50	10.3 DN ONTARIO ON	498.7	10.55	7.24	10.45		
155 P		5.23	8.01	3.8 DN PAYETTE AY	502.5	10.43	7.13			
163 P				6.8 CRYSTAL	509.3					
163 PY	12.48	5.43	8.20	6.6 DN WEISER SR	515.9	10.30	6.55	10.29		
155 P				9.8 COBB	525.7					
163 P				7.1 ROCK ISLAND	532.8					
DPTYZ	A 1.15AM	A 6.20PM	A 9.05AM	6.0 DN-R HUNTINGTON YL HU	538.8	10.00AM	6.20PM	10.06PM	6.25AM	
				VIA KUNA (165.0)		Daily	Daily	Daily	Daily Except Sunday and Monday	
				VIA BOISE (176.3)						

CENTRALIZED TRAFFIC CONTROL

(3.10)	(4.25)	(5.05)	..... Thru Time	(4.05)	(4.25)	(2.59)	(4.35)
55.7	39.9	34.6	.... Average speed per hour	43.2	39.9	59.1	36.0

For conditional stops to discharge or pick up revenue passengers.—See page 17.
For stations not shown on schedule pages.—See page 17.

242.4 336
 82
—————
 254

~~538.8~~
538.8
456.6
—————
 82.2

113
254

WESTWARD

FOURTH SUBDIVISION

EASTWARD

Car Capacity of Stingers, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 39 February 27, 1966	Mile Post	FIRST CLASS		SECOND CLASS	
	277 Time Freight Daily	47 Passenger Daily	35 Passenger Daily	48 Passenger			36 Passenger	48 Passenger	36 Passenger	278 Stock Special
			1.00AM	12.30AM	POCATELLO JCT. YL	135.1	A 1.40AM	A 1.55AM	A 8.40AM	
P					1.6 MONTANA JCT. YL	136.7	1.35	1.52	8.32	
124 P	1.30PM		1.05	12.35	2.7 TYHEE	140.4	1.28	1.48	8.25	
150 P	1.36		1.10	12.39	5.3 FORT HALL	145.7	1.18 ⁴⁸	1.43	8.17	
71 P	1.44		1.18 ⁴⁸	12.45	5.5 GIBSON	151.0	1.09	1.37	8.09	
77 PY	1.51		1.23	12.50	7.1 DN BLACKFOOT YL BF	158.1	f 1.00 ³⁵	1.30 ⁴⁷	7.54	
72 P	2.01		f 1.30 ³⁶	1.00 ⁴⁸	5.9 WAPELLO	164.0	12.46	1.20	7.39	
123 P	2.10		1.42	1.07	0.1 D FIRTH FR	169.4	12.39	f 1.13 ³⁵	7.29	
105 P	2.18		1.53	f 1.13 ³⁶	DN SHELLEY SY	175.5	12.31	1.05	7.19	
71 P	2.28		2.02	f 1.20	3.5 COTTON	179.3	12.24	1.00	7.12	
	2.34		2.10	1.24	3.7 DN-R IDAHO FALLS YL AK	183.0	12.10AM	12.55 12.45	7.00	
DPTYZ	3.00		A 2.30AM	1.30 1.40	0.2 PAYNE	191.2		f 12.33	6.27	
51 P	3.20			f 1.52	5.3 BASSETT	196.5		f 12.27	6.17	
54 P	3.28			f 1.58	5.5 D ROBERTS AR	202.0		12.21	6.07	
54 P	3.37			2.06	10.1 HAWGOOD	212.1		12.09	5.47	
49 P	3.55			2.19	6.4 HAMER	217.5		f 12.03AM	5.37	
51 P	4.04			f 2.27	6.5 CAMAS	223.1		f 11.56PM	5.27	
50 P	4.14			f 2.36	11.5 D DUBOIS YL BO	234.9		11.43	5.02	
106 PY	4.50			2.50	13.6 SPENCER	248.5		11.23	4.27	
57 P	5.20			3.12	9.5 HUMPHREY	258.0		f 11.06	4.01	
150 P	5.46			f 3.29	6.7 D MONIDA YL MO	264.7		10.57	3.41 ³⁵	
61 PY	6.05			3.41 ²⁷⁸	9.0 SNOWLINE	273.7		f 10.43	3.01	
50 P	6.22			f 3.55	6.2 DN-R LIMA YL RD	279.9		10.34	2.40 12.30	
DPY	6.50 7.30			4.10	8.1 DELL	288.0		10.21	12.08AM	
47 P	7.50			4.27	6.0 KIDD	294.0		f 10.13	11.55PM	
48 P	8.05			f 4.34	7.8 D RED ROCK AD	301.8		10.04	11.33	
160 P	8.25			4.45	10.5 BARRETT'S	320.4		f 9.35	11.00	
160 P	9.00			f 5.10	7.5 DN DILLON YL DN	328.0		9.25 ²⁷⁷	10.45	
160 P	9.25 ³⁶			5.27	12.5 APEX	340.3		f 9.05	10.16 ²⁷⁷	
45 P	10.16 ²⁷⁸			f 5.43	5.4 NAVY	348.7		f 8.53	9.45	
47 PY	10.40			f 5.59	10.5 MELROSE	358.9		8.38	9.23	
61 P	11.10			6.13	QUINN	364.9		f 8.27	9.06	
37 P	11.30			f 6.24	5.2 D DIVIDE J	370.1		8.17	8.53	
39 P	11.45PM			6.35	10.6 FEELY	380.7		f 8.00	8.27	
17 P	12.15AM			f 6.53	9.5 DN-R SILVER BOW YL BB	390.0		7.45PM	8.00PM	
PY	A 1.00AM			As 7.15AM	7.0					

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.

	A 5.00 AM		A 7.30 AM	DN BUTTE YL BY 397.0		7.30 PM		7.35 PM
				(261.9)		Daily	Daily	Daily
	(15.30) 18.7	(1.30) 32.9	(7.00) 37.4	..... Thru Time		(1.30) 32.9	(6.25) 40.5	(13.05) 20.0
				.... Average speed per hour....				

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 Between Idaho Falls and Silver Bow, second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.
 All Fourth Subdivision trains, except westward second-class and extra trains, will operate via Pocatello Jct., unless otherwise directed by train dispatcher.
 For stations not shown on schedule pages.—See page 17.

WESTWARD CUMBERLAND BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 22.	Time-Table No. 39 February 27, 1966		Mile Post
	STATIONS		
	152 159 PTZ	DN-R KEMMERER YL AV		0.0
	4.8		
63	GLENCOE JCT. YL	4.8	
	1.2		
	END OF TRACK	6.0	
	(6.0)		

WESTWARD ELKOL BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 22.	Time-Table No. 39 February 27, 1966		Mile Post
	STATIONS		
	63	GLENCOE JCT. YL		0.0
	3.9		
	ELKOL	3.9	
	(3.9)		

WESTWARD CONDA BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 22.	Time-Table No. 39 February 27, 1966		Mile Post
	STATIONS		
	150 PY	DN SODA SPRINGS YL BD		0.0
80	1.8		
	MONSANTO YL (Spur)	1.8	
6	1.0		
	FORMATION (Spur)	2.8	
17	3.1		
	EPCO	5.9	
19 Y	1.1		
	CONDA	7.0	
	(7.0)		

WESTWARD GRACE BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 22.	Time-Table No. 39 February 27, 1966		Mile Post
	STATIONS		
	150 P	ALEXANDER YL		0.0
16 P	6.0		
	D GRACE GA	6.0	
	(6.0)		

WESTWARD GAY BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 22.	Time-Table No. 39 February 27, 1966		Mile Post
	STATIONS		
	150 P	D FORT HALL FH		0.0
32	9.1		
	M.P. 9.1	9.1	
132 YZ	11.7		
	GAY	20.8	
	(20.8)		

WESTWARD GOSHEN BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 22.	Time-Table No. 39 February 27, 1966		Mile Post
	STATIONS		
	123 P	D FIRTH FR		0.0
19	5.2		
	GOSHEN	5.2	
22	5.8		
	GERRARD	11.0	
11	1.8		
	INDIAN	12.8	
14	2.8		
	HACKMAN	16.6	
P	6.4		
	LINCOLN JCT.	22.0	
	(22.0)		

Westward trains are superior to trains of the same class in the opposite direction.— See Rule 72.
For stations not shown on schedule pages.— See page 17.

WESTWARD				YELLOWSTONE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 39 February 27, 1966	Mile Post	FIRST CLASS		SECOND CLASS		
	491	477	47	48			48	492	478		
	Local Freight	Mixed	Passenger	Passenger			Passenger	Local Freight	Mixed		
	Daily Except Sunday	Daily Except Sunday	Daily	Daily							
DPTYZ	7.55AM	6.00AM	3.00AM	DN-R	AK	0.0	A 11.45PM	A 2.00PM	A 4.40PM		
17 PY	A 8.05AM	6.10	3.08	3.0	IDAHO FALLS YL	3.0					
60 P		6.23	f 3.18	4.8	ORVIN YL	3.0	11.34	1.50	4.25		
54 P		6.42	s 3.34	6.2	UCON UN	7.6	f 11.28	1.40PM	4.15		
36 P		6.50	f 3.44	8.2	RIGBY RG	13.8	s 11.18	Via West Belt Branch	4.00		
25		6.57	f 3.51	10.2	LORENZO	18.1	f 11.12		3.45		
67 P		7.10	s 4.12	12.2	THORNTON	20.7	f 11.08		3.35		
51 P		7.20	f 4.23	14.2	REXBURG RX	26.0	s 11.01		3.20		
36 PY				16.2	SUGAR CITY SC	29.8	f 10.55		3.10		
110 PY		7.35	s 4.46	18.2	HART	30.9					
P				20.2	ST. ANTHONY YL SH	36.8	s 10.45	A 10.50AM	2.55		
43 P		7.50	f 5.30	22.2	BELT YL	38.8		10.40AM			
46 PY	A 8.10AM		A 5.45AM	24.2	CHESTER	42.8	f 10.32		2.40		
28 P				26.2	DN-R ASHTON YL HN	51.0	10.20PM		2.20PM		
22 P				28.2	WARM RIVER	58.2					
28 P				30.2	GERRIT	66.9					
22				32.2	PINEVIEW	72.5					
15 P				34.2	ECCLES	75.7					
26 P				36.2	ISLAND PARK	80.6					
25 PY				38.2	TRUDE	85.4					
22 P				40.2	BIG SPRINGS	90.7					
29 PY				42.2	REAS PASS	97.2					
				44.2	WEST YELLOWSTONE YL	107.1					
				(107.1)			Daily	Daily Except Sunday	Daily Except Sunday		
	(0.10) 18.0	(2.10) 23.1	(2.45) 18.5	..... Thru Time		(1.25) 36.0		(3.20) 14.3	(2.20) 21.1	
				..... Average speed per hour.....						

WESTWARD				TETON VALLEY BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 39 February 27, 1966	Mile Post	FIRST CLASS		SECOND CLASS		
		477	47	48			478				
		Mixed	Passenger	Passenger			Mixed				
	Daily Except Sunday	Daily	Daily	Daily	Daily						
DPTYZ		8.30AM	5.55AM	DN-R	HN	0.0	A 9.55PM	A 1.55PM			
46 PY		8.30AM	5.55AM	1.8	ASHTON YL	0.0	A 9.55PM	A 1.55PM			
19		f 8.40	5.59	3.8	MARYSVILLE YL	1.8	9.46	f 1.47			
83		f 8.55	6.08	5.8	GRAINVILLE	6.0	9.37	f 1.33			
22 P		s 9.10	f 6.13	7.8	DRUMMOND	8.6	f 9.32	s 1.22			
12		f 9.25	6.21	9.8	FRANCE	12.8	9.24	f 1.08			
33 P		f 9.35	6.27	11.8	LAMONT	15.8	9.18	f 12.58			
21		f 10.08	6.50	13.8	FELT	26.8	8.55	f 12.25			
22 PY		s 10.23	f 6.59	15.8	TETONIA NA	30.3	f 8.47	s 12.09PM			
31 P		s 10.42	f 7.13	17.8	DRIGGS DI	37.2	f 8.33	s 11.50AM			
19 PY		A 11.05AM	A 7.30AM	19.8	D-R VICTOR YL VR	45.6	8.15PM	11.20AM			
				(45.6)			Daily	Daily Except Sunday			
	(2.35) 17.7	(1.35) 28.8	..... Thru Time		(1.40) 27.4		(2.35) 17.7	..... Average speed per hour.....	

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.
 For stations not shown on schedule pages.—See page 17.

WESTWARD				MACKAY BRANCH		EASTWARD		WESTWARD				EAST BELT BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 39 February 27, 1966	Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 39 February 27, 1966	Mile Post	SECOND CLASS		Mile Post	
		409 Local Freight				410 Local Freight			491 Local Freight				491 Local Freight		
		Daily Except Sunday				Daily Except Sunday			Daily Except Sunday				Daily Except Sunday		
	STATIONS				STATIONS				STATIONS				STATIONS		
77 PY		8:00AM	DN-R BLACKFOOT YL BF	0.0	A 3:20PM		17 PY		8:05AM	ORVIN YL	0.0				
7		8:09	2.1 COLLINS YL	2.1	3:11		22		8:15	2.3 LINCOLN YL	2.3				
7		8:14	2.2 CLARKSON	4.3	3:06		P			0.8 LINCOLN JCT. YL	3.1				
31		8:17	1.4 MORELAND	5.7	3:03		46 P		8:27	2.6 IONA	5.7				
P		8:20	1.4 ABERDEEN JCT. YL	7.1	3:00		21 P		9:05	10.7 D RIRIE RK	16.4				
33 P		8:46	13.0 TABER	20.1	2:34		11 P		9:18	5.0 BYRNE	21.4				
35 PY		9:25	19.6 SCOVILLE	39.7	1:55		11 P		9:30	4.2 JENSON	25.6				
37 PY		10:04	19.4 D ARCO YL RO	59.1	1:16		23 P		9:40	2.6 WALKER	28.2				
21 P		10:27	7.6 MOORE	66.7	12:53		40 P		9:52	4.2 PARKINSON	32.4				
10		10:45	5.9 DARLINGTON	72.6	12:35		11 P		9:58	1.9 MOODY	34.3				
5		11:00	4.7 LESLIE	77.3	12:20PM		12 P		10:20	3.8 D NEWDALE NE	38.1				
68 PY		Al 1:25AM	8.0 D-R MACKAY YL MY	85.3	11:55AM		P		Al 10:40AM	6.3 BELT YL	44.4				
			(85.3)		Daily Except Sunday					(44.4)					
	(3.25)	..... Thru Time		(3.25)				(2.35)	..... Thru Time						
	25.0	....Average speed per hour....		25.0				17.2	.....Average speed per hour.....						

WESTWARD		ABERDEEN BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 39 February 27, 1966		Mile Post	SECOND CLASS	
				492 Local Freight	
		Daily Except Sunday			
	STATIONS				
P		ABERDEEN JCT. YL	0.0		
32		4.3 ROCKFORD	4.3		
17		1.6 LIBERTY	5.9		
32 P		4.3 PINGREE	10.2		
31 P		6.3 SPRINGFIELD	16.5		
17 P		3.2 STERLING	19.7		
8		6.3 FINGAL	26.0		
37 PY		2.2 D ABERDEEN YL BN	28.2		
		(28.2)			

WESTWARD		WEST BELT BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 39 February 27, 1966		Mile Post	SECOND CLASS	
				492 Local Freight	
		Daily Except Sunday			
	STATIONS				
60 P		D UCON UN	0.0	A 1:40PM	
22 P		8.8 LEWISVILLE	8.8	1:10	
39 P		D 1.7 MENAN MN	10.5	1:00	
51 P		14.5 PLANO	25.0	12:12	
18		1.7 EDMONDS	26.7	12:05PM	
11 P		2.6 EGIN	29.3	11:56AM	
32		2.3 HEMAN	31.6	11:46	
19 P		1.9 PARKER	33.5	11:40	
110 PY		5.2 D-R ST. ANTHONY YL SH	38.7	11:15AM	
		(38.7)		Daily Except Sunday	

..... Thru Time

..... Average speed per hour.....

(2.25) 16.0

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
For stations not shown on schedule pages.—See page 17.

WESTWARD

TWIN FALLS BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 39 February 27, 1966	Mile Post	FIRST CLASS		SECOND CLASS		
	475 Local Freight	439 Local Freight		49 Mixed			50 Mixed		440 Local Freight	476 Local Freight	
	Daily Except Saturday	Daily Except Sunday		Daily							
STATIONS											
125 269 PY	11.45PM	12.01PM		5.30AM	DN-R	MINIDOKA YL	RT	0.0	A 8.40PM	A1 1.00AM	A10.30PM
73 P	12.01AM	12.16		f 5.43		ACEQUIA		8.2	f 8.28		10.35 10.05
196 DPY	12.16	12.30		s 6.10	DN	RUPERT YL	MS	13.6	s 8.20		10.20 9.50
15						SCHOW		16.4			
32 P	12.27	12.40		f 6.18		HEYBURN		19.6	f 8.08		10.05 9.35
59 63 PY	12.40	12.55		s 6.35	DN	BURLEY YL	BU	21.7	s 8.04		10.00 9.30
76 P	1.02	1.17		f 6.42		STARRH'S FERRY		26.8	f 7.53		9.45 9.15
34						HOBSON		28.3			
58 P	1.15	1.30		f 6.54		MILNER		33.6	f 7.41		9.30 9.00
16 P				f 6.57		PARSONS		35.6	f 7.38		
71 P	1.30	1.45		s 7.07	D	MURTAUGH	MU	41.4	s 7.29		9.15 8.45
53 P	1.40	1.55		7.13		BICKEL		46.1	7.23		9.05 8.35
23						BILLS		49.0			
41 P	1.55	2.10		s 7.20	D	HANSEN	NS	49.7	s 7.16		8.55 8.25
60 P	2.08	2.23		s 7.27	D	KIMBERLY	KY	53.3	s 7.10		8.45 8.15
31 P				7.35		McMILLAN YL		58.4			
DPYZ	A 3.00AM	A 3.40PM		8.10 8.20	DN-R	TWIN FALLS YL	NA	58.0	7.00 6.45		8.30AM 8.00PM
42				f 8.27		CURRY		63.3	f 6.35		
60 P				s 8.32	D	FILER	FR	65.9	s 6.30		
45				f 8.36		PEAVEY		68.6	f 6.25		
41				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) 18.1	(3.39) 16.1		(3.15) 22.7	..... Thru Time			(2.25) 30.5	..... Average speed per hour		(2.30) 23.6 (2.30) 23.6

WESTWARD		OAKLEY BRANCH		EASTWARD	
Time-Table No. 39 February 27, 1966					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	STATIONS				Mile Post
	59 63 PY	DN-R	BURLEY YL	BU		0.0
28		BEETVILLE		4.3	
23		PELLA		5.2	
66		NORTH KENYON		8.3	
9		KENYON		9.6	
11		CHURCHILL		13.5	
23		TROUT		16.3	
60		MARION		17.8	
25		WARR		19.4	
20		OAKLEY		21.8	
		(21.8)			

WESTWARD		RAFT RIVER BRANCH		EASTWARD	
Time-Table No. 39 February 27, 1966					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	STATIONS				Mile Post
	59 63 PY	DN-R	BURLEY YL	BU		0.0
34		UNITY		3.1	
28		ELCOCK		4.0	
15		EVANS (Spr)		4.7	
22		SPRINGDALE		6.0	
25		HATCH		7.5	
16		DECLO		9.1	
		(9.1)			

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.
 For stations not shown on schedule pages.—See page 17.

WESTWARD		WELLS BRANCH			EASTWARD		WESTWARD		NORTH SIDE BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 39				Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 39				Mile Post
	439 Local Freight	February 27, 1966					440 Local Freight		February 27, 1966				
	Daily	STATIONS					Daily		STATIONS				
DPYZ	9.00AM	DN-R	TWIN FALLS YL	NA	0.0	A 6.35PM	196 DPY	DN-R	RUPERT YL	MS	0.0		
31	9.22		10.9 BERGER		10.9	6.13	58-55 P		4.4 MYERS YL		4.4		
26	9.39		8.5 HOLLISTER		19.4	5.56	56		1.5 PAUL YL	DJ	5.9		
9	9.47		3.8 AMSTERDAM	(Bpur)	28.2	5.48	36 P	D	2.0 BUDGE		7.9		
21 PY	9.59		5.6 ROGERSON		28.8	5.36	20		8.0 SCHODDE		15.9		
38	10.22		9.9 METEOR		38.7	5.13	54		3.9 McHENRY		19.8		
34	10.47		11.4 IDAVADA		50.1	4.48	21		4.2 HAZELTON	AZ	24.0		
34 P	11.01		6.0 DELAPLAIN		56.1	4.34	22 P	D	2.9 BLACK		26.9		
34	11.28		12.7 CONTACT		68.8	4.07	28		1.2 EDEN		28.1		
33 P	11.42AM		6.3 HENRY		75.1	3.53	63 P		6.7 PERRINE		34.8		
33	12.06PM		11.6 SHORES		86.7	3.29	54		3.5 SUGAR LOAF		38.3		
48 Y	12.20		6.9 WILKINS		93.6	3.15	12		2.3 FALLS CITY		40.6		
44 Y	12.44		8.9 SUMMER CAMP		102.5	2.51	25		2.0 BARRYMORE		42.6		
44	1.04		6.4 MELANDCO		108.9	2.31	10		5.3 JEROME YL	JO	47.9		
35	1.19		7.2 TOWN CREEK		116.1	2.16	54 PY	DN	8.8 WENDELL	ND	56.7		
Y	A 1.35PM		7.3 WELLS YL		123.4	2.00PM	54 P	D	1.4 KING		58.1		
			(123.4)				17		15.5 BLISS YL		78.6		
						Daily	118 PY						
							120 PY						
	(4.35)	Thru Time.....		(4.35)								
	26.9	Average speed per hour.....		26.9				(73.6)				

WESTWARD		KETCHUM BRANCH			EASTWARD		WESTWARD		HILL CITY BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 39				Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 39				Mile Post
	441 Local Freight	February 27, 1966					442 Local Freight		February 27, 1966				
	Monday Wednesday Friday	STATIONS					Monday Wednesday Friday		STATIONS				
WS 121-115 ES 111-130 DPY	6.00AM	DN-R	SHOSHONE YL	X	0.0	A 1.35AM	39 PY	D	RICHFIELD YL	FK	0.0		
39 PY	6.31	D	15.3 RICHFIELD YL	FK	15.3	11.04	12		0.4 BURMAH		9.4		
29	6.44		6.4 PAGARI		21.7	10.51	42 P		12.1 MAGIC		21.6		
59 P	7.16		15.6 PICABO		37.3	10.19	7		15.3 RANDS		36.8		
6	7.25		4.5 HAY		41.8	10.10	17		2.9 SELBY		39.7		
30	7.46		10.3 BELLEVUE		52.1	9.49	42 P	D	4.1 FAIRFIELD	FD	43.8		
17 P	8.00	D	5.1 HAILEY	RI	57.2	9.35	32		7.9 CORRAL		51.7		
22	8.06		2.8 BARITE		60.0	9.29	50 Y		6.1 HILL CITY YL		57.8		
30 P Loop	A 8.35AM	D-R	9.4 KETCHUM YL	KU	69.4	9.00AM							
			(69.4)						(67.8)				
						Monday Wednesday Friday							
	(2.35)	.....	Thru Time.....		(2.35)							
	26.8	.....	Average speed per hour.....		26.8							

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
For stations not shown on schedule pages.—See page 17.

WESTWARD BROGAN BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 39 February 27, 1966		Mile Post	
STATIONS					
134 P		D-R	VALE YL VA	0.0	
			11.4		
20			LANCASTER (Spur)	11.4	
			5.9		
60			JAMIESON YL	17.3	
			1.3		
			END OF TRACK YL	18.6	
(18.6)					

WESTWARD HOMEDALE BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 39 February 27, 1966		Mile Post	
STATIONS					
173 PY		DN-R	NYSSA YL SY	0.0	
			8.1		
40			OVERSTREET	8.1	
			2.5		
20			ADRIAN	10.6	
			6.3		
32			NAPTON	16.9	
			7.5		
62 P		D	HOMEDALE YL HR	24.4	
			2.7		
19 PY		D-R	MARSING YL MR	33.1	
(33.1)					

WESTWARD PAYETTE BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 39 February 27, 1966		Mile Post	
STATIONS					
155 P		DN-R	PAYETTE YL AY	0.0	
			3.9		
18			EFFIE	3.9	
			1.2		
27 P		D	FRUITLAND FU	5.1	
			1.7		
19			BUCKINGHAM	6.8	
			4.3		
30 P		D	NEW PLYMOUTH NP	11.1	
			10.5		
11			LETHA	21.6	
			8.1		
96 PYZ		D-R	EMMETT YL MF	29.7	
(29.7)					

WESTWARD WILDER BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 39 February 27, 1966		Mile Post	
STATIONS					
163 P		DN-R	CALDWELL YL CW	0.0	
			2.5		
40			SIMPLOT YL	2.5	
			1.2		
21			WEITZ YL	3.7	
			1.4		
26			DOLES YL	5.1	
			1.9		
9			GREENLEAF (Spur)	7.0	
			2.7		
13			ALLEDALE	9.7	
			1.8		
43			WILDER YL	11.5	
(11.5)					

WESTWARD STODDARD BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 39 February 27, 1966		Mile Post	
STATIONS					
DPYZ		DN-R	NAMPA YL AU-Q ^D	0.0	
			4.4		
17			DEAL	4.4	
			4.5		
44			BOWMONT	8.9	
			2.7		
7			MELMONT (Spur)	11.6	
			3.0		
28			MELBA	14.6	
			2.5		
54			STODDARD	17.1	
			0.7		
			END OF TRACK	17.8	
(17.8)					

WESTWARD BOISE BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 39 February 27, 1966		Mile Post	
STATIONS					
P			BOISE JCT. YL	0.0	
			1.1		
22			FAIR GROUNDS YL	1.1	
			2.1		
		D-R	BOISE FREIGHT YL BE	3.2	
			3.1		
10			VERNON YL (Spur)	6.3	
			2.1		
			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 17.

Westward IDAHO NORTHERN BRANCH Eastward

Car Capacity of Seating, etc. See Rule 6(A), Page 22.	SECOND CLASS	Time-Table No. 39 February 27, 1966	Mile Post	SECOND CLASS
	485 Local Freight Daily Except Sunday			486 Local Freight
STATIONS				
DPYZ	8.30 ^{AM}	DN-R NAMPA YL AU-Q	0.0	A 3.30 ^{PM}
49	8.40	2.4 FISCHER YL	2.4	3.22
14	9.00	6.9 MIDDLETON	9.3	3.07
15	9.20	9.8 JENNESS	18.9	2.47
96 PYZ	10.30	D-R 8.1 EMMETT YL MF	27.0	2.20
42	10.42	4.8 PLAZA	31.8	2.04
43 P	11.14	9.3 MONTOUR	41.1	1.33
32 P	11.45	D 8.6 HORSESHOE BEND HB	49.7	1.07
32	11.58 ^{AM}	5.4 GARDENA	55.1	12.49
35 P	12.25 ^{PM}	9.0 BANKS YL	64.1	12.25 ^{PM}
25 P	1.11	11.3 BIG EDDY	75.4	11.37 ^{AM}
31 PY	1.44	7.6 SMITHS FERRY YL	83.0	11.05
15 P	2.15	9.7 CABARTON	92.7	10.31
32	2.23	2.8 BELVIDERE	95.5	10.25
32 PY	2.56	D 3.7 CASCADE YL CD	99.2	10.15
31	3.33	11.8 ARLING	111.0	9.21
33	3.53	8.4 DONNELLY	119.4	9.02
14	4.06	5.3 NORWOOD	124.7	8.50
32 PY	A 4.30 ^{PM}	D-R 8.1 McCALL YL NE	132.8	8.30 ^{AM}
			(132.8)	Daily Except Sunday
(8.00) Thru Time				(7.00)
16.6 Average speed per hour				19.0

WESTWARD OREGON EASTERN BRANCH EASTWARD

Car Capacity of Seating, etc. See Rule 6(A), Page 22.	SECOND CLASS	Time-Table No. 39 February 27, 1966	Mile Post	SECOND CLASS
	459 Local Freight Daily Except Sunday			460 Local Freight
STATIONS				
167				
167 DPY	12.01 ^{PM}	DN-R ONTARIO YL ON	0.0	A 3.45 ^{PM}
14	12.10	3.7 CAIRO	3.7	3.33
38	12.18	3.2 LUSE	6.9	3.25
134 P	12.39	D-R 8.6 VALE YL VA	15.5	3.04
46	12.59	8.0 HOPE	23.5	2.44
62	1.30	11.3 LITTLE VALLEY	34.8	2.14
53 P	1.55 ⁴⁶⁰	7.2 HARPER	42.0	1.55 ⁴⁵⁹
50	2.18	9.2 NAMORF	51.2	1.29
27	2.45	11.0 JONESBORO	62.2	1.02
53 PY	3.13	D 11.4 JUNTURA JN	73.6	12.34 ^{PM}
50	3.50	13.0 LONG	86.6	11.57 ^{AM}
49 P	4.07	6.1 RIVERSIDE	92.7	11.40
31	4.32	10.1 DUNNEAN	102.8	11.15
30 P	4.52	7.4 VENATOR	110.2	10.55
30	5.11	7.7 CIRCLE BAR	117.9	10.36
31 P	5.35	8.7 CRANE	126.6	10.12
31	6.15	15.9 REDESS	143.5	9.32
23 PYZ	A 6.50 ^{PM}	D-R 13.3 BURNS YL BR	156.8	9.00 ^{AM}
			(156.8)	Daily Except Sunday
(6.49) Thru Time				(6.45)
23.0 Average speed per hour				23.2

Westward NEW MEADOWS BRANCH Eastward

Car Capacity of Seating, etc. See Rule 6(A), Page 22.	Time-Table No. 39 February 27, 1966	Mile Post
	STATIONS	
163		
163 DPY	DN-R WEISER YL SR	0.0
12	6.0 REBECCA	6.0
48 P	13.1 CONCRETE	19.1
23 P	12.7 MIDVALE	31.8
35 P	D 8.7 CAMBRIDGE RA	40.5
3 P	9.3 GOODRICH	49.8
26		
12 P	6.8 MESA	56.6
59 PY	D 3.6 COUNCIL YL CN	60.2
7	1.4 HOOVER YL	61.6
6 P	10.4 GLENDALE	72.0
43 P	12.1 RUBICON YL	84.1
45 PY	D-R 5.6 NEW MEADOWS YL	89.7
		(89.7)

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

For stations not shown on schedule pages.—See page 17.

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity of tracks, etc., See Rule 6(A), Page 23	Switch Connection	Location	Mile Post	Car Capacity of tracks, etc., See Rule 6(A), Page 23	Switch Connection
First Subdivision				Oakley Branch			
Sage.....(1).....	63.1	94 P	Both	Ruby.....	3.1	3	West
Border.....(1).....	92.1	30 P	Both	Ketchum Branch			
Pegram.....(1).....	97.7	42 P	Both	Gimlet.....	63.2	32	East
Second Subdivision				Payette Branch			
Don.....	219.6	{43 PX	Both	Little Rock.....	18.9	9	Both
Schiller.....	226.5	72	Both	Wilder Branch			
Sand Bank.....	370.9	57 P	Both	Hop.....	4.4	13	East
Third Subdivision				Idaho Northern Branch			
Hillcrest.....	B-445.1	14 P	Both	Maddens.....	6.1	6	Both
Perkins.....	B-451.4	31 P	Both	Josephson.....	12.6	12	Both
Beatty.....	B-454.6	29 P	Both	Amsco.....	13.6	12	Both
Sonna.....	B-460.7	22 P	Both	Bramwell.....	22.2	5	East
Mangum.....	476.3	24 P	Both	Black Canyon.....	33.0	5	East
Apple Valley.....	485.9	26 P	Both	Archabal.....	127.4	9	Both
Arcadia.....	491.7	45 P	Both	Oregon Eastern Branch			
Washoe Spur.....	500.9	32 P	West	Lawen.....	138.4	3	East
Wood.....	506.2	10 P	Both	New Meadows Branch			
Feltham.....	512.7	23 P	Both	Presley.....	11.7	9	Both
Wix.....	514.3	14 P	West	Tamarack.....	81.9	29 P	Both
Fourth Subdivision				CONDITONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS			
Chubbuck.....	138.2	36	Both	Train	At	Discharge Passengers From	Pick up Passengers Destined To
Mitchell.....	176.9	17	Both	17	Any station First Sub-	Green River or beyond.	Pocatello or beyond.
Fibre.....	180.4	8	East	17	Any station Second and Third Subdivi-	Ogden, Pocatello or beyond.	Huntington or beyond.
Dalys.....(2)(3).....	316.4	14 P	Both	18	Any station First Sub-	Pocatello or beyond.	Green River or beyond.
Ford.....	322.2	27 P	Both	18	Any station Second and Third Subdivi-	Huntington or beyond.	Pocatello, Ogden or beyond.
Glen.....(2)(4).....	347.8	8	West	35	Inkom.	McCammom or beyond.	Pocatello or beyond.
Maiden Rock.....(2)(3).....	366.0	{12	Both	36	Inkom.	Pocatello or beyond.	McCammom or beyond.
Goshen Branch				Yellowstone Branch			
Cox.....	9.2	11	West	St. Leon.....	3.7	16	East
Ammon.....	18.1	30	West	Garry.....	12.5	8	East
Wilkinson.....	21.0	3	West	Mark.....	22.2	24	Both
Teton Valley Branch				Mackay Branch			
Judkins.....(5).....	22.3	{6	East	Aiken.....	3.8	10	Both
Dwight.....(5).....	32.7	6	Both	Rouse.....	7.6	4	East
Fox Creek.....(5).....	42.3	Nooe	None	Havens.....	14.1	1	East
West Belt Branch				North Side Branch			
Coltman.....	2.8	19 P	East	Travers.....	3.5	18	Both
Grant.....	4.8	18 P	East	Hynes.....	11.4	18	Both
Barlow.....	7.0	17	Both	Haytown.....	44.7	4	Both
Midway.....	9.4	{31	Both	Hydra.....	45.8	7	Both
Pyke.....	35.3	19	West	Appleton.....	52.9	12	Both
East Belt Branch				CONDITONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS			
Ken.....	0.4	6	West	105	Minidoka, Mountain Home, Caldwell, Nyssa, Ontario, Weiser.	Omaha, Denver or beyond.	Portland, Spokane or beyond.
Mikami.....	14.0	7	East	106	Weiser, Ontario, Nyssa, Caldwell, Mountain Home, Minidoka.	Portland, Spokane or beyond.	Denver, Omaha or beyond.
Gale Spur.....	27.5	10	East				

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

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.
Maximum speed.	79	60	Freight trains when more than 50 per cent of the tonnage is wheat, oats, barley, milo, ore, gravel or any combination of these listed commodities.		40
No. 35 and No. 36 between McCammon and Pocatello with freight train equipment.	65				
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.		35
Battery motor car 903005.	50		Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first 5 miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)		40
When using No. 20 turn-outs.	40	40			35
When using No. 14 turn-outs.	25	20			20
When using other cross-overs or turn-outs.	15	15			
Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	Trains handling scale test cars, wedge plows or company roadway machines on own wheels (except wrecking derricks): On Main lines; On Branch lines.		30 20
Within yard limits: Protected by continuous block signal system. Not protected by continuous block signal system. On branch lines.	60	35	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		25
	40	25			
	30	15			
No. 126, within yard limits.		40	Jordan spreaders and other machines of spreader type, when in operation.		15
Diesel road freight and road switch locomotives. Gas turbine locomotives.	65		Trains handling U. P. ore cars Nos. 26000 to 26499, loaded or empty.		50
	65				
Diesel yard-switch locomotives in road service: 1000-1100 class; 1800 class.	35	35	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.		20
	50	50			6
When leading unit at front of train is gas turbine or car body type unit backing up.	30	30	Trains handling diesel units dead in train: Yard-switch units of any type; Foreign line, government, export or commercial diesel units other than yard-switch type; Union Pacific road-switch units of Alco or Baldwin type.		35
When multiple unit engine is controlled from other than leading unit.	30	30			45
					45
Freight trains handling tonnage in excess of 70 tons per operative brake.		40	On wye tracks.	6	6
			Through tunnels, branch lines.	10	10

FIRST SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Pagr.	Frnt.		Pagr.	Frnt.		Pagr.	Frnt.
Maximum speed.	79	60	Cokeville Over streets and alleys.	30	30	Between Mile Posts— Alexander 152.1 and 152.4.	60	45
Between Mile Posts— Granger 0.0 and 0.8.	40	25	Between Mile Posts— 87.4 and 87.7.	60	45	Bancroft 163.5 and 164.7.	70	55
3.4 and 3.7.	70	55	92.9 and 93.1.	60	45	167.5 and 168.1.	70	55
Moza 12.1 and 12.3.	70	55	Chausse 96.7 and 96.9.	70	55	168.9 and 169.3.	60	45
14.4 and 14.6.	70	55	98.3 and 99.2.	60	45	Pebble 171.2 and 171.7.	60	45
Nutria 16.1 and 16.4.	70	55	99.5 and 99.7.	70	55	171.9 and 174.7.	70	55
21.1 and 21.5.	70	55	102.6 and 104.8.	60	45	176.3 and 176.7.	70	55
23.6 and 23.8.	70	55	104.8 and 105.4.	70	55	Blaser 177.4 and 178.5.	60	45
Opal 28.7 and 29.6.	70	55	Montpelier 115.0 and 116.0.	20	20	179.0 and 180.0 (No. 1 Track).	45	25
31.3 and 32.3.	45	30	120.6 and 123.4.	60	45	179.0 and 180.0 (No. 2 Track).	50	35
33.0 and 33.1.	70	55	125.2 and 125.3.	70	55	Lava Hot Springs 180.0 and 181.7.	70	55
Waterfall 34.6 and 34.8.	60	45	125.8 and 126.7.	60	45	181.8 and 183.1.	60	45
35.5 and 35.9.	45	30	Georgetown Central Farmers Industry spur.		15	183.2 and 184.8.	70	55
36.5 and 40.8.	40	25	Between Mile Posts— 127.6 and 127.9.	70	55	185.5 and 187.9.	45	30
43.1 and 44.5.	60	45	128.3 and 130.1.	60	45	188.2 and 190.2.	65	50
Nugget 54.5 and 57.8.	40	25	131.6 and 132.2.	70	55	McCannon 192.1 and 192.7.	60	45
58.0 and 61.2.	70	55	135.6 and 135.8.	70	55	195.0 and 195.3.	60	45
63.6 and 65.4.	60	45	Manson 138.7 and 139.3.	60	45	197.7 and 199.7.	70	55
66.5 and 68.2.	70	55	141.0 and 141.9.	55	40	199.7 and 201.0.	60	45
			142.4 and 143.4.	70	55	Inkom 202.3 and 202.6.	60	45
			143.7 and 145.2.	55	40	Over switch M.P. 213.3 (No. 1 Track).	20	20
			Soda Springs Over streets and alleys.	30	30	Pocatello Within platform limits of pas- senger depot.	6	6
			Between Mile Posts— 148.0 and 148.3.	70	55	On Eastward and Westward running tracks	10	10

SECOND SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Pagr.	Frt.		Pagr.	Frt.		Pagr.	Frt.
Pocatello Within platform limits of passenger depot.	6	6	Between Mile Posts— Dietrich 316.3 and 314.7 (Eastward).	60	45	Between Mile Posts— Ticeska 357.3 and 360.2.	65	50
On Eastward and Westward running tracks.	10	10	321.5 and 321.8.	20	20	360.2 and 360.8.	60	45
On enginehouse lead and tracks.		5	Shoshone 323.3 and 323.9.	70	55	360.8 and 365.9.	65	50
Westward trains on No. 2 track over switches Pocatello Jct.	15	15	325.0 and 326.6.	70	55	King Hill 367.5 and 368.3.	70	55
Between Mile Posts— 218.8 and 220.0.	65	50	Gooding Over streets and alleys.	30	30	369.1 and 371.0.	60	45
Bannock 237.9 and 241.2.	65	50	Between Mile Posts— 340.7 and 341.2.	60	45	Sand Bank Engines using west switch to Sand Bank set-out track.		5
Borah 244.6 and 244.8.	70	55	342.3 and 343.4.	60	45	Between Mile Posts— 371.1 and 373.2.	45	25
Wapi 258.9 and 259.2.	70	55	Bliss No. 17 and No. 18, to dispatch mail.	40		373.2 and 374.5.	20	20
						Glenns Ferry		

THIRD SUBDIVISION

Glenns Ferry			Between Mile Posts— B-431.0 and B-433.9.	70	55	Between Mile Posts— 465.0 and 466.0.	20	20
Between Mile Posts— 373.2 and 374.5.	20	20	B-433.9 and B-434.3.	60	45	Parma No. 12, to dispatch mail.	50	
376.5 and 377.6.	60	45	B-435.8 and B-436.1.	70	55	Between Mile Posts— 482.8 and 483.0.	70	55
378.7 and 379.3.	40	25	B-438.5 and B-438.8.	70	55	484.5 and 485.0.	70	55
Hammett 384.0 and 393.4.	60	40	B-439.5 and B-440.4.	50	25	Payette Over streets and alleys.	60	60
Mountain Home Over street crossings.	50	50	B-440.4 and B-446.1.	60	45	Between Payette and Weiser, trains handling logs.		30
Between Mile Posts— Orchard 428.4 and 429.0.	60	45	Boise Over streets and road crossings between M.P. B-446.5 and M.P. B-451.25.	30	30	Crystal Trains using turn-out east switch Crystal.	15	15
Kuna 447.3 and 450.8.	60	45	Boise Jct. B-450.7 and 450.9.	70	55	Between Mile Posts— 515.8 and 516.2.	55	45
Nampa 456.6 and 457.2.	20	20	Meridian No. 17, to exchange mail. No. 18, to dispatch mail.	20 40		523.1 and 524.9.	70	55
Orchard B-423.7 and B-424.0.	60	45	Between Mile Posts— Sonna B-467.1 and B-467.7.	40	25	524.9 and 528.1.	60	45
			Nampa 456.6 and 457.2.	20	20	529.4 and 535.5.	70	55
B-429.2 and B-430.0.	60	45	Caldwell Over streets and alleys.	25	25	535.5 and 536.9.	60	45
						536.9 and 539.0.	40	25
						Huntington		

FOURTH SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.		Psgr.	Frts.
Maximum speed. Between Pocatello Jct. and Idaho Falls.	79	50	Between Mile Posts— Hamer 218.3 and 218.5.	50	40	Between Mile Posts— Dillon 328.6 and 329.2.	35	25
Between Idaho Falls and Silver Bow.	59	49	Dubois 236.0 and 236.6.	35	25	337.0 and 337.2.	50	40
Between Mile Posts— Pocatello Jct. 135.1 and 136.7.	35	25	237.8 and 238.0.	50	40	Apex 341.1 and 341.4.	50	40
Montana Jct. 139.9 and 140.1.	60	50	239.1 and 239.3.	50	40	342.7 and 342.9.	50	40
Tyhee 142.3 and 142.5.	50	40	244.4 and 246.7.	40	30	343.3 and 343.5.	30	20
143.3 and 143.5.	50	40	Spencer 248.5 and 248.9.	45	35	343.5 and 345.8.	35	25
Gibson 152.6 and 152.9.	50	40	249.5 and 249.7.	40	30	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 169.7 and 169.9.	60	50	Humphrey 258.3 and 258.5.	35	25	357.2 and 357.7.	50	40
Shelley Over streets and alleys.	30	30	258.6 and 259.2.	45	35	Melrose 361.8 and 366.3, watch for rocks.	25	20
Between Mile Posts— 182.6 and 183.5.	25	25	262.9 and 267.6.	35	25	366.3 and 366.6.	20	20
Idaho Falls Over streets and alleys.	12	12	269.7 and 269.9.	40	30	366.7 and 367.5.	35	25
Between Mile Posts— 185.5 and 185.9.	15	5	271.0 and 271.7.	40	30	367.9 and 368.2.	30	20
187.4 and 188.6.	40	30	Snowline 277.4 and 278.3.	35	25	Divide 373.6 and 374.6.	40	30
190.7 and 191.0.	45	35	Lima Over Center Street east of depot.	20	15	375.2 and 377.8.	35	25
Roberts 205.4 and 206.0.	50	40	Westward, within yard limits.	25	15	379.0 and 381.1.	35	25
208.4 and 210.2.	50	40	Between Mile Posts— Red Rock 309.2 and 310.2.	35	25	382.3 and 383.7.	25	20
Hawgood 213.7 and 214.0.	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 318.7.	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	Grace Branch Maximum speed.	20	Between M.P. 3.0 and Gay.	15
Leefe Spur Maximum speed.	15	Truss Bridge M.P. 5.33.	10		

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frnt.		Psgr.	Frnt.		Psgr.	Frnt.
Mackay Branch Between Blackfoot and M.P. 60.0.		30	Twin Falls Branch Maximum speed.	50	40	Hill City Branch Maximum speed.		25
Spur at Collins.		10	First-class trains, within yard limits.	30	30	Over trestles 21.6 and 23.40 with snow plows.		15
Between M.P. 60.0 and Mackay.		20	Rupert, over streets and alleys.	12	12	Boise Branch Between Boise Jet. and Boise Freight.		10
Aberdeen Branch Maximum speed.		25	Bridge 20.10.	25	25	Between Boise Freight and Barber.		15
Goshen Branch Maximum speed.		25	Burley, within city limits.	20	20	Stoddard Branch Maximum speed.		20
Yellowstone Branch Between Idaho Falls and Ashton.	50	35	Burley, over street crossings.	12	12	Between Stoddard and end of track.		15
Between Ashton and Gerrit, watch for rocks.	35	25	Burley, Salt Lake yard tracks.	5	5	Idaho Northern Branch Maximum speed.		30
Between Gerrit and Big Springs.	50	35	Kimberly, within city limits.	40	40	Between Mile Posts— 0.0 and 2.3.		20
Between Big Springs and West Yellowstone, watch for rocks.	35	25	North Side Branch Maximum speed.		30	Between Jenness and Bramwell.		20
Rexburg, Sugar City and St. Anthony, over streets and alleys.	20	20	Between Mile Posts— 30.0 and 30.5.		20	Trains handling high cars be- tween Jenness and Bramwell.		12
St. Anthony over highway crossing, just west of depot.	8	8	Raft River Branch Maximum speed.		20	Emmett, over street crossings.		12
Between Mile Posts— 55.4 and 55.7.	20	15	Burley, within city limits.		20	M.P. 31.4.		20
59.6 and 65.9.	20	15	Burley, over street crossings.		12	Between Plaza and M.P. 63, watch for rocks.		25
72.9 and 73.2.	35	25	Burley, Salt Lake yard tracks.		5	Between Mile Posts— 33.0 and 35.4.		10
74.0 and 74.2.	30	25	Oakley Branch Maximum speed.		20	Bridge 36.61.		20
85.2 and 85.5.	35	25	Burley, within city limits.		20	Between M.P. 63 and Smiths Ferry, watch for rocks.		15
86.4 and 87.0.	20	15	Burley, over street crossings.		12	Trains handling logs or high cars between Banks and M.P. 81.0.		12
92.1 and 95.0.	20	15	Burley, Salt Lake yard tracks.		5	Between Smiths Ferry and Cabarton, watch for rocks.		20
99.9 and 100.8.	20	15	Wells Branch Maximum speed.		30	Between Mile Posts— 99.6 and 108.3.		20
East Belt Branch Maximum speed.		25	Between Mile Posts— 31.1 and 36.1.		25	111.4 and 111.6.		20
Truss bridges.		15	45.9 and 53.3.		25	113.0 and 113.3.		20
Between Mile Posts— 4.7 and 4.9.	15	15	69.6 and 71.6.		25	128.2 and 128.5.		15
20.25 and 22.0.	15	15	91.1 and 91.4.		25	McCall, over street crossings.		10
23.1 and 24.0.	15	15	Between Mile Post— 97.5 and Melaneco.		20	Wilder Branch Maximum speed.		25
36.5 and 37.0.	15	15	Wells yard.		15	Homedale Branch Maximum speed.		25
West Belt Branch Maximum speed.		25	Ketchum Branch Maximum speed.	40	30	Oregon Eastern Branch Maximum speed, except be- tween M.P. 140.0 and 145.0.		25
Truss bridges.		15	Bellevue, over streets and alleys.	12	12	Hope Between Mile Posts— 29.5 and 33.5, watch for rocks.		20
Highway Crossing M.P. 37.44.	5	5	Between Hailey and Ketchum, over truss bridges.	15	15			
Teton Valley Branch Maximum speed.	35	25	Between Mile Posts— 63.1 and 64.6.	30	20			
Bridges 4.48, 6.96 and 19.97.	12	12	68.4 and 68.5.	10	10			
Between Mile Posts— 19.1 and 19.4.	15	15	Ketchum On balloon track.	15	15			
25.0 and 25.4.	15	15						

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
Between Mile Posts— Little Valley 36.5 and 37.6, watch for rocks.		20	Between Mile Posts— Circle Bar 119.0 and 124.0, watch for rocks.		20	Between Weiser and Concrete. Straight track. On curves.		25 20
37.6 and 37.7, soft spot.		10	Crane 140.0 and 145.0.		30	Between Concrete and M.P. 30.0. Straight track. On curves.		15 10
37.7 and 38.2, watch for rocks.		20	Brogan Branch Maximum speed.		20	Between Mile Posts— 30.0 and 55.0. Straight track. On curves.		25 15
Juntura 78.6 and 80.7, watch for rocks.		20	Payette Branch Maximum speed.		25	55.0 and 55.5.		10
80.7 and 81.0, watch for rocks.		10	Payette Jct., on curve.		10	55.5 and 66.5. Straight track. On curves.		25 15
81.0 and 86.6, watch for rocks.		20	Trains handling logs between Payette and Emmett on curves.		20	Between M.P. 66.5 and New Meadows. Straight track. On curves.		15 10
Long 86.6 and 89.0, watch for rocks.		20	Emmett, over street crossings.		12			
Dunnean 103.5 and 106.5.		20	New Meadows Branch Maximum speed.		25			
Bridge 106.14.		15						

SYMBOLS AND ABBREVIATIONS

Rules 6 and 6(A)

Rule 6

The following letters placed before figures of a schedule indicate:

- s—regular stop;
- f—flag stop to receive or discharge traffic;
- A—arrive.

Rule 6(A)

The following letters placed in column with station name in time-table indicate:

- D—day operator;
- N—night operator;
- DN—day and night operator;
- R—train register;
- YL—yard limits.

The following letters placed in columns provided in time-table indicate:

- D—diesel oil station;
- I—interlocking;
- O—fuel oil station;
- P—dispatcher's telephone;
- T—turntable;
- X—cross-over;
- Y—wye;
- Z—track scales;
- AI—automatic interlocking;
- CS—center siding;
- ES—eastward siding;
- WS—westward siding.

Standard clocks are located as shown below:

Blackfoot..... Telegraph Office
 Boise Freight..... Yard Telegraph Office
 Boise Freight..... 13th Street Yard Office
 Buhl..... Telegraph Office
 Burns..... Telegraph Office
 Glens Ferry..... Telegraph Office
 Glens Ferry..... Yard Office
 Huntington..... Yard Office
 Huntington..... Telegraph Office
 Idaho Falls..... Telegraph Office
 Idaho Falls..... Yard Office
 Idaho Falls. Switchmen's Register Room,
 North End Yard Office
 Kemmerer..... Telegraph Office
 Lima..... Telegraph Office
 Marsing..... Telegraph Office
 McCall..... Telegraph Office
 Montpelier..... Telegraph Office
 Montpelier..... Yard Office
 Nampa..... Telegraph Office
 Nampa..... Central Yard Switchmen's
 Locker Room
 Nampa..... Crew Dispatcher's Office
 Nampa..... Enginemen's Register Room
 at Roundhouse

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

