

**UNION PACIFIC RAILROAD COMPANY  
NORTHWESTERN DISTRICT**

*Safety*



**IDAHO DIVISION  
TIME-TABLE  
No. 40**

**Effective Sunday  
February 26, 1967  
At 12:01 A.M. Mountain Time**

***Safety Always  
Makes a Suggestion***

**FOR EMPLOYEES ONLY**

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

**G. H. BAKER**  
General Manager

**J. BOWEN**  
General Supt. Transportation

**W. J. Fox**  
General Superintendent

**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.  
**R. F. Kelly, Trainmaster**.....Pocatello, Ida.  
**K. J. Hennessy, Trainmaster**.....Pocatello, Ida.  
**R. D. Wright, Trainmaster**.....Pocatello, Ida.  
**E. C. Shultz, Trainmaster**.....Nampa, Ida.  
**F. M. Ladd, Trainmaster**.....Nampa, Ida.  
**R. P. Neeley, Master Mechanic**.....Pocatello, Ida.  
**A. B. Ziegler, General Road Foreman of Engines**....Portland, Ore.  
**E. I. Payne, Road Foreman of Engines**.....Montpelier, Ida.  
**M. D. Muck, Road Foreman of Engines**.....Pocatello, Ida.  
**C. W. Rands, Road Foreman of Engines**.....Pocatello, Ida.  
**O. J. Madsen, Road Foreman of Engines**.....Pocatello, Ida.  
**V. L. Orr, Road Foreman of Engines**.....Glenns Ferry, Ida.  
**J. B. Shaw, Road Foreman of Engines**.....Nampa, Ida.  
**W. R. Tyler, Division Engineer**.....Pocatello, Ida.  
**G. A. Sweet, General Roadmaster**.....Pocatello, Ida.

**L. G. Malzahn, Asst. to Mgr. of Safety and Courtesy**.Portland, Ore.  
**G. C. Fisher, Asst. Supt. of Safety and Courtesy**....Pocatello, Ida.

**First, Second and Fourth Subdivisions and Branches**

**H. R. Humphrey, Chief Train Dispatcher**.....Pocatello, Ida.  
**W. P. Helsley, Assistant Chief Train Dispatcher**....Pocatello, Ida.  
**L. V. Leger, Assistant Chief Train Dispatcher**.....Pocatello, Ida.  
**I. G. Perkins, Assistant Chief Train Dispatcher**.....Pocatello, Ida.  
**C. F. Adams, Assistant Chief Train Dispatcher**.....Pocatello, Ida.

**Third Subdivision and Branches**

**G. C. Leger, Chief Train Dispatcher**.....Nampa, Ida.  
**H. H. Harbaugh, Assistant Chief Train Dispatcher**....Nampa, Ida.  
**B. D. Spratt, Assistant Chief Train Dispatcher**.....Nampa, Ida.  
**J. L. Clute, Assistant Chief Train Dispatcher**.....Nampa, Ida.

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

Name	Title	Location	Name	Title	Location
<b>R. E. Merrell</b> .....	District Surgeon	Pocatello, Ida.	<b>R. P. Rawlinson</b> .....	Surgeon	Emmett, Ida.
<b>R. K. Gorton</b> .....	Asst. to District Surgeon	Pocatello, Ida.	<b>Ward A. Rullen</b> .....	Surgeon	Glenns Ferry, Ida.
<b>R. D. Benedict</b> .....	Surgeon	Pocatello, Ida.	<b>Marion V. Klingler</b> .....	Surgeon	Gooding, Ida.
<b>J. E. Comstock</b> .....	Physician	Pocatello, Ida.	<b>Alden M. Packer</b> .....	Surgeon	Hailey, Ida.
<b>Richard G. Crandall</b> .....	Surgeon	Pocatello, Ida.	<b>Harvey E. Guyett</b> .....	Surgeon	Idaho Falls, Ida.
<b>Richard B. Gresham</b> .....	Orthopedic Surgeon	Pocatello, Ida.	<b>Milton T. Rees</b> .....	Surgeon	Idaho Falls, Ida.
<b>H. K. Staheli</b> .....	Surgeon	Pocatello, Ida.	<b>Fred E. Wallber</b> .....	Oculist and Aurist	Idaho Falls, Ida.
<b>Clark T. Parker</b> .....	Surgeon	Pocatello, Ida.	<b>W. C. Smail</b> .....	Surgeon	Jerome, Ida.
<b>Calvin Buhler</b> .....	Surgeon	Pocatello, Ida.	<b>G. W. Davis</b> .....	Surgeon	Kemmerer, Wyo.
<b>H. D. McGee</b> .....	Ear, Nose, Throat	Pocatello, Ida.	<b>J. H. Stewart</b> .....	Surgeon	McCall, Ida.
<b>L. N. Diana</b> .....	Eye Specialist	Pocatello, Ida.	<b>J. T. Brunn</b> .....	Surgeon	Meridian, Ida.
<b>Eugene V. Simison</b> .....	Oculist and Aurist	Pocatello, Ida.	<b>Paul H. Daines</b> .....	Surgeon	Montpelier, Ida.
<b>R. E. Ostler</b> .....	Surgeon	Pocatello, Ida.	<b>G. W. Schoper</b> .....	Surgeon	Montpelier, Ida.
<b>J. W. Wurster</b> .....	Surgeon	Pocatello, Ida.	<b>T. C. Horton, Jr.</b> .....	Surgeon	Nampa, Ida.
<b>Frank L. Harms</b> .....	Surgeon	American Falls, Ida.	<b>Ernest D. Huusaker</b> .....	Oculist and Aurist	Nampa, Ida.
<b>J. C. Reines</b> .....	Physician	Arco, Ida.	<b>Frederick D. Koehne</b> .....	Surgeon	Nampa, Ida.
<b>Willis A. Melcher</b> .....	Surgeon	Ashton, Ida.	<b>John R. Mangum</b> .....	Surgeon	Nampa, Ida.
<b>Ralph G. Goates</b> .....	Surgeon	Blackfoot, Ida.	<b>G. O. Cross</b> .....	Surgeon	Nampa, Ida.
<b>Norman G. Hedemark</b> .....	Oculist	Boise, Ida.	<b>K. A. Danford</b> .....	Surgeon	Nyssa, Ore.
<b>A. Curtis Jones, Jr.</b> .....	Ear, Nose, Throat	Boise, Ida.	<b>K. E. Kerby</b> .....	Surgeon	Nyssa, Ore.
<b>J. Wayne Tyler</b> .....	Oculist	Boise, Ida.	<b>Wilfred N. Sanders</b> .....	Surgeon	Ontario, Ore.
<b>Herbert L. Newcombe</b> .....	Surgeon	Boise, Ida.	<b>L. W. Scott</b> .....	Surgeon	Ontario, Ore.
<b>Roy L. Peterson</b> .....	Eye, Ear, Nose, Throat	Boise, Ida.	<b>Ira R. Woodward, Jr.</b> .....	Surgeon	Payotte, Ida.
<b>W. D. Springer</b> .....	Surgeon	Boise, Ida.	<b>Murland F. Rigby</b> .....	Surgeon	Rexburg, Ida.
<b>Vern H. Anderson</b> .....	Surgeon	Buhl, Ida.	<b>A. C. Truxal</b> .....	Surgeon	Rexburg, Ida.
<b>John W. Davis</b> .....	Surgeon	Burley, Ida.	<b>Aldon Tall</b> .....	Surgeon	Rigby, Ida.
<b>Chas. A. Terhune</b> .....	Surgeon	Burley, Ida.	<b>Arthur F. Dalley</b> .....	Surgeon	Rupert, Ida.
<b>John H. Wearo</b> .....	Surgeon	Burns, Ore.	<b>Otto A. Moellmer</b> .....	Surgeon	Rupert, Ida.
<b>Wm. E. Kane</b> .....	Surgeon	Butte, Mont.	<b>Emory L. Soule</b> .....	Surgeon	St. Anthony, Ida.
<b>F. H. Burton</b> .....	Oculist and Aurist	Butte, Mont.	<b>Royal G. Neher</b> .....	Surgeon	Shoshone, Ida.
<b>John V. Plett</b> .....	Oculist and Aurist	Butte, Mont.	<b>Allen H. Tigert, Jr.</b> .....	Surgeon	Soda Springs, Ida.
<b>Gerald C. Bauman</b> .....	Surgeon	Caldwell, Ida.	<b>Russell Tigert, Jr.</b> .....	Surgeon	Soda Springs, Ida.
<b>J. F. Moser</b> .....	Surgeon	Cascade, Ida.	<b>Victor V. Telford</b> .....	Surgeon	Twin Falls, Ida.
<b>John A. Edwards</b> .....	Surgeon	Council, Ida.	<b>Wallace Bond</b> .....	Oculist and Aurist	Twin Falls, Ida.
<b>Clyde W. Johnson</b> .....	Surgeon	Council, Ida.	<b>W. M. Peterson</b> .....	Surgeon	Twin Falls, Ida.
<b>John C. Seidensticker</b> .....	Surgeon	Dillon, Mont.	<b>C. J. Kopp</b> .....	Surgeon	Vale, Ore.
<b>K. E. Head</b> .....	Surgeon	Driggs, Ida.	<b>Harold F. Holsinger</b> .....	Surgeon	Wendell, Ida.
<b>A. C. Truxal</b> .....	Surgeon	Dubois, Ida.	<b>Richard J. Giever</b> .....	Surgeon	Weiser, Ida.
			<b>Marioo S. McGrath</b> .....	Surgeon	Weiser, Ida.

**ESTWARD****CONDENSED TIME-TABLE****EASTWARD**

FIRST CLASS					Distance from Granger via Boise	Time-Table No. 40		FIRST CLASS				
105	19	457	17	11		February 26, 1967		20	12	106	458	18
Passenger	Passenger	Passenger	Passenger	Passenger				Passenger	Passenger	Passenger	Passenger	Passenger
Daily	Daily	Daily	Daily	Daily			<b>STATIONS</b>					
4.05			4.50		0.0	GRANGER				A 7.55		A 10.55
<del>7.30</del> 7.40			9.40 10.30	12.45	213.9	POCATELLO			A 2.20	3.55 3.40		<del>6.15</del> 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	10.06		10.00
12.16			5.30	8.15		P.T.		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				941.3	SPOKANE		A 5.30				
6.31	A 3.15		12.15	3.55	755.3	HINKLE		1.00	11.30	3.56		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
(17.55) 52.4	(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 McCammion	Time-Table No. 40		FIRST CLASS				
				35		February 26, 1967		36				
				Passenger				Passenger				
				Daily			<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				
								Daily				
						..... Thru Time .....		(7.45)				
						..... Average speed per hour .....		36.9				

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

**MILEAGE**

Main Line..... 844.9  
Branches..... 1342.3  
Grand Total..... 2187.2

**WESTWARD**

**FIRST SUBDIVISION**

**Time-Table No. 40**

**February 26, 1967**

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

**SECOND CLASS**

**FIRST CLASS**

**279**  
Time  
Freight  
  
Daily

**277**  
Time  
Freight  
  
Daily

**35**  
Passenger  
  
Daily

**105**  
Passenger  
  
Daily

**17**  
Passenger  
  
Daily

**STATIONS**

144	IPY							4.05PM	4.50AM	
150	P									
150	P									
150	P							f 5.15		
150	P									
152	PTZ							f 4.43	s 5.45	
150	P									
150	P									
150	P									
150	PY									
150	P									
150	P									
178	P								s 6.45	
160	P									
150	P									
150	P									
27	P									
	DPTYZ							s 5.56	7.25 7.35	
	P									
106	P									
150	P									
150	PY								s 8.12	
150	P									
150	P									
150	P								f 8.35	
191	P									
150	P									
	P									
27	PX								f 8.57	
	P									
CB 164	PY			11.50PM	3.50AM			11.25PM	f 9.12	
115	P								f 9.23	
	DPTYZ			12.30AM	4.50AM			11.55PM	7.30PM	9.40AM

CENTRALIZED TRAFFIC CONTROL

DN-R	GRANGER YL	GN
	7.7	
	MOXA	
	7.7	
	NUTRIA	
	9.1	
D	OPAL	OW
	9.1	
	WATERFALL	
	6.1	
DN	KEMMERER YL	AV
	8.3	
	FOSSIL	
	5.0	
	NUGGET	
	6.6	
	ORR	
	5.2	
	LEEFE	
	6.5	
	BECKWITH	
	6.1	
	PIXLEY	
	6.1	
D	COKEVILLE	CK
	4.7	
	MARSE	
	6.3	
	CHAUSSE	
	8.4	
	HARER	
	5.1	
	DINGLE	
	7.0	
DN-R	MONTPELIER YL	MO
	6.3	
	PESCADERO	
	5.5	
	GEORGETOWN	
	9.3	
	MANSON	
	9.0	
DN	SODA SPRINGS	SD
	5.6	
	ALEXANDER	
	4.5	
	TALMAGE	
	5.6	
D	BANCROFT	BN
	8.5	
	PEBBLE	
	7.1	
	BLASER	
	2.6	
	LAVA HOT SPRINGS	
	6.0	
	TOPAZ	
	5.2	
DN	McCAMMON MC	MC
	10.7	
	INKOM	
	12.0	
DN-R	POCATELLO YL	H-CA
	PO	

TWO MAIN TRACKS

TWO MAIN TRACKS

(0.40) (1.00)  
34.0 22.7

(0.30) (3.25)  
45.4 62.6

(4.50)  
45.2

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

(213.9)

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

FIRST DIVISION

EASTWARD

Time-Table No. 40

February 26, 1967

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 7.55 <sup>AM</sup>	As 10.55 <sup>PM</sup>		
7.7 MOXA	7.7					
7.7 NUTRIA	15.4					
9.1 OPAL OW	24.6			f 10.30		
9.1 WATERFALL	33.6					
8.1						
DN KEMMERER YL AV	39.7		f 7.05	s 10.05		
8.3 FOSSIL	48.0					
5.0 NUGGET	53.0					
6.6 ORR	59.6					
5.2 LEEFE	64.8					
6.5 BECKWITH	71.3					
6.1 PIXLEY	77.4					
8.1 D COKEVILLE CK	83.6			s 9.05		
4.7 MARSE	88.2					
6.3 CHAUSSE	94.6					
8.4 HARER	102.9					
5.1 DINGLE	108.0					
7.0						
7-R MONTPELIER YL MX	115.0		s 6.40	8.30 8.20		
5.3						
PESCADERO	121.3					
5.5 GEORGETOWN	126.8					
9.3 MANSON	136.1					
9.9 DN SODA SPRINGS SD	146.0			s 7.43		
5.6 ALEXANDER	151.6					
4.6 TALMAGE	156.2					
5.6						
D BANCROFT BN	161.8			f 7.18		
8.5 PEBBLE	170.3					
7.1 BLASER	177.4					
2.6 LAVA HOT SPRINGS	180.0			f 6.57		
6.0 TOPAZ	186.0					
5.2 DN McCAMMON MC	191.2	At 3.15 <sup>AM</sup>		f 6.40	At 2.40 <sup>AM</sup>	At 2.00 <sup>PM</sup>
10.7 INKOM	201.9					
12.0 DN-R POCATELLO YL PO H-CA	213.9	2.45 <sup>AM</sup>	3.55 <sup>AM</sup>	6.15 <sup>PM</sup>	12.01 <sup>AM</sup>	1.15 <sup>PM</sup>
(213.9)		Daily	Daily	Daily	Daily	Daily

TWO MAIN TRACKS

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**

**FIRST CLASS**

**Time-Table No. 40**  
February 26, 1967

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

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

**STATIONS**

DPTYZ		7.40 PM	10.30 AM	4.00 AM	12.45 AM	12.25 AM
P						12.30 AM
CS 153 P				f 4.15		
170 P						
145 P			s 10.58	s 4.35	f 1.13	
120 P						
170 P						
119 P				f 4.55		
170 P						
119 P						
125 269 PY		f 8.29	s 11.40 AM	A 5.20 AM	f 1.47	
119 P						
165 P						
119 P						
119 P						
170 P						
149 P						
116 P						
WS 121-115 PY ES 111-130		s 9.11	s 12.35 PM		s 2.45	
170 P						
170 60 P			s 1.00		s 3.05	
170 P						
118 120 PY			f 1.13		s 3.18	
CS 120 P WS 99						
CS 170 P					f 3.37	
DPTY		As 10.05 PM	A 1.45 PM		A 3.50 AM	

BLOCK SIGNALS  
CENTRALIZED TRAFFIC CONTROL

DNR	POCATELLO YL PO	H-CA	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		6.1
DN	MINIDOKA	RT	3.8
	MAX		5.1
	ADELAIDE		4.7
	KIMAMA		6.7
	SESTER		7.8
	OWINZA		5.8
	BESSELEN		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	GF	

(159.9)

(2.25) 66.2 (3.15) 49.2 (1.20) 43.9 (3.05) 51.8 (0.05) 28.8

..... 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.

**SECOND SUBDIVISION**

**EASTWARD**

**Time-Table No. 40**

February 26, 1967

Mile Post	FIRST CLASS					SECOND CLASS	
	36 Passenger	106 Passenger	18 Passenger	50 Mixed	12 Passenger	126 Time Freight	

**STATIONS**

BLOCK SIGNALS	DN-R	POCATELLO YL	H-CA	PO	TWO MAIN TRACKS
		3.4			
		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				
	6.7				
	BENTER				
	7.8				
	OWINZA				
	5.8				
	BESLEN				
	4.5				
	DIETRICH				
	7.9				
DN	SHOSHONE		X		
	9.0				
	TUNUPA				
	6.7				
DN	GOODING		GD		
	6.7				
	FULLER				
	8.3				
	BLISS				
	8.8				
	TICESKA				
	9.8				
	KING HILL				
	8.7				
DN-R	GLENN'S FERRY YL		GF		

218.9	A 2.05AM	A 3.40AM	A 5.35PM	A 10.30PM	A 2.20AM		A 3.30PM
219.3	1.55AM						
224.3				f 9.47			
230.1							
239.5			s 4.55	s 9.30	f 1.30		
242.3							
250.1							
256.0				f 9.10			
259.8							
267.3							
272.4		2.40	s 4.20	8.50PM	f 12.55		
276.2							
284.3							
289.0					f 12.35		
295.7							
303.5							
309.3							
313.9							
321.8		s 1.57	s 3.30		s 12.05AM		
330.8							
337.5			s 3.04		s 11.40PM		
344.2							
350.5					s 11.23		
357.3							
367.1					f 11.04		
373.8		1.05AM	2.15PM		10.55PM		11.15AM

(159.9)

Thru Time	(0.10)	(2.35)	(3.20)	(1.40)	(3.25)	(4.15)
Average speed per hour	14.4	61.9	47.9	35.1	48.8	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 Bldgns. etc. See Rule 6(A). Page 23.	FIRST CLASS			Time-Table No. 40 February 26, 1967	Mile Post	FIRST CLASS			SECOND CLASS		
		105 Passenger	17 Passenger			11 Passenger	18 Passenger	12 Passenger	106 Passenger	126 Time Freight	
		Daily	Daily			Daily					
	DPTY	10.05PM	1.55PM	4.00AM							
CS 164 P				f 4.10	GLENNS FERRY YL GF 8.9	373.8	A 2.05PM	A 10.45PM	A 1.05AM	A 1.00AM	
CS 170 P					HAMMETT 10.6	382.7					
163 PY		10.36	2.30	4.33	REVERSE 8.3	393.3					
163 P					DN MOUNTAIN HOME MZ 5.9	401.6	s 1.30	s 10.00	12.33AM		
163 P					SEBREE 5.2	407.5					
185 P				f 4.51	CLEFT 10.3	412.7					
163 P					ORCHARD 11.7	423.0		s 9.38			
163 P		VIA BOISE	VIA BOISE	VIA BOISE	OWYHEE 12.0	434.7	VIA BOISE	VIA BOISE	VIA BOISE		
					KUNA 9.9	440.7					
60 P					BLACK'S CREEK 12.6	B-435.9					
69 PY		*11.20	3.25 3.35	5.30 5.55	DN BOISE YL BG 2.3	B-448.4	12.35 12.30	9.10 8.55	*11.50PM	VIA KUNA	
P					BOISE JCT. 6.6	B-450.7					
117 P			f 3.46	s 6.10	D MERIDIAN MD 10.0	B-457.3	12.17	s 8.41			
DPTYZ		*11.43	4.00 4.10	6.25 6.40	DN-R NAMPA YL AU-Q 4.2	456.6	12.05PM 11.55AM	8.30 8.15	*11.25	9.00 8.30	
55 P					MOSS 4.8	460.8					
163 P		11.55PM	s 4.27	s 7.00	DN CALDWELL CW 3.6	465.6	s 11.40	s 8.04	11.13		
122 P					ENROSE 3.3	469.2					
163 P			s 4.35	s 7.09	NOTUS 8.3	472.5	f 11.28	f 7.50			
163 P			s 4.46	s 7.20	DN PARMA MA 7.6	480.8	s 11.20				
173 PY		12.17AM	s 4.58	s 7.30	DN NYSSA SY 10.3	488.4	s 11.10	s 7.35	10.53		
167 PY		12.28	s 5.13	s 7.50	DN ONTARIO ON 3.8	498.7	s 10.55	s 7.24	10.45		
155 P			s 5.23	s 8.01	DN PAYETTE AY 6.8	502.5	s 10.43	s 7.13			
163 P					CRYSTAL 6.6	509.3					
163 PY		12.48	s 5.43	s 8.20	DN WEISER BR 9.8	515.9	s 10.30	s 6.55	10.29		
155 P					COBB 7.1	525.7					
163 P					ROCK ISLAND 6.0	532.8					
DPTYZ		A 1.15AM	A 6.20PM	A 9.05AM	DN-R HUNTINGTON YL HU	538.8	10.00AM	6.20PM	10.06PM	6.25AM	
					VIA KUNA (165.0) VIA BOISE (176.3)		Daily	Daily	Daily	Daily Except Sunday and Monday	

(3.10) (4.25) (5.05) ..... Thru Time ..... (4.05) (4.25) (2.60) (4.35)  
 55.7 39.9 34.6 ..... Average speed per hour ..... 43.2 39.9 69.1 38.0

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



**WESTWARD**

**FOURTH SUBDIVISION**

**EASTWARD**

Car Capac.  
of Seatings, etc.  
See Rule 6(A),  
Page 23.

**SECOND CLASS**

**FIRST CLASS**

**Time-Table No. 40**

**FIRST CLASS**

**SECOND CLASS**

February 26, 1967

Mile Post

**36**  
Passenger

**278**  
Stock Special

**277**  
Time Freight  
Daily

**35**  
Passenger  
Daily

**STATIONS**

Class	Time	Station	Mile Post	Time	Station	Mile Post	Time
P		POCATELLO JCT. YL	135.1	A 1:55 AM			A 8:40 AM
P	1:30 PM	MONTANA JCT. YL	136.7	1:52			8:32
124 P	1:36	TYHEE	140.4	1:48			8:25
150 P	1:44	FORT HALL	145.7	1:43			8:17
71 P	1:51	GIBSON	151.0	1:37			8:09
77 PY	2:01	DN BLACKFOOT YL BF	158.1	1:30			7:54
72 P	2:10	WAPELLO	164.0	1:20			7:39
123 P	2:18	D FIRTH FR	169.4	1:13 <sup>35</sup>			7:29
105 P	2:28	DN SHELLEY SY	175.5	1:05			7:19
71 P	2:34	COTTON	179.3	1:00			7:12
DPTYZ	3:00	DN-R IDAHO FALLS YL AK	183.0	12:55 12:45			7:00
51 P	3:20	PAYNE	191.2	12:31			6:27
54 P	3:28	BASSETT	196.5	12:25			6:17
54 P	3:37	D ROBERTS AR	202.0	12:19			6:07
49 P	3:55	HAWGOOD	212.1	12:07			5:47
51 P	4:04	HAMER	217.5	12:01 AM			5:37
50 P	4:14	CAMAS	223.1	11:55 PM			5:27
100 PY	4:50	D DUBOIS YL BO	234.9	11:43			5:02
57 P	5:20	SPENCER	248.5	11:23			4:27
150 P	5:46	HUMPHREY	258.0	11:06			4:01
61 PY	6:05	D MONIDA YL MO	264.7	10:57			3:41 <sup>35</sup>
P	6:22	SNOWLINE	273.7	10:43			3:01
DPY	6:50 7:30	DN-R LIMA YL RD	279.9	10:34			2:40 12:30
47 P	7:50	DELL	288.0	10:21			12:08 AM
48 P	8:05	KIDD	294.0	10:13			11:55 PM
150 P	8:25	D RED ROCK AD	301.8	10:04			11:33
160 P	9:00	BARRETTS	320.4	9:35			11:00
150 P	9:25 <sup>36</sup>	DN DILLON YL DN	328.0	9:25 <sup>277</sup>			10:45
45 P	10:16 <sup>278</sup>	APEX	340.3	9:05			10:16 <sup>277</sup>
47 PY	10:40	NAVY	348.7	8:53			9:45
61 P	11:10	MELROSE	358.9	8:38			9:23
37 P	11:30	QUINN	364.9	8:27			9:06
39 P	11:45 PM	D DIVIDE J	370.1	8:17			8:53
17 P	12:15 AM	FEELY	380.7	8:00			8:27
PY	A 1:00 AM	DN-R SILVER BOW YL SB	390.0	7:45 PM			8:00 PM

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
(15.30) 18.7	(7.00) 37.4	(261.9)	Daily	(8.25) 40.8	(13.05) 20.0
.....Thru Time.....		.....Average speed per hour....			

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

Between Idaho Falls and Silver Bow, second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.

All Fourth Subdivision trains, except westward second-class and extra trains, will operate via Pocatello Jct., unless otherwise directed by train dispatcher.

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

WESTWARD CUMBERLAND BRANCH EASTWARD			WESTWARD ELKOL BRANCH EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 40 February 26, 1967		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 40 February 26, 1967		Mile Post
	STATIONS				STATIONS		
	152 159 PTZ	DN-R KEMMERER YL AV			0.0	53	
	4.8 GLENCOE JCT. YL	4.8		6.9 ELKOL	3.9		
53	1.2 END OF TRACK	6.0		(3.9)			
	(6.0)						

WESTWARD CONDA BRANCH EASTWARD			WESTWARD GRACE BRANCH EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 40 February 26, 1967		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 40 February 26, 1967		Mile Post
	STATIONS				STATIONS		
	150 PY	DN SODA SPRINGS YL SD			0.0	150 P	
80	1.8 MONSANTO YL (Spur)	1.8	16 P	6.0 D GRACE GA	6.0		
6	1.0 FORMATION (Spur)	2.8		(6.0)			
17	3.1 EPCO YL	5.9					
19 Y	1.1 CONDA YL	7.0					
	(7.0)						

WESTWARD GAY BRANCH EASTWARD			WESTWARD GOSHEN BRANCH EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 40 February 26, 1967		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 40 February 26, 1967		Mile Post
	STATIONS				STATIONS		
	150 P	FORT HALL			0.0	123 P	
32	9.1 M.P. 9.1	9.1	19	5.2 GOSHEN	5.2		
132 YZ	11.7 GAY	20.8	22	6.8 GERRARD	11.0		
	(20.8)		11	1.3 INDIAN	12.8		
			14	2.8 HACKMAN	15.6		
			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			477 Mixed Daily Except Sunday	Time-Table No. 40 February 26, 1967	Mile Post	478 Mixed	SECOND CLASS			
					STATIONS						
	DPYIZ			6:00AM	DN-R IDAHO FALLS YL AK	0.0	A 4:40PM				
	17 PY			6:10	3.0 ORVIN YL	3.0	4:25				
	60 P			6:23	4.6 UCON	7.6	4:15				
	54 P			6:42	6.2 D RIGBY RG	13.8	4:00				
	36 P			6:50	4.3 LORENZO	18.1	3:45				
	25			6:57	2.6 f THORNTON	20.7	3:35				
	67 P			7:10	5.3 D REXBURG RX	26.0	3:20				
	51 P			7:20	3.8 D SUGAR CITY SC	29.8	3:10				
	36 PY				1.1 HART	30.9					
	110 PY			7:35	5.9 D ST. ANTHONY YL SH	36.8	2:55				
	P				1.5 BELT YL	38.3					
	43 P			7:50	4.5 f CHESTER	42.8	2:40				
	46 PY			8:10AM	8.2 DN-R ASHTON YL HN	51.0	2:20PM				
	28 P				7.2 WARM RIVER	58.2					
	22 P				8.7 GERRIT	66.9					
	28 P				5.6 PINEVIEW	72.5					
	22				3.2 ECCLES	75.7					
	15 P				4.9 ISLAND PARK	80.6					
	26 P				4.8 TRUDE	85.4					
	25 PY				5.2 BIO SPRINGS	90.7					
	P				6.5 REAS PASS	97.2					
	29 PY				9.0 WEST YELLOWSTONE YL	107.1					
					(107.1)		Daily Except Sunday				

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

(2.20)  
21.1

WESTWARD				TETON VALLEY BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			477 Mixed Daily Except Sunday	Time-Table No. 40 February 26, 1967	Mile Post	478 Mixed	SECOND CLASS			
					STATIONS						
	44 PY			8:30AM	DN-R ASHTON YL HN	0.0	A 1:55PM				
	33			8:55	6.0 GRAINVILLE	6.0	1:33				
	22 P			9:10	2.6 DRUMMOND	8.6	1:22				
	12			9:25	4.2 f FRANCE	12.8	1:08				
	33 P			9:35	3.6 f LAMONT	15.8	12:58				
	21			10:08	10.6 f FELT	26.3	12:25				
	22 PY			10:23	4.0 D TETONIA NA	30.3	12:09PM				
	31 P			10:42	6.9 D DRIGGS DI	37.2	11:50AM				
	19 PY			11:05AM	8.4 D-R VICTOR YL VR	45.6	11:20AM				
					(45.6)		Daily Except Sunday				

(2.35) ..... Thru Time .....  
17.7 ..... Average speed per hour....

(2.35)  
17.7

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

WESTWARD		MACKAY BRANCH		EASTWARD		WESTWARD		EAST BELT BRANCH		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 40 February 26, 1967	Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 40 February 26, 1967		Mile Post			
		409 Local Freight				410 Local Freight		STATIONS					
		Daily Except Sunday			STATIONS			STATIONS					
77 PY	8:00AM	DN-R	BLACKFOOT YL	BF	3.0	A	3:20PM	17 PY			ORVIN YL	3.0	
7	8:09		COLLINS YL		2.1		3:11	22			LINCOLN YL	2.3	
7	8:14		CLARKSON		4.3		3:06	P			LINCOLN JCT. YL	3.1	
31	8:17		MORELAND		5.7		3:03	46 P			IONA	5.7	
P	8:20		ABERDEEN JCT. YL		7.1		3:00	21 P	D		RIRIE	16.4	
33 P	8:46		TABER		20.1		2:34	11 P			BYRNE	21.4	
35 PY	9:25		SCOVILLE		39.7		1:55	11 P			JENSON	25.6	
37 PY	10:04	D	ARCO YL	RO	59.1		1:16	23 P			WALKER	28.2	
21 P	10:27		MOORE		66.7		12:53	40 P			PARKINSON	32.4	
10	10:45		DARLINGTON		72.6		12:35	11 P			MOODY	34.3	
5	11:00		LESLIE		77.3		12:20PM	12 P	D		NEWDALE	38.1	
68 PY	11:25AM	D-R	MACKAY YL	MY	85.3		11:55AM	P			BELT YL	44.4	
			(85.3)				Daily Except Sunday				(44.4)		
	(3.25)	..... Thru Time .....				(3.25)							
	25.0	.... Average speed per hour....				25.0							

WESTWARD		ABERDEEN BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 40 February 26, 1967		Mile Post		
	STATIONS				
	STATIONS				
P		ABERDEEN JCT. YL	0.0		
32		ROCKFORD	4.3		
17		LIBERTY	5.9		
32 P		PINGREE	10.2		
31 P		SPRINGFIELD	16.5		
17 P		STERLING	19.7		
8		FINGAL	26.0		
37 PY	D	ABERDEEN YL	28.2	BN	
		(28.2)			

WESTWARD		WEST BELT BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 40 February 26, 1967		Mile Post		
	STATIONS				
	STATIONS				
60 P		UCON	0.0		
22 P		LEWISVILLE	8.8		
39 P	D	MENAN	10.5	MN	
51 P		PLANO	25.0		
18		EDMONDS	26.7		
11 P		EGIN	29.3		
32		HEMAN	31.6		
19 P		PARKER	33.5		
110 PY	D-R	ST. ANTHONY YL	38.7	SH	
		(38.7)			

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

**WESTWARD**

**TWIN FALLS BRANCH**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 40 February 26, 1967	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 3-00PM
							8.2		8.2	f 8-28		10-35	10-05
73	P	12-01AM	12-16		f 5-43		5.3						
106	DPY	12-16	12-30		s 6-10	DN	RUPERT YL	MS	13.5	s 8-20		10-20	9-50
							2.9						
15							3.2		18.4				
32	P	12-27	12-40		f 6-18		2.1		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
							4.1						
76	P	1-02	1-17		f 6-42		2.5		25.8	f 7-53		9-45	9-15
34							2.5		28.3				
							5.2						
58	P	1-15	1-30		f 6-54		2.0		33.5	f 7-41		9-30	9-00
16	P				f 6-57		2.0		35.5	f 7-38			
							5.9						
71	P	1-30	1-45		s 7-07	D	MURTAUGH	MU	41.4	s 7-29		9-15	8-45
							3.7						
53	P	1-40	1-55		7-13		3.0		45.1	7-23		9-05	8-35
							0.7						
23							3.9		49.0				
41	P	1-55	2-10		s 7-20	D	HANSEN	NS	49.7	s 7-16		8-55	8-25
							3.6						
60	P	2-08	2-23		s 7-27	D	KIMBERLY	KY	53.3	s 7-10		8-45	8-15
							3.1						
31	P				7-35		2.5		56.4				
	DPYZ	A 3-00AM	A 3-40PM		8-10 8-20	DN-R	TWIN FALLS YL	NA	58.9	7-00 6-45		8-30AM	8-00PM
							4.4						
42					f 8-27		2.6		63.3	f 6-35			
	P				s 8-32	D	FILER	FR	65.9	s 6-30			
							2.6						
					f 8-36		2.8		68.5	f 6-25			
41					f 8-40		2.5		71.3	f 6-20			
	PY				A 8-45AM	DN-R	BUHL YL	BO	73.8	6-15PM			
										Daily		Daily Except Sunday	Daily Except Sunday
		(3.15) 18.1	(3.39) 16.1		(3.15) 22.7			..... Thru Time .....	(3.25) 30.5		(2.30) 23.6	(2.30) 23.6	
								..... Average speed per hour .....					

**WESTWARD**

**OAKLEY BRANCH**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 40 February 26, 1967				Mile Post
	STATIONS				
	59 63	PY	DN-R	BURLEY YL	
			4.3		
28			BEEVILLE		4.3
			0.9		
23			PELLA		5.2
			3.1		
66			NORTH KENYON		8.3
			1.3		
9			KENYON		9.6
			3.9		
11			CHURCHILL		13.5
			2.8		
23			TROUT		16.3
			1.5		
60			MARION		17.8
			1.6		
25			WARR		19.4
			2.4		
20			OAKLEY		21.8
					(21.8)

**WESTWARD**

**RAFT RIVER BRANCH**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 40 February 26, 1967				Mile Post
	STATIONS				
	59 63	PY	DN-R	BURLEY YL	
			3.1		
34			UNITY		3.1
			0.9		
28			ELCOCK		4.0
			0.7		
15			EVANS (Spur)		4.7
			1.3		
22			SPRINGDALE		6.0
			1.5		
25			HATCH		7.5
			1.6		
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. 40			Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 40			Mile Post		
	439	February 26, 1967				440							
	Local Freight					Local Freight							
	Daily	STATIONS					STATIONS						
DPYZ	9.00AM	DN-R	TWIN FALLS YL	NA	0.0	A 6.35PM	196 DPY	DN-R	RUPERT YL	MB	0.0		
31	9.22		10.9 BERGER		10.9	6.13	56-55 P		4.1 MYERS YL		4.4		
26	9.39		8.5 HOLLISTER		19.4	5.56	56 P		1.5 PAUL YL	DJ	5.9		
9	9.47		3.8 AMSTERDAM (Spur)		28.2	5.48	36 P	D	2.0 BUDGE		7.9		
21 PY	9.59		5.8 ROGERSON		28.8	5.36	20		8.0 SCHODDE		15.9		
38	10.22		9.9 METEOR		38.7	5.13	54		3.9 MeHENRY		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		5.7 FERRINE		34.8		
33	12.06PM		11.5 SHORES		86.7	3.29	54		3.5 SUGAR LOAF		38.3		
48 Y	12.20		6.9 WILKINS		93.6	3.16	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)			Daily	17		15.5 BLISS YL		73.6		
	(4.35)	..... Thru Time .....			(4.35)		118 PY						
	26.9	..... Average speed per hour .....			26.9		120						
									(73.8)				

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. 40			Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 40			Mile Post		
	441	February 26, 1967				442							
	Local Freight					Local Freight							
	Monday Wednesday Friday	STATIONS					STATIONS						
WS 121-115 ES 111-130 DPY	6.00AM	DN-R	SHOSHONE YL	X	0.0	A 11.35AM	39 PY		RICHFIELD YL		0.0		
39 PY	6.31		15.3 RICHFIELD YL		15.3	11.04	12		9.4 BURMAH		9.4		
29	6.44		6.4 PAGARI		21.7	10.51	42 P		12.1 MAGIC		21.5		
59 P	7.16		15.6 PICABO		37.3	10.19	7		15.3 RANDE		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		2.5 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	60.4	9.00AM							
			(60.4)			Monday Wednesday Friday			(57.8)				
	(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. 40 February 26, 1967		Mile Post		
	STATIONS					
	134 P	D-R	VALE YL VA	0.0		
20		11.4 LANCASTER (Spur)	11.4			
80		5.9 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. 40 February 26, 1967		Mile Post		
	STATIONS					
	173 PY	DN-R	NYSSA YL SY	0.0		
40		8.1 OVERSTREET	8.1			
20		2.5 ADRIAN	10.6			
32		6.3 NAPTON	16.9			
62 P	D	7.5 HOMEDALE YL HR	24.4			
19 PY	D-R	8.7 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. 40 February 26, 1967		Mile Post		
	STATIONS					
	155 P	DN-R	PAYETTE YL AY	0.0		
18		3.9 EIFFIE	3.9			
P	D	1.2 FRUITLAND FU	5.1			
19		1.7 BUCKINGHAM	6.8			
30 P	D	4.3 NEW PLYMOUTH NP	11.1			
11		10.5 LETHA	21.6			
96 PYZ	D-R	8.1 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. 40 February 26, 1967		Mile Post		
	STATIONS					
	163 P	DN-R	CALDWELL YL CW	0.0		
40		2.5 SIMPLOT YL	2.5			
21		1.2 WEITZ YL	3.7			
26		1.4 DOLES YL	5.1			
9		1.9 GREENLEAF (Spur)	7.0			
13		2.7 ALLENDALE	9.7			
43		1.8 WILDER YL	11.5			
(11.5)						

WESTWARD		STODDARD BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 40 February 26, 1967		Mile Post		
	STATIONS					
	DPYZ	DN-R	NAMPA YL AU-Q <sup>D</sup>	0.0		
17		4.4 DEAL	4.4			
44		4.5 BOWMONT	8.9			
7		2.7 MELMONT (Spur)	11.6			
28		3.0 MELBA	14.6			
54		2.5 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. 40 February 26, 1967		Mile Post		
	STATIONS					
	P		BOISE JCT. YL	0.0		
23		1.1 FAIR GROUNDS YL	1.1			
PTZ		2.1 BOISE FREIGHT YL	3.2			
10		3.1 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 Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 40 February 26, 1967	Mile Post	SECOND CLASS
	485 Local Freight			486 Local Freight
	Daily Except Sunday			Daily Except Sunday
STATIONS				
DPYZ	8.30AM	DN-R NAMPAL YL AU-Q	0.0	A 3.30PM
49	8.40	2.4 FISCHER YL	2.4	3.22
14	9.00	6.9 MIDDLETON	9.3	3.07
15	9.20	9.6 JENNESS	18.9	2.47
98 PYZ	10.30	8.1 D-R 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	11.46	8.0 YL D HORSESHOE BEND HB	49.7	1.07
32	11.58AM	5.4 GARDENA	55.1	12.49
35 P	12.25PM	9.0 485 BANKS YL	64.1	12.25PM
25 P	1.11	11.3 BIG EDDY	75.4	11.37AM
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	10.26
32 PY	2.56	3.7 D 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 4.30PM	8.1 D-R McCALL YL NE	132.8	8.30AM
		(132.8)		Daily Except Sunday
	(8.00)	..... Thru Time.....		(7.00)
	16.0	....Average speed per hour....		19.0

WESTWARD **OREGON EASTERN BRANCH** EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 40 February 26, 1967	Mile Post	SECOND CLASS
	459 Local Freight			460 Local Freight
	Daily Except Sunday			Daily Except Sunday
STATIONS				
167				
167 DPY	12.01PM	DN-R ONTARIO YL ON	0.0	A 3.45PM
14	12.10	3.7 CAIRO	3.7	3.33
38	12.18	3.2 LUBE	6.9	3.26
134 P	12.39	8.6 D-R VALE YL VA	15.5	3.04
46	12.59	8.0 HOPE	23.5	2.44
52	1.30	11.3 LITTLE VALLEY	34.8	2.14
53 P	1.55	7.2 460 HARPER	42.0	1.55
50	2.18	9.2 NAMORF	51.2	1.29
27	2.45	11.0 JONESBORO	62.2	1.02
53 PY	3.13	11.4 D JUNTURA JN	73.6	12.34PM
50	3.50	13.0 LONG	86.6	11.57AM
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	16.9 REDESS	143.5	9.32
23 PYZ	A 6.50PM	13.3 D-R BURNS YL BR	156.8	9.00AM
		(156.8)		Daily Except Sunday
	(6.40)	..... Thru Time.....		(6.45)
	23.0	....Average speed per hour....		23.2

Westward **NEW MEADOWS BRANCH** Eastward

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 40 February 26, 1967	Mile Post
	485 Local Freight		
	Daily Except Sunday		
STATIONS			
163 DPY		DN-R WEISER YL BR	0.0
12		6.0 REBECCA	6.0
48 P		13.1 CONCRETE	19.1
23 P		12.7 MIDVALE	31.8
35 P		8.7 D CAMBRIDGE RA	40.5
3 P		9.3 GOODRICH	49.8
26 P		6.6 MESA	56.6
59 PY		3.6 D 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		5.6 D-R 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
<b>First Subdivision</b>				<b>Oakley Branch</b>			
Sage.....(1).....	63.1	94 P	Both	Ruby.....	3.1	3	West
Border.....(1).....	92.1	30 P	Both	<b>Ketchum Branch</b>			
Pegram.....(1).....	97.7	42 P	Both	Gannett.....	44.3	None	None
<b>Second Subdivision</b>				Gimlet.....	63.2	32	East
Don.....	219.6	{43 PX	Both	<b>Payette Branch</b>			
Schiller.....	226.5	72 P	Both	Little Rock.....	18.9	9	Both
Sand Bank.....	370.9	57 P	Both	<b>Wilder Branch</b>			
<b>Third Subdivision</b>				Hop.....	4.4	13	East
Hillcrest.....	B-445.1	14 P	Both	<b>Idaho Northern Branch</b>			
Perkins.....	B-451.4	31 P	Both	Maddens.....	6.1	6	Both
Beatty.....	B-454.6	29 P	Both	Josephson.....	12.6	12	Both
Sonna.....	B-460.7	22 P	Both	Amsco.....	13.6	12	Both
Mangum.....	476.3	24 P	Both	Bramwell.....	22.2	5	East
Apple Valley.....	485.9	26 P	Both	Black Caoyon.....	33.0	5	East
Arcadia.....	491.7	45 P	Both	Archabal.....	127.4	9	Both
Washoe Spur.....	500.9	32 P	West	<b>Oregon Eastern Branch</b>			
Wood.....	506.2	10 P	Both	Claude.....	2.7	8	West
Feltham.....	512.7	23 P	Both	Lawen.....	138.4	3	East
Wix.....	514.3	14 P	West	<b>New Meadows Branch</b>			
<b>Fourth Subdivision</b>				Presley.....	11.7	9	Both
Chubbuck.....	138.2	36	Both	Tamarack.....	81.9	29 P	Both
Mitchell.....	176.9	17	Both	(1) Flag stop for No. 17. (4) Regular stop for No. 36.			
Fibre.....	180.4	8	East	(2) Flag stop for No. 35. (5) Flag stop for Nos. 477-478.			
Golden Valley.....	198.2	28	East	(3) Flag stop for No. 36.			
Dalys.....(2)(3).....	316.4	14 P	Both	<b>CONDITIONAL STOPS TO DISCHARGE OR PICK UP</b>			
Ford.....	322.2	27 P	Both	<b>REVENUE PASSENGERS</b>			
Bond.....	334.2	12	East	Train	At	Discharge Passengers From	Pick up Passengers Destined To
Glen.....(2)(4).....	347.8	8	West	17	Any station First Sub-	Green River or beyond.	Pocatello or beyond.
Maiden Rock.....(2)(3).....	366.0	{12	Both	17	Any station Second and Third Subdivisions.	Ogden, Pocatello or beyond.	Huntington or beyond.
<b>Goshen Branch</b>				18	Any station First Sub-	Pocatello or beyond.	Green River or beyond.
Cox.....	9.2	11	West	18	Any station Second and Third Subdivisions.	Huntington or beyond.	Pocatello, Odgen or beyond.
Ammon.....	18.1	30	West	35	Inkom.	McCammom or beyond.	Pocatello or beyond.
Wilkinson.....	21.0	3	West	36	Inkom.	Pocatello or beyond.	McCammom or beyond.
<b>Yellowstone Branch</b>				105	Minidoka, Mountain Home, Caldwell, Nyssa, Ontario, Weiser.	Omaha, Denver or beyond.	Portland, Spokane or beyond.
St. Leon.....	3.7	16	East	106	Weiser, Ontario, Nyssa, Caldwell, Mountain Home, Minidoka.	Portland, Spokane or beyond.	Denver, Omaha or beyond.
Garry.....	12.5	8	East				
Mark.....	22.2	24	Both				
Jolley.....	27.6	10	Both				
Wamar.....	31.5	12	East				
<b>Teton Valley Branch</b>							
Marysville.....(5).....	1.8	19	Both				
Judkins.....(5).....	22.3	{6	East				
Fox Creek.....(5).....	42.3	6	Both				
<b>Mackay Branch</b>							
Aiken.....	3.8	10	Both				
Rouse.....	7.6	4	East				
Havens.....	14.1	1	East				
Olsen.....	16.0	13	East				
Fullmer.....	18.8	10	East				
<b>West Belt Branch</b>							
Coltman.....	2.8	19 P	East				
Grant.....	4.8	18 P	East				
Barlow.....	7.0	17	Both				
Midway.....	9.4	{31	Both				
Pyke.....	35.3	19	West				
<b>East Belt Branch</b>							
Ken.....	0.4	6	West				
Mikami.....	14.0	7	East				
Gale Spur.....	27.5	10	East				
<b>North Side Branch</b>							
Travers.....	3.5	18	Both				
Hynes.....	11.4	18	Both				
Haytown.....	44.7	4	Both				
Hydra.....	45.8	7	Both				
Appleton.....	52.9	12	Both				
Little.....	66.2	30	Both				

**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.
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
Work trains.		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
Regularly assigned locals.		50			35
When using No. 20 turn-outs.	40	40			20
When using No. 14 turn-outs.	25	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.		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 65		Trains handling U. P. ore cars Nos. 26000 to 26499, loaded or empty.		50
Diesel yard-switch locomotives in road service: 1000-1100 class; 1800 class.	35	35	Trains handling M.C.P.X. and M.O.N.X. 23000 series tank cars loaded with phosphorus. Loaded with water only.		50
	50	50			60
When leading unit at front of train is gas turbine or car body type unit backing up.	30	30	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.		20 6
When multiple unit engine is controlled from other than leading unit.	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
Freight trains handling tonnage in excess of 70 tons per operative brake.		40			45
					45
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.			On wye tracks.	6	6
		40	Through tunnels, branch lines.	10	10

**FIRST SUBDIVISION**

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Pegr.	Frt.		Pegr.	Frt.		Pegr.	Frt.
Maximum speed.	79	65	<b>Cokeville</b> Over streets and alleys.	30	30	Between Mile Posts— <b>Alexander</b> 152.1 and 152.4.	60	45
No. 35 and No. 36 between Mc-Cammon and Pocatello with freight train equipment.	65		Between Mile Posts— 87.4 and 87.7.	60	45	<b>Bancroft</b> 163.5 and 164.7.	70	55
Between Mile Posts— <b>Granger</b> 0.0 and 0.8.	40	25	92.9 and 93.1.	60	45	167.5 and 168.1.	70	55
3.4 and 3.7.	70	55	<b>Chausse</b> 96.7 and 96.9.	70	55	168.9 and 169.3.	60	45
<b>Moxa</b> 12.1 and 12.3.	70	55	98.3 and 99.2.	60	45	<b>Pebble</b> 171.2 and 171.7.	60	45
14.4 and 14.6.	70	55	99.5 and 99.7.	70	55	171.9 and 174.7.	70	55
<b>Nutria</b> 16.1 and 16.4.	70	55	102.6 and 104.8.	60	45	176.3 and 176.7.	70	55
21.1 and 21.5.	70	55	104.8 and 105.4.	70	55	<b>Blaser</b> 177.4 and 178.5.	60	45
23.6 and 23.8.	70	55	<b>Montpellier</b> 115.0 and 116.0.	20	20	179.0 and 180.0 (No. 1 Track).	45	25
<b>Opal</b> 27.7 and 29.6.	70	55	120.6 and 123.4.	60	45	179.0 and 180.0 (No. 2 Track).	50	35
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>McCammon</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.	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.	Fr.		Pagr.	Fr.		Pagr.	Fr.
Maximum speed.	79	60	Between Mile Posts— <b>District</b> 316.3 and 314.7 (Eastward). 321.5 and 321.8.	60	45	Between Mile Posts— <b>Ticoeska</b> 357.3 and 360.2. 360.2 and 360.8. 360.8 and 365.9.	65	50
<b>Pocatello</b> Within platform limits of passenger depot.	6	6		20	20		60	45
On Eastward and Westward running tracks.	10	10	<b>Shoshone</b> 323.3 and 323.9. 325.0 and 326.6.	70	55	<b>King Hill</b> 367.5 and 368.3. 369.1 and 371.0.	70	55
On enginehouse lead and tracks.		5		70	55		60	45
Westward trains on No. 2 track over switches Pocatello Jct.	15	15	<b>Gooding</b> Over streets and alleys. Between Mile Posts— 340.7 and 341.2. 342.3 and 343.4.	30	30	<b>Sand Bank</b> Engines using west switch to Sand Bank set-out track. Between Mile Posts— 371.1 and 373.2. 373.2 and 374.5.		5
Between Mile Posts— 218.8 and 220.0.	65	50		60	45		45	25
<b>Bannock</b> 237.9 and 241.2.	65	50	<b>Bliss</b> No. 17 and No. 18, to dispatch mail.	60	45	<b>Glenns Ferry</b>	20	20
<b>Borah</b> 244.6 and 244.8.	70	55		40	45			
<b>Wapi</b> 258.9 and 259.2.	70	55						

**THIRD SUBDIVISION**

Maximum speed.	79	65	Between Mile Posts— B-431.0 and B-433.9. B-433.9 and B-434.3. B-435.8 and B-436.1.	70	55	Between Mile Posts— 464.9 and 466.0. <b>Parma</b> No. 12, to dispatch mail.	20	
<b>Glenns Ferry</b>				60	45		50	
Between Mile Posts— 373.2 and 374.5.	20	20	B-438.5 and B-438.8.	70	55	Between Mile Posts— 482.8 and 483.0.	70	55
376.5 and 377.6.	60	45	B-439.5 and B-440.4.	50	25	484.5 and 485.0.	70	55
378.7 and 379.3.	40	25	B-440.4 and B-446.1.	60	45	<b>Payette</b> Over streets and alleys. Between Payette and Weiser, trains handling logs.	60	60
<b>Hammett</b> 384.0 and 393.4.	60	40	<b>Boise</b> Over streets and road crossings between M.P. B-446.5 and M.P. B-451.25. <b>Boise Jct.</b> B-450.7 and 450.9.	30	30		<b>Crystal</b> Trains using turn-out east switch Crystal.	15
<b>Mountain Home</b> Over street crossings.	50	50		70	55	55		45
Between Mile Posts— <b>Orchard</b> 428.4 and 429.0.	60	45	<b>Meridian</b> No. 17, to exchange mail. No. 18, to dispatch mail.	20		Between Mile Posts— 515.8 and 516.2.	55	45
<b>Kuna</b> 447.3 and 450.8.	60	45		40		523.1 and 524.9.	70	55
<b>Nampa</b> 456.6 and 457.2.	20	20	Between Mile Posts— <b>Sonna</b> B-467.1 and B-467.7.			524.9 and 528.1.	60	45
<b>Orchard</b> B-423.7 and B-424.0.	60	45		40	25	529.4 and 535.5.	70	55
B-429.2 and B-430.0.	60	45	<b>Nampa</b> 456.6 and 457.2.	20	20	535.5 and 536.9.	60	45
						536.9 and 539.0.	40	25
						<b>Huntington</b>		

**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>Hamer</b> 218.3 and 218.5.	50	40	Between Mile Posts— <b>Dillon</b> 328.6 and 329.2.	35	25
Between Idaho Falls and Silver Bow.	59	40	<b>Dubois</b> 236.0 and 236.6.	35	25	337.0 and 337.2.	50	40
Between Mile Posts— <b>Pocatello Jct.</b> 135.1 and 136.7.	35	25	237.8 and 238.0.	50	40	<b>Apex</b> 341.1 and 341.4.	50	40
<b>Montana Jct.</b> 139.9 and 140.1.	60	50	239.1 and 239.3.	50	40	342.7 and 342.9.	50	40
<b>Tyhee</b> 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	<b>Spencer</b> 248.5 and 248.9.	45	35	343.5 and 345.8.	35	25
<b>Gibson</b> 152.6 and 152.9.	50	40	249.5 and 249.7.	40	30	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> Bridge 351.28.	15	15
<b>h</b> .7 and 169.9.	60	50	<b>Humphrey</b> 258.3 and 258.5.	35	25	Between Mile Posts— 351.0 and 354.4.	35	25
<b>Shelley</b> Over streets and alleys.	30	30	258.6 and 259.2.	45	35	357.2 and 357.7.	50	40
Between Mile Posts— 182.6 and 183.5.	25	25	262.9 and 267.6.	35	25	<b>Melrose</b> 361.8 and 366.3, watch for rocks.	25	20
<b>Idaho Falls</b> Over streets and alleys.	12	12	269.7 and 269.9.	40	30	366.3 and 366.6.	20	20
Between Mile Posts— 185.5 and 185.9.	15	5	271.0 and 271.7.	40	30	366.7 and 367.5.	35	25
187.4 and 188.6.	40	30	<b>Snowline</b> 277.4 and 278.3.	35	25	367.9 and 368.2.	30	20
190.7 and 191.0.	45	35	<b>Lima</b> Over Center Street east of depot.	20	15	<b>Divide</b> 373.6 and 374.6.	40	30
<b>Roberts</b> 205.4 and 206.0.	50	40	Westward, within yard limits.	25	15	375.2 and 377.8.	35	25
208.4 and 210.2.	50	40	Between Mile Posts— <b>Red Rock</b> 309.2 and 310.2.	35	25	379.0 and 381.1.	35	25
<b>Hawgood</b> 213.7 and 214.0.	50	40	312.9 and 313.5.	55	45	382.3 and 383.7.	25	20
			316.0 and 316.5. watch for rocks.	25	20	384.3 and 385.1.	35	25
			316.5 and 318.7.	35	25	386.6 and 388.1.	35	25
			Bridge 319.12.	15	15	389.8 and 390.1.	20	20
						<b>Silver Bow</b>		

**BRANCHES**

<b>Cumberland Branch</b> Maximum speed.	15	<b>Grace Branch</b> Maximum speed.	20	<b>Mackay Branch</b> Between Blackfoot and M.P. 60.0.	30
<b>Elkol Branch</b> Maximum speed.	15	Truss Bridge M.P. 5.33.	10	Spur at Collins.	10
<b>Leeffe Spur</b> Maximum speed.	15	<b>Gay Branch</b> Maximum speed.	25	Between M.P. 60.0 and Mackay.	20
<b>...a Branch</b> Maximum speed.	15	Between M.P. 3.0 and Gay.	15	<b>Aberdeen Branch</b> Maximum speed.	25

**BRANCHES (Continued)**

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.		Psgr.	Frts.
<b>Goshen Branch</b> Maximum speed.		25	<b>Twin Falls Branch</b> Maximum speed.	50	40	<b>Hill City Branch</b> Maximum speed.		25
<b>Yellowstone Branch</b> Between Idaho Falls and Ashton.	50	35	First-class trains, within yard limits.	30	30	Over trestles 21.6 and 23.40 with snow plows.		15
Between Ashton and Gerrit, watch for rocks.	35	25	Rupert, over streets and alleys.	12	12	<b>Boise Branch</b> Between Boise Jct. and Boise Freight.		10
Between Gerrit and Big Springs.	50	35	Heyburn, over street crossings.	25	25	Between Boise Freight and Barber.		15
Between Big Springs and West Yellowstone, watch for rocks.	35	25	Bridge 20.10.	25	25	<b>Stoddard Branch</b> Maximum speed.		20
Rexburg, Sugar City and St. Anthony, over streets and alleys.	20	20	Burley, within city limits.	20	20	Between Stoddard and end of track.		15
St. Anthony over highway crossing, just west of depot.	8	8	Burley, over street crossings.	12	12	<b>Idaho Northern Branch</b> Maximum speed.		30
Between Mile Posts— 55.4 and 55.7.	20	15	Burley, Salt Lake yard tracks.	5	5	Between Mile Posts— 0.0 and 2.3.		20
59.6 and 65.9.	20	15	Kimberly, within city limits.	40	40	Between Jenness and Bramwell.		20
72.9 and 73.2.	35	25	<b>North Side Branch</b> Maximum speed.		30	Trains handling high cars between Jenness and Bramwell.		12
74.0 and 74.2.	30	25	Between Mile Posts— 30.0 and 30.5.		20	Emmett, over street crossings.		12
85.2 and 85.5.	35	25	<b>Raft River Branch</b> Maximum speed.		20	M.P. 31.4.		
86.4 and 87.0.	20	15	Burley, within city limits.		20	Between Plaza and M.P. 63, watch for rocks.		25
92.1 and 95.0.	20	15	Burley, over street crossings.		12	Between Mile Posts— 33.0 and 35.4.		10
99.9 and 100.8.	20	15	Burley, Salt Lake yard tracks.		5	Bridge 36.61.		20
<b>East Belt Branch</b> Maximum speed.		25	<b>Oakley Branch</b> Maximum speed.		20	Between M.P. 63 and Smiths Ferry, watch for rocks.		15
Truss bridges.		15	Burley, within city limits.		20	Trains handling logs or high cars between Banks and M.P. 81.0.		12
Trains handling any loaded car in train exceeding gross wt. 220000 pounds.		15	Burley, over street crossings.		12	Between Smiths Ferry and Cabarton, watch for rocks.		20
Between Mile Posts— 4.7 and 4.9.	15	15	Burley, Salt Lake yard tracks.		5	Between Mile Posts— 99.6 and 103.3.		20
20.25 and 22.0.	15	15	<b>Wells Branch</b> Maximum speed.		30	111.4 and 111.6.		20
23.1 and 24.0.	15	15	Between Mile Posts— 31.1 and 36.1.		25	113.0 and 113.3.		20
36.5 and 37.0.	15	15	45.9 and 53.3.		25	128.2 and 128.5.		15
<b>West Belt Branch</b> Maximum speed.		25	69.6 and 72.0.		25	McCall, over street crossings.		10
Truss bridges.		15	91.1 and 91.4.		25	<b>Wilder Branch</b> Maximum speed.		25
Trains handling any loaded car in train exceeding gross wt. 220000 pounds.		15	Between Mile Post— 97.5 and Melandco.		20	<b>Homedale Branch</b> Maximum speed.		25
Highway Crossing M.P. 37.44.	5	5	Wells yard.		15	<b>Oregon Eastern Branch</b> Maximum speed, except between M.P. 140.0 and 145.0.		25
<b>Teton Valley Branch</b> Maximum speed.	35	25	<b>Ketchum Branch</b> Maximum speed.	40	30	<b>Hope</b> Between Mile Posts— 29.5 and 33.5, watch for rocks.		20
Bridges 4.48, 6.96 and 19.97.	12	12	Bellevue, over streets and alleys.	12	12			
Between Mile Posts— 19.1 and 19.4.	15	15	Between Hailey and Ketchum, over truss bridges.	15	15			
25.0 and 25.4.	15	15	Between Mile Posts— 63.1 and 64.6.	30	20			
			68.4 and 68.5.	10	10			
			<b>Ketchum</b> On balloon track.	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— <b>Little Valley</b> 36.5 and 37.6, watch for rocks		20	Between Mile Posts— <b>Circle Bar</b> 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	<b>Crane</b> 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	<b>Brogan Branch</b> Maximum speed.		20	Between Mile Posts— 30.0 and 55.0. Straight track. On curves.		25 15
<b>Jonesboro</b> 65.1 and 69.0, watch for rocks.		20	<b>Payette Branch</b> Maximum speed.		25	55.0 and 55.5.		10
<b>Juntura</b> 78.6 and 80.7, watch for rocks.		20	Payette Jct., on curve.		10	55.5 and 66.5. Straight track. On curves.		25 15
80.7 and 81.0, watch for rocks.		10	Trains handling logs between Payette and Emmett on curves.		20	Between M.P. 66.5 and New Meadows. Straight track. On curves.		15 10
81.0 and 86.6, watch for rocks.		20	Emmett, over street crossings.		12			
<b>Long</b> 86.6 and 90.3, watch for rocks.		20	<b>New Meadows Branch</b> Maximum speed.		25			
<b>Dunnean</b> 103.5 and 106.5.		20						
Bridge 106.14.		15						

**SYMBOLS AND ABBREVIATIONS**

**Rules 6 and 6(A)**

**Rule 6**

The following letters placed before figures of 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:

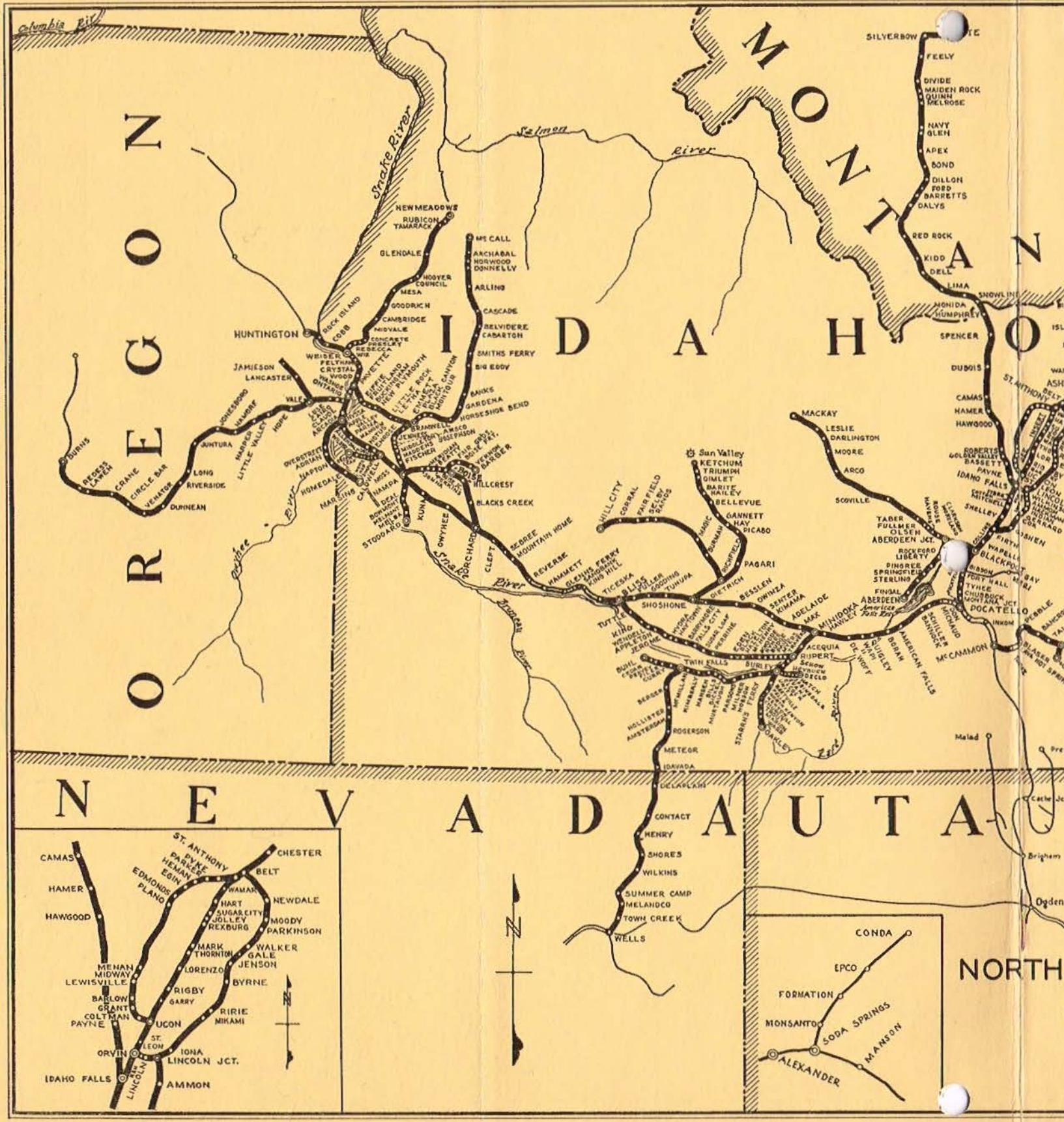
- D—diesel oil station;
- I—interlocking;
- O—fuel oil station;
- P—dispatcher's telephone;
- T—turntable;
- X—cross-over;
- Y—wye;
- Z—track scales;
- AI—automatic interlocking;
- CS—center siding;
- ES—eastward siding;
- WS—westward siding.

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

- Blackfoot..... Telegraph Office
- Boise Freight..... Yard Office
- Boise Freight..... 13th Street Yard Office
- Buhl..... Telegraph Office
- Burns..... Telegraph Office
- Glenns Ferry..... Telegraph Office
- Glenns 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
- 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.		



Columbia River

O R E G O N

M O N T A N A

N E V A D A

N O R T H

