



UNION PACIFIC RAILROAD COMPANY  
NORTHWESTERN DISTRICT



IDAHO DIVISION  
**TIME-TABLE**  
**No. 41**

Effective Sunday  
**Sept. 24, 1967**  
At 12:01 A.M. Mountain Time

*Safety Gains Where  
Courtesy Reigns*

FOR EMPLOYEES ONLY

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

**G. H. BAKER**  
General Manager

**J. BOWEN**  
General Supt. Transportation

**W. J. Fox**  
General Superintendent

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

WESTWARD						CONDENSED TIME-TABLE					EASTWARD				
FIRST CLASS					Distance from Granger via Boise	Time-Table No. 41		FIRST CLASS							
105	19	457	17	11		September 24, 1967		20	106	458	12	18			
Passenger	Passenger	Passenger	Passenger	Passenger				Passenger	Passenger	Passenger	Passenger	Passenger			
Daily	Daily	Daily	Daily	Daily		STATIONS									
4.40			4.50		0.0	GRANGER		A 8.45				A 10.55			
8.05			9.40	12.45	213.9	POCATELLO		4.45			A 2.20	8.35			
8.15			10.30			GLENN'S FERRY		4.30							
10.40			1.55	4.00	373.8	BOISE		1.45			10.55	2.15			
11.55			3.35	5.55	448.4	HUNTINGTON		12.20			9.10	12.35			
1.50			6.20	A 9.05	550.1	M.T.		10.36			8.20	10.00			
12.51			5.30			P.T.		9.35				8.50			
3.15			8.20		649.7	LA GRANDE		7.15				6.05			
5.20			11.00		723.9	PENDLETON		5.01				3.20			
	10.45				941.3	SPOKANE		A 5.30							
6.06	A 3.15		12.15		755.3	HINKLE		1.00	4.26			2.25			
7.40			2.40		855.4	THE DALLES		2.45				12.03			
A 9.30		9.45	A 5.00		939.5	PORTLAND		1.00	A 9.30			10.00			
		A 1.30			1122.7	SEATTLE				5.30					
								Daily	Daily	Daily	Daily	Daily			
(17.50)	(4.30)	(3.45)	(25.10)	(8.20)		.....Thru Time.....		(4.30)	(18.45)	(4.00)	(8.00)	(23.55)			
52.7	40.7	48.0	37.3	40.3		.....Average speed per hour.....		40.7	30.1	45.8	42.0	39.4			

WESTWARD						CONDENSED TIME-TABLE					EASTWARD				
FIRST CLASS					Distance from McCammon	Time-Table No. 41		FIRST CLASS							
				35		September 24, 1967		36							
				Passenger				Passenger							
				Daily		STATIONS									
				11.25	0.0	McCAMMON		A 3.15							
				11.55	22.7	POCATELLO		2.45							
				12.25		IDAHO FALLS		2.05							
				1.40	73.3	BUTTE		12.55							
				A 7.30	285.8			7.30							
								Daily							
						.....Thru Time.....		(7.45)							
						.....Average speed per hour.....		35.4				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

Car Capacity of 61 Passenger etc. See Rule 6(A), Page 23	SECOND CLASS		FIRST CLASS			Time-Table No. 41 September 24, 1967	STATIONS
	279 Time Freight	277 Time Freight	35 Passenger	105 Passenger	17 Passenger		
	Daily	Daily	Daily	Daily	Daily		
124 124	IPY			4.40 PM	4.50 PM	DN-R	GRANGER YL GN
120	P						MOXA
120	P						NUTRIA
120	P			5.15		D	OPAL OW
120	P						WATERFALL
131 137	PTZ			5.18	5.45	DN	KEMMERER YL AV
120	P						FOSSIL
120	P						NUGGET
120	P						ORR
120	PY						LEEFE
120	P						BECKWITH
120	P						PIXLEY
151	P				6.45	D	COKEVILLE CK
120	P						MARSE
120	P						CHAUSSE
120	P						HARER
24	P						DINGLE
	DPTYZ			6.31	7.26 7.36	DN-R	MONTPELIER YL MX
	P						PESCADERO
103	P						GEORGETOWN
120	P						MANSON
120	PY				8.12	DN	SODA SPRINGS SD
120	P						ALEXANDER
120	P						TALMAGE
120 164	P				8.28	D	BANCROFT BN
120	P						PEBBLE
	P						BLASER
24	PX				8.46		LAVA HOT SPRINGS
	P						TOPAZ
CS 133	PY	11.50 PM	3.50 AM	11.25 PM	9.04	DN	MCCAMMON MC
99	P				9.16		INKOM
	DPTYZ	12.30 AM	4.50 AM	1.55 PM	8.05 PM	DN-R	POCATELLO YL PO H-CA

(0.40) (1.00) (0.30) (3.25) (4.50) Thru Time.....  
34.0 22.7 45.4 82.6 44.2 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. 41 September 24, 1967	Mile Post	FIRST CLASS			SECOND CLASS	
		36 Passenger	106 Passenger	18 Passenger	280 Time Freight	278 Stock Special
DN-R	GRANGER YL GN	0.0	A 8.45 AM	10.55 PM		
	MOXA	7.7				
	NUTRIA	15.4				
D	OPAL OW	24.5		10.30		
	WATERFALL	33.8				
DN	KEMMERER YL AV	39.7	7.55	10.05		
	FOSSIL	48.0				
	NUGGET	53.0				
	ORR	59.8				
	LEEFE	64.8				
	BECKWITH	71.3				
	PIXLEY	77.4				
D	COKEVILLE CK	83.5		9.05		
	MARSE	88.2				
	CHAUSSE	94.5				
	HARER	102.9				
	DINGLE	108.0				
DN-R	MONTPELIER YL MX	115.0	6.30	8.20		
	PESCADERO	121.3				
	GEORGETOWN	126.9				
	MANSON	136.1				
DN	SODA SPRINGS SD	146.0		7.43		
	ALEXANDER	151.6				
	TALMAGE	156.2				
D	BANCROFT BN	161.8		7.18		
	PEBBLE	170.3				
	BLASER	177.4				
	LAVA HOT SPRINGS	180.0		6.57		
	TOPAZ	186.0				
DN	MCCAMMON MC	191.2	3.15 AM	6.40	2.40 AM	2.00 PM
	INKOM	201.9				
DN-R	POCATELLO YL PO H-CA	213.9	2.45 AM	4.45 AM	6.15 PM	12.01 AM
			Daily	Daily	Daily	Daily

..... Thru Time..... (0.30) (4.00) (4.40)  
..... Average speed per hour..... 45.4 53.4 45.8 (0.30) (0.45)  
34.0 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

Table with columns for passenger classes (105, 17, 49, 11, 35) and rows for train numbers and departure times.

Time-Table No. 41
September 24, 1967

STATIONS

Station list including Pocatelto Yl, Michaud, Bannock, American Falls, Borah, Quigley, Wapi, Dewoff, Hawley, Minidoka, Max, Adelaide, Kimama, Senter, Owinza, Besslen, Dietrich, Shoshone X, Tunupa, Gooding, Fuller, Bliss, Ticeska, King Hill, Glens Ferry Yl.

CENTRALIZED TRAFFIC CONTROL

BLOCK SIGNALS

DOUBLE TRACK

DOUBLE TRACK

Thru Time and Average speed per hour data.

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

FIRST CLASS

SECOND CLASS

Table with columns for passenger classes (36, 106, 18, 50, 12, 126) and rows for train numbers and departure times.

Time-Table No. 41
September 24, 1967

STATIONS

Station list including Pocatelto Yl, Michaud, Bannock, American Falls, Borah, Quigley, Wapi, Dewoff, Hawley, Minidoka, Max, Adelaide, Kimama, Senter, Owinza, Besslen, Dietrich, Shoshone X, Tunupa, Gooding, Fuller, Bliss, Ticeska, King Hill, Glens Ferry Yl.

CENTRALIZED TRAFFIC CONTROL

BLOCK SIGNALS

DOUBLE TRACK

DOUBLE TRACK

Thru Time and Average speed per hour data.

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 6(A) Page 28.	FIRST CLASS			Time-Table No. 41 September 24, 1967	Mile Post	FIRST CLASS		SECOND CLASS	
	105	17	11			18	12	106	126
	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Time Freight
	Daily	Daily	Daily	<b>STATIONS</b>					
DPTY	10.40 PM	1.55 PM	4.00 AM	DN-R GLENNS FERRY YL GF	373.8	A 2.05 PM	A 10.45 PM	A 1.45 AM	A 11.00 AM
CS 1-11 P			f 4.10	HAMMETT 8.9	382.7				
CS 1-10 P				REVERSE 10.6	393.3				
140 PY	11.11	2.30	4.33	DN MOUNTAIN HOME MZ	401.6	1.30	10.00	1.10	
140 P				SEBREE 5.9	407.5				
110 P				CLEFT 5.2	412.7				
159 P			f 4.51	ORCHARD 10.3	423.0		9.38		
110 P				OWYHEE 11.7	434.7	VIA BOISE	VIA BOISE	VIA BOISE	
140 P	VIA BOISE	VIA BOISE	VIA BOISE	KUNA 12.0	446.7	VIA BOISE	VIA BOISE	VIA BOISE	
52 P				BLACK'S CREEK 12.9	B-436.9				
60 PY	11.55 PM	3.25	6.30	DN BOISE YL BG	B-448.4	12.35	8.18	12.20 AM	VIA KUNA
P		3.35	6.55	BOISE JCT. 7.3	B-450.7				
101 P		f 3.46	6.10	D MERIDIAN MD	B-457.3	12.17	8.41		
DPTYZ	12.18 AM	4.00	6.25	DN-R NAMPA YL AU-Q	456.6	12.05 PM	8.30	11.55 PM	9.00
48 P		4.10	6.40	MOSS 4.2	460.8	11.55 AM	8.16	8.45	
140 P	12.30	4.27	7.00	DN CALDWELL CW	465.6	11.40	8.04	11.43	
105 P				ENROSE 3.6	469.2				
140 P		4.35	7.09	NOTUS 3.3	472.5	11.28	7.50		
140 P		4.46	7.20	DN PARMA MA	480.8	11.20			
149 PY	12.52	4.58	7.30	DN NYSSA SY	488.4	11.10	7.35	11.23	
141 PY	1.03	5.13	7.50	DN ONTARIO ON	498.7	10.55	7.24	11.15	
133 P		5.23	8.01	DN PAYETTE AY	502.5	10.43	7.13		
140 P				CRYSTAL 6.8	509.3				
140 PY	1.23	5.43	8.20	DN WEISER SR	515.9	10.30	6.55	10.59	
133 P				COBB 9.8	525.7				
140 P				ROCK ISLAND 7.1	532.8				
DPTYZ	A 1.50 AM	A 6.20 PM	A 9.05 AM	DN-R HUNTINGTON YL HU	538.8	10.00 AM	6.20 PM	10.36 PM	6.55 AM
				VIA KUNA (165.0)		Daily	Daily	Daily	Daily Except Sunday and Monday
				VIA BOISE (170.3)					

(3.10) (4.25) (5.05) Thru Time ..... (4.05) (4.25) (3.09) (4.05)  
 55.7 39.9 34.6 ..... Average speed per hour ..... 43.2 39.9 55.9 40.4

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 Capacity of Sidings, etc. See Rule 6(A) Page 28.	SECOND CLASS		FIRST CLASS		Time-Table No. 41 September 24, 1967	Mile Post	FIRST CLASS		SECOND CLASS	
	277	35	36	278						
	Time Freight	Passenger	Passenger	Stock Special						
	Daily	Daily			<b>STATIONS</b>					
P		12.30 AM			POCATELLO JCT. YL	135.1	A 1.55 PM		A 8.40 AM	
P	1.30 PM	12.35			MONTANA JCT. YL	136.7	1.52		8.32	
107 P	1.36	12.39			TYHEE	140.4	1.48		8.25	
124 P	1.44	12.45			FORT HALL	145.7	1.43		8.17	
62 P	1.51	12.50			GIBSON	151.0	1.37		8.09	
67 PY	2.01	1.00			DN BLAC KFOOT YL BF	158.1	1.30		7.54	
63 P	2.10	1.07			WAPELLO	164.0	1.20		7.39	
106 P	2.18	1.13 <sup>36</sup>			D FIRTH FR	169.4	1.13 <sup>35</sup>		7.29	
90 P	2.28	1.20			DN SHELLEY SY	175.5	1.05		7.19	
62 P	2.34	1.24			COTTON	179.3	1.00		7.12	
DPTYZ	3.00	1.30			DN-R IDAHO FALLS YL AK	183.0	12.55		7.00	
		1.40			PAYNE	191.2	12.31		6.27	
45 P	3.20	1.52			BASSETT	196.5	12.25		6.17	
47 P	3.28	1.58			ROBERTS AR	202.0	12.19		6.07	
47 P	3.37	2.06			HAWGOOD	212.1	12.07		5.47	
13 P	3.55	2.19			HAMER	217.6	12.01 AM		5.37	
15 P	4.04	2.27			CAMAS	223.1	11.55 PM		5.27	
44 P	4.14	2.36			DUBOIS YL BO	234.9	11.43		5.02	
92 PY	4.50	2.50			SPENCER	248.5	11.23		4.27	
50 P	5.20	3.12			HUMPHREY	258.0	11.06		4.01	
129 P	5.46	3.29			MONIDA YL MO	264.7	10.57		3.41 <sup>35</sup>	
53 PY	6.05	3.41 <sup>278</sup>			SNOWLINE	273.7	10.43		3.01	
41 P	6.22	3.55			DN-R LIMA YL RD	279.9	10.34		2.40	
	6.50	4.10			DELL	288.0	10.21		12.30	
	7.30	4.27			KIDD	294.0	10.13		11.55 PM	
11 P	7.50	4.34			RED ROCK AD	301.8	10.04		11.33	
42 P	8.05	4.45			BARRETTTS	320.4	9.35		11.00	
111 P	8.25	4.50			DN DILLON YL DN	328.0	9.25 <sup>277</sup>		10.45	
138 P	9.00	5.27			APEX	340.3	9.05		10.16 <sup>277</sup>	
129 P	9.25 <sup>36</sup>	5.43			NAVY	348.7	8.53		9.45	
39 P	10.16 <sup>278</sup>	5.59			MELHORE	358.9	8.38		9.23	
41 PY	10.40	6.13			QUINN	364.9	8.27		9.06	
53 P	11.10	6.24			DIVIDE J	370.1	8.17		8.53	
33 P	11.30	6.35			FELLY	380.7	8.00		8.27	
34 P	11.45 PM	6.53			DN-R SILVER BOW YL SB	390.0	7.45 PM		8.00 PM	
16 P	12.15 AM	7.15 AM								
PY	A 1.00 AM	A 7.15 AM								

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 RY 397.0 7.30 PM 7.35 PM  
 (261.9) Daily Daily

(15.30) (7.00) Thru Time ..... (6.25) (13.05)  
 18.7 37.4 ..... Average speed per hour ..... 40.8 20.0

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			
Time-Table No. 41 September 24, 1967		Mile Post		Time-Table No. 41 September 24, 1967		Mile Post	
STATIONS				STATIONS			
131 137 PTZ	DN-R KEMMERER YL AV	0.0	45	GLENCOE JCT. YL	0.0		
	4.8 GLENCOE JCT. YL	4.8		3.9 ELKOL	3.9		
	1.2 END OF TRACK	6.0		(3.9)			
	(6.0)						

WESTWARD CONDA BRANCH EASTWARD				WESTWARD GRACE BRANCH EASTWARD			
Time-Table No. 41 September 24, 1967		Mile Post		Time-Table No. 41 September 24, 1967		Mile Post	
STATIONS				STATIONS			
129 68 5 15 16 PY Y	DN SODA SPRINGS YL SD	0.0	120 14 P P	ALEXANDER YL	0.0		
	1.8 MONSANTO YL (8pur)	1.8		6.0 GRACE CA	6.0		
	1.0 FORMATION YL (8pur)	2.8		(6.0)			
	3.1 EPCO YL	5.9					
	1.1 CONDA YL	7.0					
	(7.0)						

WESTWARD GAY BRANCH EASTWARD				WESTWARD GOSHEN BRANCH EASTWARD			
Time-Table No. 41 September 24, 1967		Mile Post		Time-Table No. 41 September 24, 1967		Mile Post	
STATIONS				STATIONS			
129 30 329 P YZ	FORT HALL	0.0	106 16 19 9 12 P	D FIRTH FR	0.0		
	9.1 M.P. 9.1	9.1		5.2 GOBIEN	5.2		
	11.7 GAY	20.8		5.8 GERRARD	11.0		
	(20.8)			1.8 INDIAN	12.8		
				2.8 HACKMAN	15.6		
				6.4 LINCOLN JCT.	22.0		
				(22.0)			

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

WESTWARD YELLOWSTONE BRANCH EASTWARD								
SECOND CLASS		477 Mixed Daily Except Sunday	Time-Table No. 41 September 24, 1967	Mile Post	478 Mixed	SECOND CLASS		
STATIONS						STATIONS		
DPTYZ		6.00AM	DN-R IDAHO FALLS YL AK	0.0	A 4.40PM			
15 51 46 31 21 57 44 31 95 P PY P PY P 30 24 19 24 19 13 22 21 19 24 PY		6.10 6.23 6.42 6.50 6.57 7.10 7.20 7.35 7.50 8.10AM	3.0 ORVIN YL 4.6 UCON 4.3 RIGBY RG LORENZO 2.6 THORNTON 5.3 REXBURG RX 3.8 SUGAR CITY SC 1.1 HART 5.9 ST. ANTHONY YL SH 1.5 BELT YL 4.5 CHESTER 8.2 DN-R ASHTON YL HN 7.2 WAIM RIVER 8.7 GERRIT 5.6 PINEVIEW 3.2 ECCLES 4.9 ISLAND PARK 4.8 TRUDE 5.3 BIG SPRINGS 8.5 REAS PASS 9.9 WEST YELLOWSTONE YL	3.0 7.6 13.8 18.1 20.7 26.0 29.8 30.9 36.8 38.3 42.8 51.0 58.2 66.9 72.5 76.7 80.6 86.4 90.7 97.2 107.1				
			(107.1)				Daily Except Sunday	
		(2.10) 23.1	..... Thru Time .....		(2.20) 31.1		..... Average speed per hour .....	

WESTWARD TETON VALLEY BRANCH EASTWARD							
SECOND CLASS		477 Mixed Daily Except Sunday	Time-Table No. 41 September 24, 1967	Mile Post	478 Mixed	SECOND CLASS	
STATIONS						STATIONS	
39 28 19 10 28 18 19 26 16 PY		8.30AM 8.55 9.10 9.25 9.35 10.08 10.23 10.42 11.05AM	DN-R ASHTON YL HN 6.0 GRAINVILLE 2.6 DRUMMOND 4.2 FRANCE 3.0 LAMONT 10.6 FELT 4.0 TETONIA NA 6.9 DRIGGS DI 6.4 VICTOR YL VR	0.0 6.0 8.6 12.8 16.8 26.3 30.3 37.2 46.6	A 1.55PM 1.33 1.22 1.08 12.58 12.25 12.09PM 11.50AM 11.20AM		
			(45.6)				Daily Except Sunday
		(2.35) 17.7	..... Thru Time .....		(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.  
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. 41 September 24, 1967	Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 41 September 24, 1967	Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 41 September 24, 1967	Mile Post
	409 Local Freight	Daily Except Sunday			410 Local Freight	410 Local Freight				475 Local Freight	439 Local Freight			
STATIONS														
67 PY	8:00AM		DN-R BLACKFOOT YL BF	0.0	A 5:00PM		16 PY							
6	8:10		2.1 COLLINS YL	2.1	4:46		19							
6	8:16		2.2 CLARKSON	4.3	4:40		P							
26	8:20		1.4 MORELAND	5.7	4:36		39 P							
P	8:24		1.4 ABERDEEN JCT. YL	7.1	4:32		18 P		D					
28 P	8:56		13.0 TABER	20.1	4:00		9 P							
30 PY	9:43		19.5 SCOVILLE	39.7	3:13		9 P							
32 PY	10:30		D 19.4 ARCO YL RO	59.1	2:26		20 P							
18 P	11:00		7.6 MOORE	66.7	1:56		34 P							
9	11:24		5.9 DARLINGTON	72.6	1:32		9 P							
4	11:44AM		4.7 LESLIE	77.3	1:12		10 P		D					
58 PY	A 12:20PM		D-R 8.0 MACKAY YL MY	85.3	12:40PM		P							
(85.3)														
(44.4)														
(4.20) Thru Time (4.20) 19.8 Average speed per hour... 19.8														

WESTWARD		ABERDEEN BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 41 September 24, 1967		Mile Post	Time-Table No. 41 September 24, 1967		Mile Post
	STATIONS					
P			ABERDEEN JCT. YL	0.0		
27			4.3 ROCKFORD	4.3		
16			1.6 LIBERTY	5.9		
27 P			4.3 PINGREE	10.2		
26 P			6.3 SPRINGFIELD	16.5		
15 P			3.2 STERLING	19.7		
7			6.3 FINGAL	26.0		
32 PY			D 2.2 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. 41 September 24, 1967		Mile Post	Time-Table No. 41 September 24, 1967		Mile Post
	STATIONS					
51 P			UCON	0.0		
19 P			8.8 LEWISVILLE	8.8		
33 P			D 1.7 MENAN MN	10.5		
44 P			14.5 PLANO	25.0		
15			1.7 EDMONDS	26.7		
9 P			2.6 EGIN	29.3		
27			2.3 HEMAN	31.6		
16 P			1.9 PARKER	33.5		
95 PY			D-R 5.2 ST. ANTHONY YL SH	38.7		
(38.7)						

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

WESTWARD		TWIN FALLS BRANCH						EASTWARD							
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 41 September 24, 1967	Mile Post	FIRST CLASS		SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 41 September 24, 1967	Mile Post		
	475 Local Freight	439 Local Freight	49 Mixed	50 Mixed			440 Local Freight	476 Local Freight							
STATIONS															
108 231 PY	11:45PM	12:01PM			5:30AM	0.0	DN-R	MINIDOKA YL	RT			A 8:40PM		A 1:00AM	A 10:30PM
62 P	12:01AM	12:16		f	5:43	8.2	f	ACEQUIA				8:28		10:35	10:05
167 DPY	12:16	12:30		s	6:10	13.5	s	RUPERT YL	MS			8:20		10:20	9:50
13						16.4		SCHOW							
27 P	12:27	12:40		f	6:18	19.6	f	HEYBURN				8:08		10:05	9:35
50 51 PY	12:40	12:55		s	6:35	21.7	s	BURLEY YL	BU			8:04		10:00	9:30
65 P	1:02	1:17		f	6:42	25.8	f	STAIRR'S FERRY				7:53		9:45	9:15
29						28.3		HOBSON							
50 P	1:15	1:30		f	6:54	33.5	f	MILNER				7:41		9:30	9:00
14 P				f	6:57	35.6	f	PARSONS				7:38			
61 P	1:30	1:45		s	7:07	41.4	s	MURTAUCH	MU			7:29		9:15	8:45
45 P	1:40	1:55			7:13	45.1		BICKEL				7:23		9:05	8:35
20						49.0		BILLS							
35 P	1:55	2:10		s	7:20	49.7	s	HANSEN	NS			7:16		8:55	8:25
51 P	2:08	2:23		s	7:27	53.3	s	KIMBERLY	KY			7:10		8:45	8:15
26 P					7:35	56.4		McMILLAN YL							
DPYZ	A 3:00AM	A 3:40PM			8:10 8:20	58.9		DN-R TWIN FALLS YL	NA			7:00 6:45		8:30AM	8:00PM
36				f	8:27	63.3	f	CURRY				6:35			
51 P				s	8:32	65.9	s	D FILER FR				6:30			
38				f	8:36	68.5	f	PEAVEY				6:25			
35				f	8:40	71.3	f	CEDAR				6:20			
PY				A	8:45AM	73.8		DN-R BUHL YL	BO			6:15PM			
(73.8)															
(3.15) (3.39) (3.15) Thru Time (2.25) (2.30) (2.30) 18.1 16.1 22.7 Average speed per hour... 30.5 23.6 23.6															

WESTWARD		OAKLEY BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 41 September 24, 1967		Mile Post	Time-Table No. 41 September 24, 1967		Mile Post
	STATIONS					
50 51 PY			DN-R	BURLEY YL	BU	0.0
21				BEEVILLE		4.3
20				PELLA		5.2
56				NORTH KENYON		8.3
8				KENYON		9.6
9				CHURCHILL		13.5
20				TROUT		16.3
51				MARION		17.8
21				WARR		19.4
17				OAKLEY		21.8
(21.8)						

WESTWARD		RAFT RIVER BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 41 September 24, 1967		Mile Post	Time-Table No. 41 September 24, 1967		Mile Post
	STATIONS					
50 54 PY			DN-R	BURLEY YL	BU	0.0
29				UNITY		3.1
24				ELCOCK		4.0
13				EVANS (Spur)		4.7
19				SPRINGDALE		6.0
21				HATCH		7.5
14				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.	<b>SECOND CLASS</b>	Time-Table No. 41		Mile Post	<b>SECOND CLASS</b>	Time-Table No. 41		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Mile Post	Time-Table No. 41	
	439	September 24, 1967			440	September 24, 1967				Mile Post	
	Local Freight	STATIONS			Local Freight	STATIONS					
	Daily										
DPYZ	9:00AM	DN-R	TWIN FALLS YL NA	0.0	A 6:35PM	167	DPY	DN-R	RUPERT YL MS	0.0	
20	9:22		10.9 ERGER	10.9	6.13	48-47	P		4.4 MYERS YL	4.4	
22	9:39		8.5 LLISTER	19.4	5.56	48			1.5 PAUL YL DJ	5.9	
8	9:47		3.8 TERDAM (Spur)	23.2	5.48	31	P	D	2.0 BUDGE	7.9	
18	PY 9:59		6.8 GERSON	28.8	5.36	17			8.0 SCHODDE	15.9	
32	10:22		9.9 METEOR	38.7	5.13	10			3.9 McHENRY	19.8	
24	10:47		11.4 IDAVADA	50.1	4.48	18			4.3 HAZELTON AZ	24.0	
29	P 11:01		6.0 DELAPLAIN	56.1	4.34	19	P	D	2.0 BLACK	26.9	
29	11:28		12.7 CONTACT	68.8	4.07	24			1.3 EDEN	28.1	
28	P 11:42AM		6.3 HENRY	75.1	3.53	54	P		8.7 PERRINE	34.8	
28	12:06PM		11.6 SHORES	88.7	3.29	46			3.5 SUGAR LOAF	38.3	
41	Y 12:20		6.9 WILKINS	98.6	3.15	10			2.3 FALLS CITY	40.8	
38	Y 12:44		8.0 SUMMER CAMP	102.5	2.51	21			2.0 BARRYMORE	42.6	
38	1:04		6.4 MELANDCO	108.9	2.31	40	PY	DN	5.3 JEROME YL JO	47.9	
30	1:19		7.2 TOWN CREEK	116.1	2.16	46	P	D	8.8 WENDELL ND	56.7	
Y	A 1:35PM		7.3 WELLS YL	123.4	2.00PM	15			1.4 KING	58.1	
			(123.4)			102	PY		15.5 BLISS YL	73.8	
						104					
(4 35)	Thru Time		(4 35)	Thru Time		(73 6)					
26 9	Average speed per hour		26 9	Average speed per hour							

WESTWARD		KETCHUM BRANCH		EASTWARD		WESTWARD		HILL CITY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	<b>SECOND CLASS</b>	Time-Table No. 41		Mile Post	<b>SECOND CLASS</b>	Time-Table No. 41		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Mile Post	Time-Table No. 41	
	441	September 24, 1967			442	September 24, 1967				Mile Post	
	Local Freight	STATIONS			Local Freight	STATIONS					
	Monday Wednesday Friday										
WS 101-99 ES 96-112	DPY	6:00AM	DN-R	SHOSHONE YL X	0.0	A 1:35AM	33	PY		0.0	
33	PY	6:31		15.3 RICHFIELD YL	15.3	11:04	10		9.4 BURMAH	9.4	
25		6:44		6.4 PAGARI	21.7	10:51	36	P	12.1 MAGIC	21.5	
50	P	7:16		15.6 PICABO	37.3	10:19	6		15.3 RANDS	36.8	
6		7:25		4.5 HAY	41.8	10:10	15		2.9 SELBY	39.7	
26		7:46		10.3 BELLEVUE	52.1	9:49	36	P	4.1 FAIRFIELD FD	43.8	
15	P	8:00	D	5.1 HAILEY RI	57.2	9:35	27		7.9 CORRAL	51.7	
10		8:06		2.8 BARITE	60.0	9:29	43	Y	6.1 HILL CITY YL	57.8	
26	P Loop	A 8:35AM	D-R	9.4 KETCHUM YL KU	69.4	9:00AM					
				(69 4)					(57 8)		
(2 35)	Thru Time		(2 35)	Thru Time							
26 8	Average speed per hour		26 8	Average speed per hour							

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		WESTWARD		HOMEDALE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	<b>SECOND CLASS</b>	Time-Table No. 41		Mile Post	<b>SECOND CLASS</b>	Time-Table No. 41		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Mile Post	Time-Table No. 41	
	439	September 24, 1967			440	September 24, 1967				Mile Post	
	Local Freight	STATIONS			Local Freight	STATIONS					
	Daily										
115	P	D-R	VALE YL VA	0.0	149	PY	DN-R	NYSSA YL SY	0.0		
17			11.4 LANCASTER (Spur)	11.4	34			7.1 OVERSTREET	8.1		
51			5.9 JAMIESON YL	17.3	17			2.5 ADRIAN	10.6		
			1.3 END OF TRACK YL	18.6	27			6.3 NAPTON	16.9		
			(18.0)		53	P	D	7.5 HOMEDALE YL HR	24.4		
					16	PY	D-R	8.7 MARSING YL MR	33.1		
								(33.1)			

WESTWARD		PAYETTE BRANCH		EASTWARD		WESTWARD		WILDER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	<b>SECOND CLASS</b>	Time-Table No. 41		Mile Post	<b>SECOND CLASS</b>	Time-Table No. 41		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Mile Post	Time-Table No. 41	
	441	September 24, 1967			442	September 24, 1967				Mile Post	
	Local Freight	STATIONS			Local Freight	STATIONS					
	Daily										
133	P	DN-R	PAYETTE YL AY	0.0	140	P	DN-R	CALDWELL YL CW	0.0		
15			3.9 EIFFIE	3.9	34			2.5 SIMPLOT YL	2.5		
23	P	D	1.2 FRUITLAND FU	5.1	18			1.2 WEITZ YL	3.7		
16			1.7 BUCKINGHAM	6.8	22			1.4 DOLES YL	5.1		
26	P	D	4.3 NEW PLYMOUTH NP	11.1	8			1.9 GREENLEAF (Spur)	7.0		
9			10.5 LETHA	21.6	11			2.7 ALLENDALE	9.7		
92	PYZ	D-R	8.1 EMMETT YL MF	29.7	37			1.8 WILDER YL	11.5		
			(29.7)					(11.5)			

WESTWARD		STODDARD BRANCH		EASTWARD		WESTWARD		BOISE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	<b>SECOND CLASS</b>	Time-Table No. 41		Mile Post	<b>SECOND CLASS</b>	Time-Table No. 41		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Mile Post	Time-Table No. 41	
	441	September 24, 1967			442	September 24, 1967				Mile Post	
	Local Freight	STATIONS			Local Freight	STATIONS					
	Daily										
DPYZ		DN-R	NAMPA YL AU-Q	0.0	P			BOISE JCT. YL	0.0		
15			4.4 DEAL	4.4	19			1.1 FAIR GROUNDS YL	1.1		
38			4.5 BOWMONT	8.9	PTZ			2.1 BOISE FREIGHT YL	3.2		
6			2.7 MELMONT (Spur)	11.6	9			3.1 VERNON YL (Spur)	6.3		
24			3.0 MELBA	14.6				2.1 BARBER YL	8.4		
46			8.7 STODDARD	17.1				(8.4)			
			END OF TRACK	17.8							
			(17.8)								

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 IDAHO NORTHERN BRANCH Eastward**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 41 September 24, 1967	Mile Post	SECOND CLASS
	485 Local Freight Daily Except Sunday			486 Local Freight
		<b>STATIONS</b>		
DPYZ	8.30AM	DN-R NAMPA YL AU-Q	0.0	A 3.30PM
42	8.40	FISCHER YL	2.4	3.22
12	9.00	MIDDLETON	9.3	3.07
13	9.20	JENNESS	18.9	2.47
82 PYZ	10.30	D-R EMMETT YL MF	27.0	2.20
36	10.42	PLAZA	31.8	2.04
37 P	11.14	MONTOUR	41.1	1.33
27 P	11.45	D HORSESHOE BEND HB	49.7	1.07
27	11.58AM	GARDENA	66.1	12.49
30 P	12.25PM	BANKS YL	64.1	12.25PM
21 P	1.11	BIG EDDY	76.4	11.37AM
26 PY	1.44	SMITHS FERRY YL	83.0	11.05
13 P	2.15	CABARTON	92.7	10.31
27	2.23	BELVIDERE	96.6	10.25
27 PY	2.56	D CASCADE YL CD	99.2	10.15
26	3.33	ARLING	111.0	9.21
28	3.53	DONNELLY	119.4	9.02
12	4.06	NORWOOD	124.7	8.50
27 PY	A 4.30PM	D-R McCALL YL NE	132.8	8.30AM
		(132.8)		Daily Except Sunday
	(8.00) Thru Time.....		(7.00)	
	16.6 Average speed per hour....		19.0	

**Westward NEW MEADOWS BRANCH Eastward**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 41 September 24, 1967	Mile Post
140 DPY	DN-R WEISER YL SR	0.0
10	REBECCA	6.0
11 P	CONCRETE	19.1
20 P	MIDVALE	31.8
30 P	D CAMBRIDGE RA	40.6
2 P	GOODRICH	49.8
22 P	MESA	56.6
50 PY	D COUNCIL YL CN	60.2
6	HOOVER YL	61.6
5 P	GLENDALE	72.0
37 P	RUBICON YL	84.1
38 PY	D-R NEW MEADOWS YL	89.7
		(89.7)

**WESTWARD OREGON EASTERN BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 41 September 24, 1967	Mile Post	SECOND CLASS
	459 Local Freight Daily Except Sunday			460 Local Freight
		<b>STATIONS</b>		
144 DPY	12.01PM	DN-R ONTARIO YL ON	0.0	A 3.45PM
12	12.10	CAIRO	3.7	3.33
32	12.18	LUSE	6.9	3.25
115 P	12.39	D-R VALE YL VA	16.5	3.04
39	12.59	HOPE	23.5	2.44
41	1.30	LITTLE VALLEY	34.8	2.14
45 P	1.55	HARPER	42.0	1.55
43	2.18	NAMORF	51.2	1.29
23	2.45	JONESBORO	62.2	1.02
45 PY	3.13	D JUNTURA JN	73.6	12.34PM
43	3.50	LONG	86.6	11.57AM
42 P	4.07	RIVERSIDE	92.7	11.40
26	4.32	DUNNEAN	102.8	11.15
25 P	4.52	VENATOR	110.2	10.55
25	5.11	CIRCLE BAR	117.9	10.36
26 P	5.35	CRANE	126.6	10.12
26	6.15	REDESS	143.5	9.32
20 PYZ	A 6.50PM	D-R BURNS YL BR	156.8	9.00AM
		(156.8)		Daily Except Sunday
	(6.40) Thru Time.....		(6.15)	
	23.0 AVERAGE speed per hour....		23.2	

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.  
For stations not shown on schedule pages.—See page 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	81 P	Both	Ruby	3.1	2	West
Border (1)	92.1	26 P	Both	<b>Ketchum Branch</b>			
Pegram (1)	97.7	37 P	Both	Gannett	44.3	None	None
<b>Second Subdivision</b>				Gimlet	63.2	27	East
Don	219.6	38 PX	Both	<b>Payette Branch</b>			
Schiller	226.5	50 P	Both	Little Rock	18.9	8	Both
Sand Bank	370.9	37 PX	Both	<b>Wilder Branch</b>			
<b>Third Subdivision</b>				Hop	4.4	11	East
Hillcrest	B-445.1	12 P	Both	<b>Idaho Northern Branch</b>			
Perkins	B-451.4	26 P	Both	Maddens	6.1	5	Both
Beatty	B-454.6	25 P	Both	Josephson	12.6	10	Both
Sonna	B-460.7	19 P	Both	Amsco	13.6	10	Both
Mangum	476.3	21 P	Both	Bramwell	22.2	4	East
Apple Valley	485.9	22 P	Both	Black Canyon	33.0	4	East
Arcadia	491.7	38 P	Both	Archabal	127.4	8	Both
Washoe Spur	500.9	27 P	West	<b>Oregon Eastern Branch</b>			
Wood	506.2	9 P	Both	Claude	2.7	7	West
Feltham	512.7	20 P	Both	Lawen	138.4	2	East
Wix	514.3	12 P	West	<b>New Meadows Branch</b>			
<b>Fourth Subdivision</b>				Presley	11.7	8	Both
Chubbuck	138.2	31	Both	Tamarack	81.9	25 P	Both
Mitchell	176.9	15	Both				
Fibre	180.4	7	East				
Golden Valley	198.2	24	East				
Dalys (2)(3)	316.4	12 P	Both				
Ford	322.2	23 P	Both				
Bond	334.2	10	East				
Glen (2)(4)	347.8	7	West				
Maiden Rock (2)(3)	366.0	10	Both				
<b>Goshen Branch</b>							
Cox	9.2	9	West				
Ammon	18.1	26	West				
Wilkinson	21.0	2	West				
<b>Yellowstone Branch</b>							
St. Leon	3.7	14	East				
Garry	12.5	7	East				
Mark	22.2	21	Both				
Jolley	27.6	9	Both				
Wamar	31.5	10	East				
<b>Teton Valley Branch</b>							
Marysville (5)	1.8	16	Both				
Judkins (5)	22.3	5	East				
Fox Creek (5)	42.3	10	Both				
<b>Mackay Branch</b>							
Aiken	3.8	9	Both				
Rouse	7.6	3	East				
Havens	14.1	1	East				
Olsen	16.0	11	East				
Fullmer	18.8	9	East				
<b>West Belt Branch</b>							
Coltman	2.8	16 P	East				
Grant	4.8	15 P	East				
Barlow	7.0	14	Both				
Midway	9.4	26	Both				
Pyke	35.3	16	West				
<b>East Belt Branch</b>							
Ken	0.4	5	West				
Mikami	14.0	6	East				
Gale Spur	27.5	9	East				
<b>North Side Branch</b>							
Travers	3.5	15	Both				
Hynes	11.4	15	Both				
Havtown	44.7	3	Both				
Hydra	45.8	6	Both				
Appleton	52.9	10	Both				
Tuttle	66.2	26	Both				

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

**CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS**

Train	At	Discharge Passengers From	Pick up Passengers Destined To
17	Any station First Sub-division.	Green River or beyond.	Pocatello or beyond.
17	Any station Second and Third Subdivisions.	Ogden, Pocatello or beyond.	Huntington or beyond.
18	Any station First Sub-division.	Pocatello or beyond.	Green River or beyond.
18	Any station Second and Third Subdivisions.	Huntington or beyond.	Pocatello, Ogden or beyond.
35	Inkom.	McCammon or beyond.	Pocatello or beyond.
36	Inkom.	Pocatello or beyond.	McCammon or beyond.
105	Minidoka, Mountain Home, Caldwell, Nyssa, Ontario, Weiser.	Omaha, Denver or beyond.	Portland, Spokane or beyond.
106	Weiser, Ontario, Nyssa, Caldwell, Mountain Home, Minidoka.	Portland, Spokane or beyond.	Denver, Omaha or beyond.

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

**Designation "Psgr."**—Train with Diesel locomotive and all passenger train equipment.

**Designation "Frt."**—Train with freight cars; train with caboose only; locomotive without cars; other than train movement.

When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.

Where two speeds are shown on "Reduce Speed" signs, highest speed applies to passenger trains as referred to above; lowest speed applies to freight trains. Where only one speed is shown, it applies to all trains.

**GENERAL**

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	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	Trains handling scale test cars, wedge plows or company roadway machines on own wheels (except wrecking derricks): On Main lines; On Branch lines.		30
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			20
Within yard limits: Protected by continuous block signal system.	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
Not protected by continuous block signal system.	40	25			
On branch lines.	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.	65		Trains handling U. P. ore cars Nos. 26000 to 26499, loaded or empty.		50
Gas turbine locomotives.	65				
Diesel yard-switch locomotives in road service: 1000-1100 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
1800 class.	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;		35
			Union Pacific road-switch units of Alco or Baldwin type.		45
Freight trains handling tonnage in excess of 70 tons per operative brake.		40			45
			On wye tracks.	6	6
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	Through tunnels, branch lines.	10	10

**FIRST SUBDIVISION**

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
Maximum speed.	79	65	<b>Cokeville</b> Over streets and alleys.	40	40	Between Mile Posts— <b>Alexander</b> 152.1 and 152.4.	60	45
Between Mile Posts— <b>Granger</b> 0.0 and 0.8.	40	25	Between Mile Posts— 87.4 and 87.7. 92.9 and 93.1.	60	45	<b>Bancroft</b> 163.5 and 164.7.	70	55
3.4 and 3.7.	70	55		60	45	167.5 and 168.1.	70	55
<b>Moxa</b> 12.1 and 12.3.	70	55	<b>Chausse</b> 96.7 and 96.9. 98.3 and 99.2. 99.5 and 99.7. 102.6 and 104.8. 104.8 and 105.4.	70	55	168.9 and 169.3.	60	45
14.4 and 14.6.	70	55		60	45	<b>Pebble</b> 171.2 and 171.7.	60	45
<b>Nutria</b> 16.1 and 16.4.	70	55		70	55	171.9 and 174.7.	70	55
21.1 and 21.5.	70	55		60	45	176.3 and 176.7.	70	55
23.6 and 23.8.	70	55	<b>Montpelier</b> 115.0 and 116.0. 120.6 and 123.4. 125.2 and 125.3. 125.8 and 126.7.	20	20	<b>Blaser</b> 177.4 and 178.5.	60	45
<b>Opal</b> 28.7 and 29.6.	70	55		60	45	179.0 and 180.0 (No. 1 Track)	45	25
31.3 and 32.3.	45	30		70	55	179.0 and 180.0 (No. 2 Track)	50	35
33.0 and 33.1.	70	55	<b>Georgetown</b> Central Farmers Industry spur. Between Mile Posts— 127.6 and 127.9.		15	180.0 and 181.7.	70	55
<b>Waterfall</b> 34.6 and 34.8.	60	45		70	55	181.8 and 183.1.	60	45
35.5 and 35.9.	45	30	60	45	183.2 and 184.8.	70	55	
36.5 and 40.8.	40	25	70	55	185.5 and 187.9.	45	30	
43.1 and 44.5.	60	45	<b>Manson</b> 138.7 and 139.3. 141.0 and 141.9. 142.4 and 143.4. 143.7 and 145.2.	60	45	188.2 and 190.2.	65	50
<b>Nugget</b> 54.5 and 57.8.	40	25		55	40	<b>McCammon</b> 192.1 and 192.7.	60	45
58.0 and 61.2.	70	55		70	55	195.0 and 195.3.	60	45
63.6 and 65.4.	60	45	55	40	197.7 and 199.7.	70	55	
66.5 and 68.2.	70	55	<b>Soda Springs</b> Over streets and alleys. Between Mile Posts— 148.0 and 148.3.	60	45	199.7 and 201.0.	60	45
				70	55	<b>Inkom</b> 202.3 and 202.6.	60	45
			30	30	Over switch M.P. 213.3 (No. 1 Track).	20	20	
					<b>Pocatello</b> Within platform limits of passenger depot.	6	6	
					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>Dietrich</b> 316.3 and 314.7 (Eastward).	60	45	Between Mile Posts— <b>Ticeska</b> 357.3 and 360.2.	65	50
<b>Pocatello</b> Within platform limits of pas- senger depot.	6	6	321.5 and 321.8.	20	20	360.2 and 360.8.	55	40
On Eastward and Westward running tracks.	10	10	<b>Shoshone</b> 323.3 and 323.9.	70	55	360.8 and 365.9.	65	50
On enginehouse lead and tracks.		5	325.0 and 326.6.	70	55	<b>King Hill</b> 367.5 and 368.3.	70	55
Westward trains on No. 2 track over switches Pocatello Jct.	15	15	<b>Gooding</b> Over streets and alleys.	30	30	369.1 and 371.0.	60	45
Between Mile Posts— 218.8 and 220.0 (No. 1 Track).	65	50	Between Mile Posts— 340.7 and 341.2.	60	45	<b>Sand Bank</b> Engines using west switch to Sand Bank set-out track.		5
218.8 and 220.0 (No. 2 Track).	45	45	342.3 and 343.4.	60	45	Between Mile Posts— 371.1 and 373.2.	45	25
<b>Bannock</b> 237.9 and 241.2.	65	50	<b>Bliss</b> No. 17 and No. 18, to dispatch mail.	40		373.2 and 374.5.	20	20
<b>Borah</b> 244.6 and 244.8.	70	55				<b>Glenns Ferry</b>		
<b>Wapi</b> 258.9 and 259.2.	70	55						

**THIRD SUBDIVISION**

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Pagr.	Fr.		Pagr.	Fr.		Pagr.	Fr.
Maximum speed.	79	65	Between Mile Posts— B-431.0 and B-433.9.	70	55	Between Mile Posts— 464.9 and 466.0.	20	20
<b>Glenns Ferry</b>			B-433.9 and B-434.3.	60	45	<b>Parma</b> No. 12, to dispatch mail.	50	
Between Mile Posts— 373.2 and 374.5.	20	20	B-435.8 and B-436.1.	70	55	Between Mile Posts— 482.8 and 483.0.	70	55
376.5 and 377.6.	60	45	B-438.5 and B-438.8.	70	55	484.5 and 485.0.	70	55
378.7 and 379.3.	40	25	B-439.5 and B-440.4.	50	25	<b>Payette</b> Over streets and alleys.	60	60
<b>Hammett</b> 384.0 and 393.4.	60	40	B-440.4 and B-446.1.	60	45	Between Payette and Weiser, trains handling logs.		30
<b>Mountain Home</b> Over street crossings.	50	50	<b>Boise</b> Over streets and road crossings between M.P. B-446.5 and M.P. B-451.25.	30	30	<b>Crystal</b> Trains using turn-out east switch Crystal.	15	15
Between Mile Posts— <b>Orchard</b> 428.4 and 429.0.	60	45	<b>Boise Jct.</b> B-450.7 and 450.9.	70	55	Between Mile Posts— 515.8 and 516.2.	55	45
<b>Kuna</b> 447.3 and 450.8.	60	45	<b>Meridian</b> No. 17. to exchange mail. No. 18. to dispatch mail.	20	40	523.1 and 524.9.	70	55
<b>Nampa</b> 456.6 and 457.2.	20	20				524.9 and 528.1.	60	45
<b>Orchard</b> B-423.7 and B-424.0.	60	45	Between Mile Posts— <b>Sonna</b> B-467.1 and B-467.7.	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	
	Pagr.	Fr.		Pagr.	Fr.		Pagr.	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	49	<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>Firth</b> 169.7 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>Conda Branch</b> Maximum speed.	15	<b>Gay Branch</b> Maximum speed.	25
<b>Elkol Branch</b> Maximum speed.	15	<b>EPCO Industry Spur</b> (Operated by El Paso Products Co.) Maximum speed.	30	Between M.P. 3.0 and Gay.	15
<b>Leefe Spur</b> Maximum speed.	15	Between Mile Posts— 3.5 and 4.0.	20	<b>Mackay Branch</b> Between Blackfoot and M.P. 60.0.	25
<b>Grace Branch</b> Maximum speed.	20	4.5 and 4.9.	20	Spur at Collins.	10
Truss Bridge M.P. 5.33.	10	5.3 and 9.6.	25	Between M.P. 60.0 and Mackay.	15
				<b>Aberdeen Branch</b> Maximum speed.	20

**BRANCHES (Continued)**

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
<b>Goshen Branch</b> Maximum speed.		25	<b>Twin Falls Branch</b> Maximum speed.	50	40	<b>Hill City Branch</b> Maximum speed.		25
Between Mile Posts— 4.4 and 4.6.		15	First-class trains, within yard limits.	30	30	Over trestles 21.6 and 23.40 with snow plows.		15
<b>Yellowstone Branch</b> Between Idaho Falls and Ashton.	50	35	Rupert, over streets and alleys.	12	12	<b>Boise Branch</b> Between Boise Jct. and Boise Freight.		10
Between Ashton and Gerrit, watch for rocks.	35	25	Heyburn, over street crossings.	25	25	Between Boise Freight and Barber.		15
Between Gerrit and Big Springs.	50	35	Bridge 20.10.	25	25	<b>Stoddard Branch</b> Maximum speed.		20
Between Big Springs and West Yellowstone, watch for rocks.	35	25	Burley, within city limits.	20	20	Between Stoddard and end of track.		15
Rexburg, Sugar City and St. Anthony, over streets and alleys.	20	20	Burley, over street crossings.	12	12	<b>Idaho Northern Branch</b> Maximum speed.		30
St. Anthony over highway crossing, just west of depot.	8	8	Burley, Salt Lake yard tracks.	5	5	Between Mile Posts— 0.0 and 2.3.		20
Between Mile Posts— 55.4 and 55.7.	20	15	Kimberly, within city limits.	40	40	Between Jenness and Bramwell.		20
59.6 and 65.9.	20	15	<b>North Side Branch</b> Maximum speed.		30	Trains handling high cars between Jenness and Bramwell.		12
72.9 and 73.2.	35	25	Between Mile Posts— 30.0 and 30.5.		20	Emmett, over street crossings.		12
74.0 and 74.2.	30	25	<b>Raft River Branch</b> Maximum speed.		20	M.P. 31.4.		20
85.2 and 85.5.	35	25	Burley, within city limits.		20	Between Plaza and M.P. 63, watch for rocks.		25
86.4 and 87.0.	20	15	Burley, over street crossings.		12	Between Mile Posts— 33.0 and 35.4.		10
92.1 and 95.0.	20	15	Burley, Salt Lake yard tracks.		5	Bridge 36.61.		20
99.9 and 100.8.	20	15	<b>Oakley Branch</b> Maximum speed.		15	Between M.P. 63 and Smiths Ferry, watch for rocks.		15
<b>East Belt Branch</b> Maximum speed.		25	Burley, over street crossings.		12	Trains handling logs or high cars between Banks and M.P. 81.0.		12
Truss bridges.		10	Burley, Salt Lake yard tracks.		5	Between Smiths Ferry and Cabarton, watch for rocks.		20
Trains handling any loaded car in train exceeding gross wt. 220000 pounds.		10	<b>Wells Branch</b> Maximum speed.		30	Between Mile Posts— 99.6 and 108.3.		20
Between Mile Posts— 4.7 and 4.9.		10	Between Mile Posts— 31.1 and 36.1.		25	111.4 and 111.6.		20
4.9 and 20.2.		20	45.9 and 53.3.		25	113.0 and 113.3.		20
20.2 and 24.0.		10	69.6 and 72.0.		25	128.2 and 128.5.		15
24.0 and 36.5.		20	91.1 and 91.4.		25	McCall, over street crossings.		10
36.5 and 37.0.		10	Between Mile Post— 97.5 and Melandco.		20	<b>Wilder Branch</b> Maximum speed.		25
37.0 and Belt.		20	Wells yard.		15	<b>Homedale Branch</b> Maximum speed.		25
<b>West Belt Branch</b> Maximum speed.		20	<b>Ketchum Branch</b> Maximum speed.	40	30	<b>Oregon Eastern Branch</b> Maximum speed, except between M.P. 140.0 and 145.0.		25
Truss bridges.		10	Bellevue, over streets and alleys.	12	12	<b>Hope</b> Between Mile Posts— 29.5 and 33.5, watch for rocks.		20
Trains handling any loaded car in train exceeding gross wt. 220000 pounds.		10	Between Hailey and Ketchum, over truss bridges.	15	15			
Between Ucon and M.P. 14.0. Straight track. On Curves.		20	Between Mile Posts— 63.1 and 64.6.	30	20			
Highway Crossing M.P. 37.44.		5	68.4 and 68.5.	10	10			
Between M.P. 35.2 and St. Anthony. Straight track. On curves.		20	<b>Ketchum</b> On balloon track.	15	15			
<b>Teton Valley Branch</b> Maximum speed.	35	25						
Bridges 4.48, 6.96 and 19.97.	12	12						
Between Mile Posts— 19.1 and 19.4.	15	15						
25.0 and 25.4.	15	15						

**BRANCHES (Continued)**

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
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	<b>New Meadows Branch</b> Maximum speed.		25
37.6 and 37.7, soft spot.		10	<b>Crane</b> 140.0 and 145.0.		30	Between Weiser and M.P. 18.0. Straight track. On curves.		25
37.7 and 38.2, watch for rocks.		20	<b>Brogan Branch</b> Maximum speed.		15	Between Mile Posts— 18.0 and 30.0.		10
<b>Jonesboro</b> 65.1 and 69.0, watch for rocks.		20	<b>Payette Branch</b> Maximum speed.		25	32.0 and 57.0.		10
<b>Juntura</b> 78.6 and 80.7, watch for rocks.		20	Payette Jct., on curve.		10	57.0 and 67.0.		15
80.7 and 81.0, watch for rocks.		10	Trains handling logs between Payette and Emmett on curves.		20	Between M.P. 67.0 and New Meadows.		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>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 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	Nampa.....	Train Dispatcher's Office
Boise Freight.....	Yard Office	Nampa.....	East End Yard Office
Boise Freight.....	13th Street Yard Office	Nampa.....	West End Yard Office
Buhl.....	Telegraph Office	New Meadows.....	Telegraph Office
Burns.....	Telegraph Office	Nyssa.....	Telegraph Office
Glenns Ferry.....	Telegraph Office	Ontario.....	Telegraph Office
Glenns Ferry.....	Yard Office	Pocatello.....	Train Dispatcher's Office
Huntington.....	Yard Office	Pocatello.....	Yard Telegraph Office
Huntington.....	Telegraph Office	Pocatello.....	Switchmen's Locker Room
Idaho Falls.....	Telegraph Office		New Yard
Idaho Falls.....	Yard Office	Pocatello.....	Switchmen's Locker Room
Idaho Falls.....	Switchmen's Register Room,		Hump
	North End Yard Office	Pocatello.....	Switchmen's Locker Room
Kemmerer.....	Telegraph Office		Sherman St.
Lima.....	Telegraph Office	Pocatello.....	Engine Crew Dispatcher's Office
Marsing.....	Telegraph Office	Pocatello.....	Passenger Conductors' Register Room, Passenger Station
McCall.....	Telegraph Office	Rupert.....	Telegraph Office
Montpelier.....	Telegraph Office	Shoshone.....	Telegraph Office
Montpelier.....	Yard Office	Twin Falls.....	Telegraph Office
Nampa.....	Telegraph Office	Twin Falls.....	Enginemen's Register Room
Nampa.....	Central Yard Switchmen's Locker Room		at Roundhouse
Nampa.....	Crew Dispatcher's Office	Weiser.....	Telegraph Office
Nampa.....	Enginemen's Register Room		at Roundhouse

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.		