



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



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

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

***Safety Gains Where  
Courtesy Reigns***

**FOR EMPLOYEES ONLY**



**G. H. BAKER**  
General Manager

**J. BOWEN**  
General Supt. Transportation

**R. L. RICHMOND**  
General Superintendent

**H. J. Bailey, Superintendent** ..... Pocatello, Ida.  
G. L. Jensen, Assistant Superintendent ..... Pocatello, Ida.  
K. J. Hennessy, Assistant Superintendent ..... Pocatello, Ida.  
F. M. Ladd, Assistant Superintendent ..... Nampa, Ida.  
J. J. Kutzman, Terminal Superintendent ..... Pocatello, Ida.  
J. Lagos, Assistant Terminal Superintendent ..... Pocatello, Ida.  
F. L. Hebdon, Assistant Terminal Superintendent ..... Pocatello, Ida.  
J. L. Turner, Terminal Trainmaster ..... Pocatello, Ida.  
F. Bealer, Trainmaster ..... Pocatello, Ida.  
R. F. Kelly, Trainmaster ..... Pocatello, Ida.  
M. L. Samuelson, Trainmaster ..... Pocatello, Ida.  
R. E. Riley, Trainmaster ..... Nampa, Ida.  
R. P. Neeley, Master Mechanic ..... Pocatello, Ida.  
A. B. Ziegler, General Road Foreman of Engines ..... Portland, Ore.  
E. I. Payne, Road Foreman of Engines ..... Montpelier, Ida.  
M. D. Muck, Road Foreman of Engines ..... Pocatello, Ida.  
C. W. Rands, Road Foreman of Engines ..... Pocatello, Ida.  
O. J. Madsen, Road Foreman of Engines ..... Pocatello, Ida.  
V. L. Orr, Road Foreman of Engines ..... Glenns Ferry, Ida.

J. B. Shaw, Road Foreman of Engines ..... Nampa, Ida.  
C. W. Sowell, Division Engineer ..... Pocatello, Ida.  
P. B. Armstrong, General Roadmaster ..... Pocatello, Ida.  
J. A. Cerva, General Roadmaster ..... Nampa, Ida.  
L. G. Malzahn, Asst. to Mgr. of Safety and Courtesy ..... Portland, Ore.  
T. A. Wingstad, Asst. Supt. of Safety and Courtesy ..... Pocatello, Ida.

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

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

**Third Subdivision and Branches**

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

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

Name	Title	Location	Name	Title	Location
R. R. Merrell	District Surgeon	Pocatello, Ida.	Ward A. Rulien	Surgeon	Glenns Ferry, Ida.
R. K. Gorton	Asst. to District Surgeon	Pocatello, Ida.	Marion V. Klingler	Surgeon	Gooding, Ida.
R. D. Benedict	Surgeon	Pocatello, Ida.	Alden M. Packer	Surgeon	Hailey, Ida.
Richard G. Crandall	Surgeon	Pocatello, Ida.	Robert A. Gwinner	Surgeon	Hailey, Ida.
Richard B. Gresham	Orthopedic Surgeon	Pocatello, Ida.	Leonard J. Bingham	Surgeon	Idaho Falls, Ida.
Harry R. Gilcrest	Ophthalmologist	Pocatello, Ida.	Kim O. Johnson	Surgeon	Idaho Falls, Ida.
Edward B. Shaw	Orthopedic Surgeon	Pocatello, Ida.	Milton T. Rees	Surgeon	Idaho Falls, Ida.
H. K. Staheli	Surgeon	Pocatello, Ida.	Fred E. Wallber	Oculist and Aurist	Idaho Falls, Ida.
Clark T. Parker	Surgeon	Pocatello, Ida.	W. C. Smail	Surgeon	Jerome, Ida.
Calvin Buhler	Surgeon	Pocatello, Ida.	G. W. Davis	Surgeon	Kemmerer, Wyo.
Richard E. Ostler	Surgeon	Pocatello, Ida.	J. H. Stewart	Surgeon	McCall, Ida.
H. D. McGee	Ear, Nose, Throat	Pocatello, Ida.	Jonathan H. Daines	Surgeon	Montpelier, Ida.
L. N. Diana	Eye Specialist	Pocatello, Ida.	Paul H. Daines	Surgeon	Montpelier, Ida.
Frank L. Harms	Surgeon	American Falls, Ida.	G. W. Schoper	Surgeon	Montpelier, Ida.
Robert F. Barter	Surgeon	Arco, Ida.	T. C. Horton, Jr.	Surgeon	Nampa, Ida.
Ralph G. Goates	Surgeon	Blackfoot, Ida.	John R. Mangum	Surgeon	Nampa, Ida.
Norman G. Hedemark	Oculist	Boise, Ida.	G. O. Cross	Surgeon	Nampa, Ida.
A. Curtis Jones, Jr.	Ear, Nose, Throat	Boise, Ida.	Sharadan E. Lisk	Surgeon	Nampa, Ida.
J. Wayne Tyler	Oculist	Boise, Ida.	K. A. Danford	Surgeon	Nyssa, Ore.
Herbert L. Newcombe	Surgeon	Boise, Ida.	K. E. Kerby	Surgeon	Nyssa, Ore.
Roy L. Peterson	Eye, Ear, Nose, Throat	Boise, Ida.	Wilfred N. Sanders	Surgeon	Ontario, Ore.
Norman D. Sower	Surgeon	Boise, Ida.	L. W. Scott	Surgeon	Ontario, Ore.
Robert S. Smith	Surgeon	Boise, Ida.	Ira R. Woodward, Jr.	Surgeon	Payette, Ida.
Vern H. Anderson	Surgeon	Buhl, Ida.	Murland F. Rigby	Surgeon	Rexburg, Ida.
John W. Davis	Surgeon	Burley, Ida.	Aldon Tall	Surgeon	Rigby, Ida.
Chas. A. Terhune	Surgeon	Burley, Ida.	Howard W. Crawford	Surgeon	Rupert, Ida.
John H. Weare	Surgeon	Burns, Ore.	Arthur F. Dalley	Surgeon	Rupert, Ida.
George M. Gilboy	Surgeon	Butte, Mont.	Emory L. Soule	Surgeon	St. Anthony, Ida.
F. H. Burton	Oculist and Aurist	Butte, Mont.	Royal G. Neher	Surgeon	Shoshone, Ida.
John V. Plett	Oculist and Aurist	Butte, Mont.	Allen H. Tigert	Surgeon	Soda Springs, Ida.
Gerald C. Bauman	Surgeon	Caldwell, Ida.	Russell Tigert, Jr.	Surgeon	Soda Springs, Ida.
Donald D. Price	Surgeon	Caldwell, Ida.	Victor V. Telford	Surgeon	Twin Falls, Ida.
J. F. Moser	Surgeon	Cascade, Ida.	W. M. Peterson	Surgeon	Twin Falls, Ida.
Wm. A. Pogue	Surgeon	Council, Ida.	John W. McKain	Surgeon	Twin Falls, Ida.
John C. Seidensticker	Surgeon	Dillon, Mont.	C. J. Kopp	Surgeon	Vale, Ore.
K. E. Head	Surgeon	Driggs, Ida.	Harold F. Holsinger	Surgeon	Wendell, Ida.
R. P. Rawlinson	Surgeon	Emmett, Ida.	Richard J. Giever	Surgeon	Weiser, Ida.
			Marion S. McGrath	Surgeon	Weiser, Ida.



WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS				Distance from Granger via Boise	Time-Table No. 45 April 26, 1970	STATIONS	FIRST CLASS			
105	19	457	17				20	18	106	458
Passenger	Passenger	Passenger	Passenger				Passenger	Passenger	Passenger	Passenger
Daily	Daily	Daily	Daily							
				0.0	GRANGER		A 4.00	A 10.20		
<b>5.30</b>			<b>2.20</b>							
<b>9.00</b>			<b>6.30</b>	213.9	POCATELLO		<b>11.35</b>	<b>6.20</b>		
<b>9.10</b>			<b>6.45</b>				<b>11.25</b>	<b>6.10</b>		
<b>11.35</b>			<b>9.55</b>	373.8	GLENN'S FERRY		<b>8.30</b>	3.20		
12.55			11.23	448.4	BOISE		<b>7.05</b>	1.55		
2.50			<b>1.35</b>	550.1	M.T. HUNTINGTON M.T.		<b>5.05</b>	12.01		
1.51			<b>12.40</b>		P.T. P.T.		<b>4.00</b>	<b>10.59</b>		
4.10			<b>3.15</b>	649.7	LA GRANDE		<b>1.35</b>	<b>8.45</b>		
6.15			<b>5.30</b>	723.9	PENDLETON		11.25	<b>6.31</b>		
	10.45			941.3	SPOKANE	A 5.30				
7.00	A <b>3.15</b>		<b>6.20</b>	755.3	HINKLE	1.00	10.45	<b>5.56</b>		
8.20			<b>8.05</b>	855.4	THE DALLES		9.05	<b>4.30</b>		
A 10.20		10.45	<b>A 10.00</b>	939.5	PORTLAND		7.00	<b>2.45</b>	A <b>9.30</b>	
		A <b>2.30</b>		1122.7	SEATTLE				<b>5.30</b>	
						Daily	Daily	Daily	Daily	
(17.50) 52.7	(4.30) 40.7	(3.45) 48.9	(20.40) 45.4	..... Thru Time .....		(4.30)	(20.00)	(18.35)	(4.00)	
				..... Average speed per hour .....		40.7	46.9	50.6	45.8	

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS				Distance from McCammon	Time-Table No. 45 April 26, 1970	STATIONS	FIRST CLASS				
			35				36				
			Passenger				Passenger				
			Monday Thursday Saturday								
			<b>11.25</b>	0.0	McCAMMON	A 3.15					
			<b>11.55</b>	22.7	POCATELLO	<b>2.42</b>					
			<b>12.25</b>			<b>2.05</b>					
			1.40	73.3	IDAHO FALLS	12.55					
			A 7.30	285.8	BUTTE	<b>7.30</b>					
						Sunday Tuesday Friday					
				(8.05) 35.4	..... 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
<b>Grand Total.....</b>	<b>2187.2</b>

**WESTWARD**

**FIRST SUBDIVISION**

**EASTWARD**

**FIRST CLASS**

**Time-Table No. 45**

**FIRST CLASS**

April 26, 1970

Car Capacity of Sidings, etc. See Rule 6(A), Page 21.

<b>35</b> Passenger	<b>105</b> Passenger	<b>17</b> Passenger
Monday Thursday Saturday	Daily	Daily

Mile Post

<b>36</b> Passenger	<b>106</b> Passenger	<b>18</b> Passenger
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**STATIONS**

Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	35 Passenger	105 Passenger	17 Passenger	STATIONS	Mile Post	36 Passenger	106 Passenger	18 Passenger
124				DN-R <b>GRANGER</b> GN	0.0		A10:20AM	As 4:00AM
124 IPY		5:30PM	f 2:20AM	7.7	7.7			
129 P				MOXA				
129 P				NUTRIA	15.4			
129 P			f 2:44	9.1				f 3:35
129 P				OPAL	24.5			
131				9.1				
137 PZ		f 6:08	s 3:05	WATERFALL	33.6			
129 P				6.1				
129 P				DN <b>KEMMERER</b> AV	39.7	f 9:30	s 3:10	
129 P				8.3				
129 P				FOSSIL	48.0			
129 PY				5.0				
129 P				NUGGET	53.0			
129 P				6.6				
151 P			s 3:55	ORR	59.6			
129 P				5.2				
129 P				LEEFE	64.8			
129 P				6.5				
129 P				BECKWITH	71.3			
129 P				6.1				
129 P				PIXLEY	77.4			
129 P				6.1				
24 P				D COKEVILLE CK	83.5		s 2:20	
DPTYZ		s 7:20	4:25 4:30	4.7				
P				MARSE	88.2			
168 P				6.3				
129 P				CHAUSSE	94.5			
129 PY		7:49	s 5:05	8.4				
129 P				HARER	102.9			
129 P				5.1				
129 P				DINGLE	108.0			
129 P				7.0				
129 P				DN-R <b>MONTPELIER</b> MX YL	115.0	s 8:05	1:45 1:40	
129 P				6.3				
129 P				PESCADERO	121.3			
129 P				5.5				
129 PY				GEORGETOWN	126.8			
129 P				9.3				
129 P				MANSON	136.1			
129 P				9.9				
129 P				DN <b>SODA SPRINGS</b> SD	146.0		7:27	s 1:05
129 P				5.6				
129 P				<b>ALEXANDER</b>	151.6			
129 P				4.6				
129 P				TALMAGE	156.2			
129 P				5.6				
129 P				D BANCROFT BN	161.8			f 12:47
129 P				8.5				
129 P				PEBBLE	170.3			
129 P				7.1				
129 P				BLASER	177.4			
24 PX			f 5:43	2.6				
P				LAVA HOT SPRINGS	180.0			f 12:27
CS 133 PY		11:25PM	f 6:01	6.0				
99 P			f 6:12	TOPAZ	186.0			
DPTYZ		A 1:55PM A 9:00PM A 6:30AM		5.2				
				DN <b>McCAMMON</b> MC	191.2	A f 3:15AM		f 12:10AM
				10.7				
				INKOM	201.9			
				12.0				
				DN-R <b>POCATELLO</b> YL H-CA	213.9	2:45AM	6:20AM	11:35PM
				(213.9)		Monday Wednesday Saturday	Daily	Daily

CENTRALIZED TRAFFIC CONTROL

TWO MAIN TRACKS

Main Tracks

Main Tracks

(0.30)	(3.30)	(4.10)	..... Thru Time.....	(0.30)	(4.00)	(4.25)
45.4	61.1	51.3	..... Average speed per hour.....	45.4	53.4	48.4

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



**WESTWARD**

**SECOND SUBDIVISION**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 21.

**FIRST CLASS**

**Time-Table No. 45**

April 26, 1970

**FIRST CLASS**

<b>105</b> Passenger	<b>17</b> Passenger	<b>35</b> Passenger
Daily	Daily	Sunday Tuesday Friday

Mile Post

<b>36</b> Passenger	<b>106</b> Passenger	<b>18</b> Passenger
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**STATIONS**

DPTYZ	9.10PM	6.45AM	12.25AM	STATIONS	Mile Post	2.05AM	6.10AM	11.25PM
P			12.30AM	<b>POCATELLO YL</b> (DN-R H-CA)	213.9	A	A	A
CS 127 P				<b>POCATELLO JCT. YL</b>	216.3	1.55AM		
146 P				MICHAUD	224.3			
125 P		s 7.18		BANNOCK	230.1			
104 P				DN AMERICAN FALLS AF	238.5			s 10.50
146 P				BORAH	242.3			
103 P				QUIGLEY	250.1			
146 P				WAPI	256.0			
104 P				DEWOFF	259.8			
108 231 PY	9.59	s 7.53		HAWLEY	267.3			
103 P				DN MINIDOKA RT	272.4		5.04	s 10.15
142 P				MAX	276.2			
103 P				ADELAIDE	284.3			
103 P				KIMAMA	289.0			
146 P				SENER	295.7			
103 P				OWINZA	303.5			
100 P				BESSLEN	309.3			
104-99 96-112 PY	s 10.42	s 8.46		DIETRICH	313.9			
146 P				DN SHOSHONE X	321.8		s 4.17	s 9.25
146 52 P		s 9.04		TUNUPA	330.8			
146 P				D GOODING GD	337.5			s 9.08
102 104 PY		f 9.19		FULLER	344.2			
CS 104 86 P				BLISS	350.5			
CS 146 P				TICESKA	357.3			
				KING HILL	367.1			
	As 11.35PM	A 9.50AM		DN-R GLENN'S FERRY YL GF	373.8		3.20AM	8.30PM
				(159.9)		Monday Wednesday Saturday	Daily	Daily

(2.25) 66.2	(3.05) 51.8	(0.05) 28.8	..... Thru Time .....	(0.10) 14.4	(2.50) 56.4	(2.55) 54.8
..... Average speed per hour .....						

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

**WESTWARD**

**THIRD SUBDIVISION**

**EASTWARD**

**FIRST CLASS**

**Time-Table No. 45**

**FIRST CLASS**

April 26, 1970

Car Capacity of Sidings, etc. See Rule 6(A), Page 21.

**105**  
Passenger  
Daily

**17**  
Passenger  
Daily

Mile Post

**106**  
Passenger

**18**  
Passenger

**STATIONS**

PY	11.35PM		9.55AM		STATIONS	Mile Post	As 3.20AM		A 8.25PM	
CS 141 P					DN-R GLENN'S FERRY YL GF	373.8				
CS 146 P					8.9 HAMMETT	382.7				
					10.6 REVERSE	393.3				
140 PY			12.06AM	s 10.28	DN MOUNTAIN HOME MZ	401.6	2.45		s 7.55	
140 P					5.9 SEBREE	407.5				
140 P					5.2 CLEFT	412.7				
159 P					10.3 ORCHARD	423.0				
140 P			VIA BOISE	VIA BOISE	11.7 OWYHEE	434.7				
140 P					12.0 KUNA	446.7	VIA BOISE		VIA BOISE	
52 P					12.9 BLACK'S CREEK	B-435.0				
60 PY			s 12.55	s 11.23	DN BOISE YL BG	B-448.4	s 1.55		s 7.05	
P					2.3 BOISE JCT.	B-450.7				
101 P				f 11.33	D MERIDIAN MD	B-457.3			6.50	
DPTYZ			s 1.21	s 11.50AM	DN NAMPA YL D-Q	456.6	s 1.30		s 6.40	
48 P					4.2 MOSS	460.8				
140 P			1.33	s 12.04PM	DN CALDWELL CW	465.6	1.12		s 6.22	
105 P					3.6 ENROSE	409.2				
140 P				f 12.12	3.3 NOTUS	472.6			f 6.14	
140 P				s 12.21	DN PARMA MA	480.8			s 6.06	
149 PY			1.55	s 12.30	DN NYSSA SY	488.4	12.51		s 5.58	
144 PY			2.06	s 12.42	DN ONTARIO ON	498.7	12.41		s 5.48	
133 P				s 12.47	DN PAYETTE AY	502.6			s 5.44	
140 P					6.8 CRYSTAL	509.3				
140 PY			2.25	s 1.03	DN WEISER SR	515.0	12.24		s 5.30	
133 P					9.8 COBB	525.7				
140 P					7.1 ROCK ISLAND	532.8				
PTZ			A 2.50AM	A 1.35PM	DN-R HUNTINGTON HU	538.8	12.01AM		5.05PM	
					VIA KUNA (165.0)		Daily		Daily	
					VIA BOISE (176.3)					

CENTRALIZED TRAFFIC CONTROL

(3.15) (3.40) ..... Thru Time.....  
54.2 48.1 ..... Average speed per hour.....

(3.19) (3.20)  
53.1 52.9

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



**WESTWARD**

**FOURTH SUBDIVISION**

**EASTWARD**

Car Capacity of Seating, etc. See Rule 6(A), Page 21.	SECOND CLASS		FIRST CLASS		Time-Table No. 45 April 26, 1970	Mile Post	FIRST CLASS		SECOND CLASS	
	277 Time Freight	Daily	35 Passenger	35 Sunday Tuesday Friday			36 Passenger	278 Stock Special		
									STATIONS	
P				12.30AM	POCATELLO JCT. YL	135.1	A 1.55AM		A 8.40AM	
P	1.30PM			12.35	MONTANA JCT. YL	136.7	1.52		8.32	
107 P	1.36			12.39	TYHEE	140.4	1.48		8.25	
129 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		s 1.00		DN BLACKFOOT YL BF	158.1	s 1.30		7.54	
83 P	2.10			1.07	WAPELLO	164.0	1.20		7.39	
106 P	2.18		f 1.13		D FIRTH FR	169.4	f 1.13		7.29	
90 P	2.28		f 1.20		DN SHELLEY SY	175.5	s 1.05		7.19	
62 P	2.34			1.24	COTTON	179.3	1.00		7.12	
DPTYZ	3.00		1.30 1.40		DN-R IDAHO FALLS YL AK	183.0	12.55 12.45		7.00	
45 P	3.20		f 1.52		PAYNE	191.2	f 12.31		6.27	
47 P	3.28		f 1.58		BASSETT	198.5	f 12.25		6.17	
47 P	3.37		s 2.00		ROBERTS	202.0	s 12.19		6.07	
43 P	3.55		2.19		HAWGOOD	212.1	12.07		5.47	
45 P	4.04		f 2.27		HAMER	217.5	f 12.01AM		5.37	
44 P	4.14		f 2.36		CAMAS	223.1	f 11.55PM		5.27	
92 PY	4.50		s 2.50		DUBOIS YL	234.9	s 11.43		5.02	
50 P	5.20		s 3.12		Block Signals SPENCER	248.5	s 11.23		4.27	
129 P	5.46		f 3.29		HUMPHREY	258.0	f 11.06		4.01	
53 PY	6.05		f 3.41 <sup>278</sup>		D MONIDA YL MO	264.7	s 10.57		3.41 <sup>35</sup>	
44 P	6.22		f 3.55		SNOWLINE	273.7	f 10.43		3.01	
PY	6.50 7.30		s 4.10		DN-R LIMA YL RD	279.9	s 10.34		2.40 12.30	
41 P	7.50		f 4.27		DELL	288.0	f 10.21		12.08AM	
42 P	8.05		f 4.34		KIDD	294.0	f 10.13		11.55PM	
134 P	8.25		f 4.45		RED ROCK	301.8	s 10.04		11.33	
138 P	9.00		f 5.10		BARRETTS	320.4	f 9.35		11.00	
129 P	9.25 <sup>30</sup>		s 5.27		DN DILLON YL DN	328.0	s 9.25 <sup>277</sup>		10.45	
39 P	10.16 <sup>278</sup>		f 5.43		APEX	340.3	f 9.05		10.16 <sup>277</sup>	
41 PY	10.40		f 5.59		NAVY	348.7	f 8.53		9.45	
53 P	11.10		f 6.13		MELROSE	358.9	f 8.38		9.23	
33 P	11.30		f 6.24		QUINN	364.9	f 8.27		9.06	
34 P	11.45PM		f 6.35		DIVIDE	370.1	s 8.17		8.53	
16 P	12.15AM		f 6.53		PEELY	380.7	f 8.00		8.27	
PY	A 1.00AM		Aa 7.15AM		DN-R SILVER BOW YL SB	390.0	s 7.45PM		8.00PM	

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 Burlington Northern Inc.

	A 5.00AM		A 7.30AM DN	BUTTE YL BY	397.0	7.30PM		7.35PM
				(261.9)		Sunday Tuesday Friday		Daily
	(15.30) 18.7		(7.00) 37.4	..... Thru Time.....		(8.25) 40.8		(13.05) 20.0
				.... Average speed per hour....				

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

Between Idaho Falls and Silver Bow, second-class and extra trains must clear 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 15.



WESTWARD CUMBERLAND BRANCH EASTWARD				WESTWARD ELKOL BRANCH EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.		<b>Time-Table No. 45</b>	Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 21.		<b>Time-Table No. 45</b>	Mile Post
		April 26, 1970				April 26, 1970	
		<b>STATIONS</b>				<b>STATIONS</b>	
131 137 45	PZ	DN-R <b>KEMMERER YL AV</b> 4.8 <b>GLENCOE JCT. YL</b> 1.2 <b>END OF TRACK</b> (6.0)	0.0  4.8  6.0	45		<b>GLENCOE JCT. YL</b> 3.9 <b>ELKOL</b> (3.9)	0.0  3.9

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

WESTWARD GAY BRANCH EASTWARD				WESTWARD GOSHEN BRANCH EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.		<b>Time-Table No. 45</b>	Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 21.		<b>Time-Table No. 45</b>	Mile Post
		April 26, 1970				April 26, 1970	
		<b>STATIONS</b>				<b>STATIONS</b>	
120 30 329	P  YZ	<b>FORT HALL</b> 9.1 M.P. 9.1 11.7 <b>GAY</b> (20.8)	0.0  9.1  20.8	106 16 19 9 12 26	P      D	<b>FIRTH FR</b> 5.2 <b>GOSHEN</b> 5.8 <b>GERRARD</b> 1.8 <b>INDIAN</b> 2.8 <b>HACKMAN</b> 2.5 <b>AMMON</b> 3.9 <b>LINCOLN JCT.</b> (22.0)	0.0  5.2  11.0  12.8  15.6  18.1  22.0

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.  
For stations not shown on schedule pages, see page 15.



WESTWARD				YELLOWSTONE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	SECOND CLASS				Time-Table No. 45 April 26, 1970	Mile Post	SECOND CLASS				
				477						478	
				Local Freight						Local Freight	
			Daily Except Sunday	STATIONS							
DPTYZ				6.00AM	DN-R	IDAHO FALLS YL <sup>AK</sup>	0.0	A	4.40PM		
15 PY				6.10		3.0 ORVIN YL	3.0		4.25		
51 P				6.23		4.6 UCON	7.6		4.15		
46 P				6.42	D	6.2 RIGBY RG	13.8		4.00		
31 P				6.50		4.3 LORENZO	18.1		3.45		
21				6.57		2.6 THORNTON	20.7		3.35		
57 P				7.10	D	5.3 REXBURG RX	26.0		3.20		
44 P				7.20	D	3.8 SUGAR CITY SC	29.8		3.10		
31 PY						1.1 HART	30.9				
95 PY				7.35	D	5.9 ST, ANTHONY YL SH	36.8		2.55		
P						1.5 BELT YL	38.3				
37 P				7.50		4.5 CHESTER	42.8		2.40		
39 PY				A 8.10AM	D-R	8.2 ASHTON YL HN	51.0		2.20PM		
24						7.2 WARM RIVER	58.2				
19						8.7 GERRIT	66.9				
24						5.6 PINEVIEW	72.5				
19						3.2 ECCLES	75.7				
13						4.9 ISLAND PARK	80.6				
22						4.8 TRUDE	85.4				
21 Y						5.3 BIG SPRINGS	90.7				
19						6.5 REAS PASS	97.2				
24 Y						9.9 WEST YELLOWSTONE YL	107.1				
						(107.1)			Daily Except Sunday		
				(2.10) 23.1	.....	Thru Time.....			(2.20) 21.1		
					....	Average speed per hour....					

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

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 16.



WESTWARD		MACKAY BRANCH		EASTWARD		Westward		EAST BELT BRANCH		Eastward		
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.		Time-Table No. 45				Car Capacity of Sidings, etc. See Rule 6(A), Page 21.		Time-Table No. 45				
		April 26, 1970		Mile	Post				April 26, 1970		Mile	Post
		STATIONS							STATIONS			
67 YP		DN-R	BLACKFOOT YL BF	0.0		16 PY		ORVIN YL	0.0			
			2.1					2.3				
85			COLLINS YL	2.1		19		LINCOLN YL	2.3			
			2.2					0.8				
6			CLARKSON	4.3				LINCOLN JCT. YL	3.1			
			1.4					2.6				
26			MORELAND	5.7		39		IONA	5.7			
			1.4					10.7				
			ABERDEEN JCT. YL	7.1		18	D	RIRIE	16.4	RK		
			13.0					5.0				
28			TABER	20.1		9		BYRNE	21.4			
			19.6					4.2				
30 Y			SCOVILLE	30.7		9		JENSON	25.6			
			19.4					2.6				
32 Y		D	ARCO YL RO	59.1		20		WALKER	28.2			
			7.6					4.2				
18			MOORE	66.7		34		PARKINSON	32.4			
			5.9					1.9				
9			DARLINGTON	72.6		9		MOODY	34.3			
			4.7					3.8				
4			LESLIE	77.3		10	D	NEWDALE	38.1	NE		
			8.0					6.3				
58 Y		D-R	MACKAY YL MY	85.3		P		BELT YL	44.4			
			(85.3)					(44.4)				

WESTWARD		ABERDEEN BRANCH		EASTWARD		WESTWARD		WEST BELT BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.		Time-Table No. 45				Car Capacity of Sidings, etc. See Rule 6(A), Page 21.		Time-Table No. 45				
		April 26, 1970		Mile	Post				April 26, 1970		Mile	Post
		STATIONS							STATIONS			
			ABERDEEN JCT. YL	0.0		51 P		UCON	0.0			
			4.3					8.8				
27			ROCKFORD	4.3		19		LEWISVILLE	8.8			
			1.6					1.7				
16			LIBERTY	5.9		33	D	MENAN	10.6	MN		
			4.3					14.5				
27			PINGREE	10.2		44		PLANO	25.0			
			6.3					1.7				
26			SPRINGFIELD	16.5		15		EDMONDS	26.7			
			3.2					2.6				
15			STERLING	19.7		9		EGIN	29.3			
			6.3					2.3				
7			FINGAL	26.0		27		HEMAN	31.6			
			2.2					1.9				
32 Y		D	ABERDEEN YL BN	28.2		16		PARKER	33.5			
			(28.2)					5.2				
						95 PY	D-R	ST. ANTHONY YL SH	38.7			
								(38.7)				

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

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



WESTWARD		TWIN FALLS BRANCH					EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	SECOND CLASS				Time-Table No. 45 April 26, 1970	Mile Post	SECOND CLASS		
		475 Local Freight Daily Except Saturday	439 Local Freight Daily Except Sunday				440 Local Freight Daily Except Sunday	476 Local Freight Daily Except Sunday	
				STATIONS					
108 231	PY	11.45PM	12.01PM	DN-R	MINIDOKA YL	RT	0.0	AI 1.00AM	AI 10.30PM
62	P	12.01AM	12.16		ACEQUIA		8.2	10.35	10.05
167	DPY	12.16	12.30	DN	RUPERT YL	MS	13.6	10.20	9.50
13					SCHOW		16.4		
27	P	12.27	12.40		HEYBURN		19.6	10.05	9.35
50 54	PY	12.40	12.55	DN	BURLEY YL	BU	21.7	10.00	9.30
65	P	1.02	1.17		STARRH'S FERRY		25.8	9.45	9.15
29					HOBSON		28.3		
50	P	1.15	1.30		MILNER		33.6	9.30	9.00
14	P				PARSONS		35.6		
61	P	1.30	1.45	D	MURTAUGH	MU	41.4	9.15	8.45
45	P	1.40	1.55		BICKEL		45.1	9.05	8.35
20					BILLS		49.0		
35	P	1.55	2.10	D	HANSEN	NS	49.7	8.55	8.25
51	P	2.08	2.23	D	KIMBERLY	KY	53.3	8.45	8.15
26	P				McMILLAN YL		56.4		
	DPYZ	A 3.00AM	A 3.40PM	DN-R	TWIN FALLS YL	NA	58.9	8.30AM	8.00PM
36					CURRY		63.3		
51	P			D	FILER	FR	65.9		
38					PEAVEY		68.6		
35					CEDAR		71.3		
	PY			DN-R	BUHL YL	BO	73.8		
					(73.8)			Daily Except Sunday	Daily Except Sunday
		(3.15) 18.1	(3.39) 16.1		Thru Time			(2.30)	(2.30)
					Average speed per hour			23.6	23.6

WESTWARD		OAKLEY BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	Time-Table No. 45 April 26, 1970				Mile Post	
	STATIONS					
50 54	PY	DN-R	BURLEY YL	BU	0.0	
24			BEETVILLE		4.3	
20			PELLA		5.2	
56			NORTH KENYON		8.3	
8			KENYON		9.6	
9			CHURCHILL		13.5	
20			TROUT		16.3	
7			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 21.	Time-Table No. 45 April 26, 1970				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.  
For stations not shown on schedule pages.—See page 15.



WESTWARD		WELLS BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.		Time-Table No. 45		Mile Post	
		April 26, 1970			
		STATIONS			
	DPYZ	DN-R	TWIN FALLS YL NA	0.0	
26			10.9 BERGER	10.9	
22			8.5 HOLLISTER	19.4	
8			3.8 AMSTERDAM (Spur)	23.2	
18	Y		5.6 ROGERSON	28.8	
32			9.9 METEOR	38.7	
29			11.4 IDAVADA	50.1	
29			6.0 DELAPLAIN	56.1	
29			12.7 CONTACT	68.8	
28			6.3 HENRY	75.1	
28			11.6 SHORES	86.7	
41	Y		6.9 WILKINS	93.6	
38	Y		8.9 SUMMER CAMP	102.5	
38			6.4 MELANDCO	108.9	
30			7.2 TOWN CREEK	116.1	
	Y		7.3 WELLS YL	123.4	
			(123.4)		

Westward		NORTH SIDE BRANCH		Eastward	
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.		Time-Table No. 45		Mile Post	
		April 26, 1970			
		STATIONS			
167	DPY	DN-R	RUPERT YL MS	0.0	
48-47			4.4 MYERS YL	4.4	
48			1.5 PAUL YL	5.9	
31			2.0 BUDGE	7.9	
17			8.0 SCHODDE	15.9	
46			3.9 McHENRY	19.8	
18			4.2 HAZELTON AZ	24.0	
19		D	2.9 BLACK	26.9	
24			1.2 EDEN	28.1	
54			6.7 PERRINE	34.8	
46			3.5 SUGAR LOAF	38.3	
10			2.3 FALLS CITY	40.6	
21			2.0 BARRYMORE	42.6	
9			5.3 JEROME YL JO	47.9	
46	Y	D	8.8 WENDELL ND	56.7	
46		D	1.4 KING	58.1	
15			15.5 BLISS YL	73.6	
102					
104	PY				
			(73.6)		

WESTWARD		KETCHUM BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.		SECOND CLASS	Time-Table No. 45	Mile Post	SECOND CLASS
		441 Local Freight	April 26, 1970		442 Local Freight
		Tuesday Thursday Saturday	STATIONS		
104-99			SHOSHONE YL X	0.0	A 11.35 AM
96-112	PY	6.00 AM	15.3 RICHFIELD YL	15.3	11.04
33	Y	6.31	6.4 PAGARI	21.7	10.51
25		6.44	15.6 PICABO	37.3	10.19
50		7.16	4.5 HAY	41.8	10.10
5		7.25	10.3 BELLEVUE	52.1	9.49
26		7.46	5.1 HAILEY RI	57.2	9.35
15		8.00	2.8 BARITE	60.0	9.29
19		8.06	9.4 KETCHUM YL KU	69.4	9.00 AM
26	Loop	A 8.35 AM			
			(69.4)		Tuesday Thursday Saturday

Westward		HILL CITY BRANCH		Eastward	
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.		Time-Table No. 45		Mile Post	
		April 26, 1970			
		STATIONS			
33	Y		RICHFIELD YL	0.0	
10			9.4 BURMAH	9.4	
36			12.1 MAGIC	21.5	
6			15.3 RANDS	36.8	
15			2.9 SELBY	39.7	
36		D	4.1 FAIRFIELD FD	43.8	
27			7.9 CORRAL	51.7	
43	Y		6.1 HILL CITY YL	57.8	
			(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 15.



WESTWARD		BROGAN BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.		Time-Table No. 45			
		April 26, 1970		Mile	Post
		STATIONS			
115	D-R	VALE YL	VA	0.0	
		11.4			
17		LANCASTER	(Spur)	11.4	
		5.9			
51		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 21.		Time-Table No. 45			
		April 26, 1970		Mile	Post
		STATIONS			
149	PY	DN-R	NYSSA YL SY	0.0	
			8.1		
34			OVERSTREET	8.1	
			2.5		
17			ADRIAN	10.6	
			6.3		
27			NAPTON	16.9	
			7.5		
53		D	HOMEDALE YL HR	24.4	
			8.7		
16	Y	D-R	MARSING YL MR	33.1	
			(33.1)		

WESTWARD		PAYETTE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.		Time-Table No. 45			
		April 26, 1970		Mile	Post
		STATIONS			
133	P	DN-R	PAYETTE YL AY	0.0	
			3.9		
15			EFFIE	3.9	
			1.2		
23		D	FRUITLAND FU	5.1	
			1.7		
16			BUCKINGHAM	6.8	
			4.3		
26		D	NEW PLYMOUTH NP	11.1	
			10.5		
9			LETHA	21.6	
			8.1		
82	YZ	D-R	EMMETT YL MF	29.7	
			(29.7)		

WESTWARD		WILDER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.		Time-Table No. 45			
		April 26, 1970		Mile	Post
		STATIONS			
140	P	DN-R	CALDWELL YL CW	0.0	
			2.5		
34			SIMPLOT YL	2.5	
			1.2		
18			WEITZ YL	3.7	
			1.4		
22			DOLES YL	5.1	
			1.9		
8			GREENLEAF (Spur)	7.0	
			2.7		
11			ALLENDALE	9.7	
			1.8		
37			WILDER YL	11.5	
			(11.5)		

WESTWARD		STODDARD BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.		Time-Table No. 45			
		April 26, 1970		Mile	Post
		STATIONS			
DPYZ		DN-R	NAMPA YL D-Q	0.0	
			4.4		
15			DEAL	4.4	
			4.5		
38			BOWMONT	8.9	
			2.7		
6			MELMONT (Spur)	11.6	
			3.0		
24			MELBA	14.6	
			2.5		
46			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 21.		Time-Table No. 45			
		April 26, 1970		Mile	Post
		STATIONS			
P			BOISE JCT. YL	0.0	
			1.1		
19			FAIR GROUNDS YL	1.1	
			2.1		
PTZ			BOISE FREIGHT YL	3.2	
			3.1		
9			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 16.



**Westward IDAHO NORTHERN BRANCH Eastward**

Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	SECOND CLASS	Time-Table No. 45 April 26, 1970	Mile Post	SECOND CLASS
	485			486
	Local Freight			Local Freight
	Monday Wednesday Friday	STATIONS		
DPYZ	7.00AM	DN-R NAMP 2.4	0.0	A 2.00PM
42 P	7.10	FISCHER YL 6.9	2.4	1.52
12	7.30	MIDDLETON 9.6	9.3	1.37
13	7.50	JENNESS 8.1	18.9	1.17
82 YZ	9.00	D-R EMMETT YL MF 4.8	27.0	12.50
36	9.12	PLAZA 9.3	31.8	12.34
37	9.44	MONTOUR 8.6	41.1	12.03PM
27	10.15	D HORSESHOE BEND HB 5.4	49.7	11.37AM
27	10.28	GARDENA 9.0	55.1	11.19
30	10.55	BANKS YL 11.3	64.1	10.55
21	11.41AM	BIG EDDY 7.6	75.4	10.07
26 Y	12.14PM	SMITHS FERRY YL 9.7	83.0	9.35
13	12.45	CABARTON 2.8	92.7	9.01
27	12.53	BELVIDERE 3.7	95.5	8.55
27 Y	1.26	D CASCADE YL CD 11.8	99.2	8.45
26	2.03	ARLING 8.4	111.0	7.51
28	2.23	DONNELLY 5.3	119.4	7.32
12	2.36	NORWOOD 8.1	124.7	7.20
27 Y	A 3.00PM	D-R McCALL YL NE (132.8)	132.8	7.00AM
				Tuesday Thursday Saturday
	(8.00)	..... Thru Time .....		(7.00)
	16.6	..... Average speed per hour .....		19.0

**WESTWARD OREGON EASTERN BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	SECOND CLASS	Time-Table No. 45 April 26, 1970	Mile Post	SECOND CLASS	
	459			460	
	Local Freight			Local Freight	
	Daily Except Sunday	STATIONS			
144		12.01PM	DN-R ONTARIO YL ON 3.7	0.0	A 3.45PM
144 PY		12.10	CAIRO 3.2	3.7	3.33
12		12.18	LUSE 8.6	6.9	3.25
115		12.39	D-R VALE YL VA 8.0	15.5	3.04
39		12.59	HOPE 11.3	23.5	2.44
44		1.30	LITTLE VALLEY 7.2	34.8	2.14
45		1.55 <sup>460</sup>	HARPER 9.2	42.0	1.55 <sup>459</sup>
43		2.18	NAMORF 11.9	51.2	1.29
23		2.45	JONESBORO 11.4	62.2	1.02
45 Y		3.13	JUNTURA 13.0	73.6	12.34PM
43		3.50	LONG 6.1	86.6	11.57AM
42		4.07	RIVERSIDE 10.1	92.7	11.40
26		4.32	DUNNEAN 7.4	102.8	11.15
25		4.52	VENATOR 7.7	110.2	10.55
25		5.11	CIRCLE BAR 8.7	117.9	10.36
26		5.35	CRANE 16.9	126.6	10.12
26		6.15	REDESS 13.3	143.6	9.32
20 YZ		A 6.50PM	D-R BURNS YL BR (156.8)	156.8	9.00AM
					Daily Except Sunday
		(6.49)	..... Thru Time .....		(6.45)
		23.0	..... Average speed per hour .....		23.2

**Westward NEW MEADOWS BRANCH Eastward**

Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	SECOND CLASS	Time-Table No. 45 April 26, 1970	Mile Post
	485		
	Local Freight		
	Monday Wednesday Friday	STATIONS	
140		DN-R WEISER YL SR 6.0	0.0
140 PY		REBECCA 13.1	6.0
30		CONCRETE 12.7	19.1
41		MIDVALE 8.7	31.8
20		CAMBRIDGE 16.1	40.5
30		MESA 3.5	56.6
22		D COUNCIL YL CN 1.4	60.2
10		HOOVER YL 10.4	61.6
50 Y		GLENDALE 12.1	72.0
6		RUBICON YL 5.6	84.1
5		D-R NEW MEADOWS YL DS	89.7
37			
38 Y			
		(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 15.**



**STATIONS NOT SHOWN ON SCHEDULE PAGES**

Location	Mile Post	Car Capacity of tracks etc., See Rule 6(A), Page 21	Switch Connection	Location	Mile Post	Car Capacity of tracks, etc., See Rule 6(A), Page 21	Switch Connection
<b>First Subdivision</b>				<b>Oakley Branch</b>			
Sage.....(1).....	63.1	81 P	Both	Ruby.....	3.1	2	West
Border.....(1).....	92.1	26 P	Both	<b>Ketchum Branch</b>			
Pegram.....(1).....	97.7	37 P	Both	Gannett.....	44.3	None	None
<b>Second Subdivision</b>				Gimlet.....	63.2	27	East
Don.....	219.6	{38 PX	Both	<b>Payette Branch</b>			
Schiller.....	226.5	63 P	Both	Little Rock.....	18.9	8	Both
Sand Bank.....	370.9	50 P	Both	<b>Wilder Branch</b>			
<b>Third Subdivision</b>				Hop.....	4.4	11	East
Simco.....	419.1	9 P	West	<b>Idaho Northern Branch</b>			
Hillcrest.....	B-445.1	12 P	Both	Maddens.....	6.1	5	Both
Perkins.....	B-451.4	26 P	Both	Josephson.....	12.6	10	Both
Beatty.....	B-454.6	25 P	Both	Amsco.....	13.6	10	Both
Sonna.....	B-460.7	19 P	Both	Bramwell.....	22.2	4	East
Mangum.....	476.3	21 P	Both	Archabal.....	127.4	8	Both
Apple Valley.....	485.9	22 P	Both	<b>Oregon Eastern Branch</b>			
Arcadia.....	491.7	38 P	Both	Claude.....	2.7	7	West
Washoe Spur.....	500.9	27 P	West	<b>New Meadows Branch</b>			
Wood.....	506.2	9 P	Both	Presley.....	11.7	8	Both
Feltham.....	512.7	20 P	Both	Tamarack.....	81.9	25	Both
Wix.....	514.3	12 P	West				
<b>Fourth Subdivision</b>							
Chubbuck.....	138.2	31	Both				
Mitchell.....	176.9	15	Both				
Fibre.....	180.4	7	East				
Spud.....	189.6	13	East				
Golden Valley.....	198.2	24	East				
Waco.....	228.6	30 P	Both				
Dalys.....(2)(3).....	316.4	12 P	Both				
Ford.....	322.2	23 P	Both				
Bond.....	334.2	10	East				
Glen.....(2)(4).....	347.8	None	None				
Maiden Rock.....(2)(3).....	366.0	{10	Both				
<b>Goshen Branch</b>							
Cox.....	9.2	9	West				
Wilkinson.....	21.0	2	West				
<b>Yellowstone Branch</b>							
St. Leon.....	3.7	14	East				
Garry.....	12.5	7	East				
Mark.....	22.2	21	Both				
Jolley.....	27.6	9	Both				
Wamar.....	31.5	10	East				
<b>Teton Valley Branch</b>							
Marysville.....	1.8	16	Both				
Judkins.....	22.3	{5	East				
Fox Creek.....	42.3	5	Both				
<b>Mackay Branch</b>							
Aiken.....	3.8	9	Both				
Rouse.....	7.6	3	East				
Havens.....	14.1	1	East				
Olsen.....	16.0	11	East				
Fullmer.....	18.8	9	East				
<b>West Belt Branch</b>							
Coltman.....	2.8	16	East				
Grant.....	4.8	15	East				
Barlow.....	7.0	14	Both				
Midway.....	9.4	{26	Both				
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				
Haytown.....	44.7	3	Both				
Hydra.....	45.8	6	Both				
Appleton.....	52.9	10	Both				
Tuttle.....	66.2	26	Both				

(1) Flag stop for No. 17. (3) Flag stop for No. 36.  
 (2) Flag stop for No. 35. (4) Regular stop for No. 36.

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

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



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

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

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

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

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

**GENERAL**

Location	Miles Per Hour		Location	Miles Per Hour		
	Psgr.	Frt.		Psgr.	Frt.	
Passenger trains handling 6 cars or less, except No. 105 and No. 106.	70		Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks): On Main lines—tangent track; On Main lines—curves; On Branch lines.			
All work trains.		50		35		
All regularly assigned locals.		50		25	25	
When using No. 20 turn-outs, unless a different speed is specified.	40	40	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		35	
When using No. 14 turn-outs.	25	20				
When using other turn-outs.	15	15	Jordan spreaders and other machines of spreader type, when in operation with wings extended.		15	
Facing point movement over spring switches not protected by signals unless advised by train order that switch has been spiked.	20	20	Trains handling continuous welded rail or continuous lengths of jointed rail: On unrestricted track; On restricted track or curves, 20 MPH less than published speed, except when published speed is 30 MPH or less, must not exceed 10 MPH. Through cross-overs or turn-outs.		40	
Within yard limits protected by continuous block signal system.	60	35				
Within yard limits not protected by continuous block signal system, unless a different speed is specified.	20	20			10	
Road freight locomotives G.P. 7 Units Nos. 100-129 inclusive.	65	65	Trains handling ore cars U.P. 26000-26499 inclusive, loaded or empty.		50	
Other road freight locomotives.	75		Trains handling M.C.P.X. and M.O.N.X. 23000 series tank cars loaded with phosphorus.		50	
Yard-switch locomotives in road service: 1000-1100 class; 1800 class.	35 50	35 50	Trains handling specially equipped cars for company wheels and axles, U.P. 99000-99014 inclusive and U.P. 99500-99962.		50	
Diesel locomotive running light, dynamic brake not in operation, on descending grades in excess of 1 percent.		35	Trains handling company scrap.		50	
Gas turbine or car body type unit backing up light or backing up as leading unit at front of train.	30	30	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: 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 units other than yard-switch type; Union Pacific road-switch units of Alco or Baldwin type.		35	
Freight trains handling tonnage in excess of 75 tons per operative brake.		40				45
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 35 20				45
			Wye tracks except those portions used as main track or siding.	6	6	
			Through tunnels, branch lines.	10	10	



**FIRST SUBDIVISION**

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
Maximum speed.	79	70	<b>Cokeville</b> Over streets and alleys.	40	40	Between Mile Posts— <b>Alexander</b> 152.1 and 152.4.	60	45
Between Mile Posts— <b>Granger</b> 0.0 and 0.8.	40	25	Between Mile Posts— 87.4 and 87.7.	60	45	<b>Bancroft</b> 163.5 and 164.7.	70	55
3.4 and 3.7.	70	55	92.9 and 93.1.	60	45	167.5 and 168.1.	70	55
<b>Moza</b> 12.1 and 12.3.	70	55	<b>Chausse</b> 96.7 and 96.9.	70	55	168.9 and 169.3.	60	45
14.4 and 14.6.	70	55	98.3 and 99.2.	60	45	<b>Pebble</b> 171.2 and 171.7.	60	45
<b>Nutria</b> 16.1 and 16.4.	70	55	99.5 and 99.7.	70	55	171.9 and 174.7.	70	55
21.1 and 21.5.	70	55	102.6 and 104.8.	60	45	176.3 and 176.7.	70	55
23.6 and 23.8.	70	55	104.8 and 105.4.	70	55	<b>Blaser</b> 177.4 and 178.5.	60	45
<b>Opal</b> Trains switching through turn-outs east end El Paso tracks.		5	<b>Montpelier</b> 115.0 and 116.0.	20	20	179.0 and 180.0 (No. 1 Track).	45	30
Between Mile Posts— 28.7 and 29.6.	70	55	120.6 and 123.4.	60	45	179.0 and 180.0 (No. 2 Track).	45	30
31.3 and 32.3.	45	30	125.2 and 125.3.	70	55	<b>Lava Hot Springs</b> 180.0 and 181.7.	70	55
33.0 and 33.1.	70	55	125.8 and 126.7.	60	45	181.8 and 183.1.	60	45
<b>Waterfall</b> 34.6 and 34.8.	60	45	<b>Georgetown</b> Central Farmers Industry spur.		15	183.2 and 184.8.	70	55
35.5 and 35.9.	45	30	Between Mile Posts— 127.6 and 127.9.	70	55	185.5 and 187.9.	45	30
36.5 and 40.8.	40	25	128.3 and 130.1.	60	45	188.2 and 190.2.	65	50
43.1 and 44.5.	60	45	131.6 and 132.2.	70	55	<b>McCammion</b> 192.1 and 192.7.	60	45
<b>Nugget</b> 54.5 and 57.8.	40	25	135.6 and 135.8.	70	55	195.0 and 195.3.	60	45
58.0 and 61.2.	70	55	<b>Manson</b> 138.7 and 139.3.	60	45	197.7 and 199.7.	70	55
63.6 and 65.4.	60	45	141.0 and 141.9.	55	40	199.7 and 201.0.	60	45
66.5 and 68.2.	70	55	142.4 and 143.4.	70	55	<b>Inkom</b> 202.3 and 202.6.	60	45
			143.7 and 145.2.	55	40	Over switch M.P. 213.3 (No. 1 Track).	20	20
			<b>Soda Springs</b> Over streets and alleys.	30	30	<b>Pocatello</b> Within platform limits of passenger depot.	15	15
			Between Mile Posts— 148.0 and 148.3.	70	55	On Eastward and Westward running tracks.	10	10



**SECOND SUBDIVISION**

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
Maximum speed. Between Pocatello and Tunupa.	79	70	Between Mile Posts— <b>Wapi</b> 258.9 and 259.2.	70	55	<b>Ticeska</b> Westward trains Ticeska to Glenns Ferry (No. 2 Track).	30	30
Between Tunupa and Glenns Ferry.	79	60	<b>Dietrich</b> Westward trains Dietrich to Shoshone (No. 2 Track).	30	30	Eastward trains Glenns Ferry to Ticeska (No. 1 Track).	30	30
<b>Pocatello</b> Within platform limits of passenger depot.	15	15	Eastward trains Shoshone to Dietrich (No. 1 Track).	30	30	Between Mile Posts— 357.3 and 360.2.	65	50
On Eastward and Westward running tracks.	10	10	Between Mile Posts— 316.3 and 314.7 (Eastward trains No. 2 Track).	60	45	360.2 and 360.8.	55	40
On enginehouse lead and tracks.		5				360.8 and 365.9.	65	50
Westward trains on No. 2 track over switches Pocatello Jct.	15	15	321.5 and 321.8.	20	20	<b>King Hill</b> 367.5 and 368.3.	70	55
Between Mile Posts— 218.8 and 220.0 (No. 1 Track).	65	50	<b>Shoshone</b> 323.3 and 323.9.	70	55	369.1 and 371.0.	60	45
218.8 and 220.0 (No. 2 Track).	45	45	325.0 and 326.6.	70	55	<b>Sand Bank</b> Engines using west switch to Sand Bank set-out track.		5
<b>Bannock</b> 237.9 and 241.2.	65	50	<b>Gooding</b> Over streets and alleys.	30	30	Between Mile Posts— 371.1 and 373.2.	45	25
<b>Borah</b> 244.6 and 244.8.	70	55	Between Mile Posts— 340.7 and 341.2.	60	45	373.2 and 374.5.	20	20
			342.3 and 343.4.	60	45	<b>Glenns Ferry</b>		

**THIRD SUBDIVISION**

Maximum speed.	79	70	Between Mile Posts— B-431.0 and B-433.9.	70	55	Between Mile Posts— 464.9 and 466.0.	20	20
<b>Glenns Ferry</b>			B-433.9 and B-434.3.	60	45	482.8 and 483.0.	70	55
Between Mile Posts— 373.2 and 374.5.	20	20	B-435.8 and B-436.1.	70	55	484.5 and 485.0.	70	55
376.5 and 377.6.	60	45	B-438.5 and B-438.8.	70	55	<b>Payette</b> Over streets and alleys.	60	60
378.7 and 379.3.	40	25	B-439.5 and B-440.4.	50	25	Between Payette and Weiser, trains handling logs.		30
<b>Hammett</b> 384.9 and 393.4.	60	40	B-440.4 and B-446.1.	60	45	<b>Crystal</b> Trains using turn-out east switch Crystal.	15	15
<b>Mountain Home</b> Over street crossings.	50	50	<b>Boise</b> Over streets and road crossings between M.P. B-446.5 and M.P. B-451.25.	30	30	Between Mile Posts— 515.8 and 516.2.	55	45
Between Mile Posts— <b>Orchard</b> 428.4 and 429.0.	60	45	<b>Boise Jct.</b> B-450.7 and B-450.9.	70	55	523.1 and 524.9.	70	55
<b>Kuna</b> 447.3 and 450.8.	60	45	<b>Meridian</b> Over streets and road crossings.	60	60	524.9 and 528.1.	60	45
<b>Nampa</b> 456.6 and 457.2.	20	20				529.4 and 535.5.	70	55
<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	535.5 and 536.9.	60	45
B-429.2 and B-430.0.	60	45	<b>Nampa</b> 456.6 and 457.2.	20	20	536.9 and 539.0.	40	25
						<b>Huntington</b> Between Oregon Division Mile Posts— 390 and 389.2.	20	20



**FOURTH SUBDIVISION**

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
Maximum speed. Between Pocatello Jct. and Idaho Falls.	79	50	Between Mile Posts— <b>Hawgood</b> 213.7 and 214.0.	50	40	Between Mile Posts— <b>Dillon</b> 328.6 and 329.2.	35	25
Between Idaho Falls and Silver Bow.	59	49	<b>Hamer</b> 218.3 and 218.5.	50	40	337.0 and 337.2.	50	40
Between Mile Posts— <b>Pocatello Jct.</b> 135.1 and 136.7.	35	25	Dubois 236.0 and 236.6.	35	25	<b>Apex</b> 341.1 and 341.4.	50	40
<b>Montana Jct.</b> 139.9 and 140.1.	60	50	237.8 and 238.0.	50	40	342.7 and 342.9.	50	40
<b>Tyhee</b> 142.3 and 142.5.	50	40	239.1 and 239.3.	50	40	343.3 and 343.5.	30	20
143.3 and 143.5.	50	40	244.4 and 246.7.	40	30	343.5 and 345.8.	35	25
<b>Gibson</b> 152.6 and 152.9.	50	40	<b>Spencer</b> 248.5 and 248.9.	45	35	346.0 and 346.3.	30	20
<b>Blackfoot</b> Over streets and alleys.	20	20	251.0 and 251.4.	40	30	347.9 and 348.2.	40	30
Between Mile Posts— <b>Wapello</b> 166.8 and 167.0.	60	50	252.7 and 257.5.	25	20	<b>Navy</b> 351.0 and 354.4.	35	25
<b>Firth</b> Over streets and alleys.	35	35	<b>Humphrey</b> 258.3 and 258.5.	35	25	357.2 and 357.7.	50	40
Between Mile Posts— 169.7 and 169.9.	60	50	258.6 and 259.2.	45	35	<b>Melrose</b> 361.8 and 366.3, watch for rocks.	25	20
<b>Shelley</b> Over streets and alleys.	30	30	262.9 and 267.6.	35	25	366.3 and 366.6.	20	20
Between Mile Posts— 182.6 and 183.5.	25	25	269.7 and 269.9.	40	30	366.7 and 367.5.	35	25
<b>Idaho Falls</b> Over streets and alleys.	12	12	271.0 and 271.7.	40	30	367.9 and 368.2.	30	20
Between Mile Posts— 185.5 and 185.9.	15	5	<b>Snowline</b> 277.4 and 278.3.	35	25	<b>Divide</b> 373.6 and 374.6.	40	30
187.4 and 188.6.	40	30	<b>Lima</b> Over Center Street east of depot.	20	15	375.2 and 377.8.	35	25
190.7 and 191.0.	45	35	Westward, within yard limits.	25	15	379.0 and 381.1.	35	25
<b>Roberts</b> 205.4 and 206.0.	50	40	Between Mile Posts— <b>Red Rock</b> 309.2 and 310.2.	35	25	382.3 and 383.7.	25	20
208.4 and 210.2.	50	40	312.9 and 313.5.	55	45	384.3 and 385.1.	35	25
			316.0 and 316.5, watch for rocks.	25	20	386.6 and 388.1.	35	25
			316.5 and 319.1.	35	25	389.8 and 390.1.	20	20
						<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.	Frt.		Psg.	Frt.		Psg.	Frt.	
<b>Goshen Branch</b> Maximum speed.		25	Between Ucon and M.P. 14.0. Straight track. On Curves.		20 15	Between Mile Posts— 45.9 and 53.3.		25	
Between Mile Posts— 4.4 and 4.6.		15	Highway Crossing M.P. 37.44.		5	69.6 and 72.0.		25	
<b>Yellowstone Branch</b> Between Idaho Falls and Ashton.	50	35	Between M.P. 35.2 and St. Anthony. Straight track. On curves.		20 15	91.1 and 91.4.		25	
Between Ashton and Gerrit, watch for rocks.	35	25	<b>Teton Valley Branch</b> Maximum speed.			97.5 and Melandco.		20	
Between Gerrit and Big Springs.	50	35		Bridges 4.48, 6.96 and 19.97.			Wells yard.		15
Between Big Springs and West Yellowstone, watch for rocks.	35	25		Between Mile Posts— 19.1 and 19.4.	35	25	<b>Ketchum Branch</b> Maximum speed.	40	30
Rexburg, Sugar City and St. Anthony, over streets and alleys.	20	20		25.0 and 25.4.	12	12	Bellevue, over streets and alleys.	12	12
St. Anthony over highway crossing, just west of depot.	8	8	<b>Twin Falls Branch</b> Maximum speed.	15	15	Between Hailey and Ketchum, over truss bridges.	15	15	
Between Mile Posts— 55.4 and 55.7.	20	15	Rupert, over streets and alleys.	15	15	Between Mile Posts— 63.1 and 64.6.	30	20	
59.6 and 65.9.	20	15	Heyburn, over street crossings.	50	40	68.4 and 68.5.	10	10	
72.9 and 73.2.	35	25	Bridge 20.10.	12	12	<b>Ketchum</b> On balloon track.	10	10	
74.0 and 74.2.	30	25	Burley, within city limits.	25	25	<b>Hill City Branch</b> Maximum speed.		25	
85.2 and 85.5.	35	25	Burley, over street crossings.	25	25	Over trestles 21.6 and 23.40 with snow plows.		15	
86.4 and 87.0.	20	15	Burley, Salt Lake yard tracks.	20	20	<b>Boise Branch</b> Between Boise Jet. and Boise Freight.		10	
92.1 and 95.0.	20	15	Kimberly, within city limits.	12	12	Between Boise Freight and Barber.		15	
99.9 and 100.8.	20	15	M.P. 71.7.	5	5	<b>Stoddard Branch</b> Maximum speed.		20	
<b>East Belt Branch</b> Maximum speed.		25	<b>North Side Branch</b> Maximum speed.	35	35	Between Stoddard and end of track.		15	
Truss bridges.		10	Between Mile Posts— 30.0 and 30.5.		30	<b>Idaho Northern Branch</b> Maximum speed.		30	
Trains handling any loaded car in train exceeding gross wt. 220000 pounds.		15	<b>Raft River Branch</b> Maximum speed.		20	Between Mile Posts— 0.0 and 2.3.		20	
Between Mile Posts— 4.7 and 4.9.		15	Burley, within city limits.		20	Between Jenness and Bramwell.		20	
4.9 and 20.2.		20	Burley, over street crossings.		12	Trains handling high cars be- tween Jenness and Bramwell.		12	
20.2 and 24.0.		15	Burley, Salt Lake yard tracks.		5	Emmett, over street crossings.		12	
24.0 and 36.5.		20	<b>Oakley Branch</b> Maximum speed.		15	M.P. 31.4.		20	
36.5 and 37.0.		15	Burley, over street crossings.		12	Between Plaza and M.P. 63, watch for rocks.		25	
37.0 and Belt.		20	Burley, Salt Lake yard tracks.		5	Between Mile Posts— 33.0 and 35.4.		10	
<b>West Belt Branch</b> Maximum speed.		20	<b>Wells Branch</b> Maximum speed.		30	Bridge 36.61.		20	
Truss bridges.		10	Between Mile Posts— 31.1 and 36.1.		25	Between M.P. 63 and Smiths Ferry, watch for rocks.		15	
Trains handling any loaded car in train exceeding gross wt. 220000 pounds.		15							



**BRANCHES (Continued)**

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
Trains handling logs or high cars between Banks and M.P. 81.0.		12	Between Mile Posts— <b>Little Valley</b> 36.5 and 37.6, watch for rocks.		20	<b>Brogan Branch</b> Maximum speed.		15
Between Smiths Ferry and Cabarton, watch for rocks.		20	37.6 and 37.7, soft spot.		10	<b>Payette Branch</b> Maximum speed.		25
Between Mile Posts— 99.6 and 108.3.		20	37.7 and 38.2, watch for rocks.		20	Payette Jct., on curve.		10
111.4 and 111.6.		20	<b>Jonesboro</b> 65.1 and 69.0, watch for rocks.		20	Trains handling logs between Payette and Emmett on curves.		20
113.0 and 113.3.		20	<b>Juntura</b> 78.6 and 80.7, watch for rocks.		20	Emmett, over street crossings.		12
128.2 and 128.5.		15	80.7 and 81.0, watch for rocks.		10	<b>New Meadows Branch</b> Maximum speed.		25
McCall, over street crossings.		10	81.0 and 86.6, watch for rocks.		20	Between Weiser and M.P. 18.0. Straight track. On curves.		25 20
<b>Wilder Branch</b> Maximum speed.		25	<b>Long</b> 86.6 and 90.3, watch for rocks.		20	Between Mile Posts— 18.0 and 29.5.		15
<b>Homedale Branch</b> Maximum speed.		25	<b>Dunnean</b> 103.5 and 106.5.		20	32.0 and 39.2.		15
<b>Oregon Eastern Branch</b> Maximum speed, except between M.P. 140.0 and 145.0.		25	Bridge 106.14.		15	39.2 and 57.0.		10
<b>Hope</b> Between Mile Posts— 29.5 and 33.5, watch for rocks.		20	<b>Circle Bar</b> 119.0 and 124.0, watch for rocks.		20	57.0 and 67.0.		15
			<b>Crane</b> 140.0 and 145.0.		30	Between M.P. 67.0 and New Meadows.		10

**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:**

Boise Freight.....	13th Street Yard Office	Nyssa.....	Telegraph Office
Buhl.....	Telegraph Office	Ontario.....	Telegraph Office
Burns.....	Telegraph Office	Pocatello.....	Train Dispatcher's Office
Glenns Ferry.....	Telegraph Office	Pocatello.....	Train, Yard and Engine Crew Dispatcher's Office
Huntington.....	Telegraph Office	Pocatello.....	Switchmen's Locker Room New Yard
Idaho Falls.....	Telegraph Office	Pocatello.....	Switchmen's Locker Room Hump
Idaho Falls... Switchmen's Register Room, North End Yard Office		Pocatello.....	Switchmen's Locker Room Sherman St.
Lima.....	Telegraph Office	Pocatello... Roundhouse Foreman's Office	
Montpelier.....	Telegraph Office	Pocatello.....	Conductor's Register Room, Passenger Station
Montpelier.....	Yard Office	Rupert.....	Telegraph Office
Nampa.....	Telegraph Office	Twin Falls.....	Telegraph Office
Nampa.....	Central Yard Switchmen's Locker Room	Twin Falls... Enginemen's Register Room at Roundhouse	
Nampa.....	Crew Dispatcher's Office	Nampa.....	Train Dispatcher's Office at Roundhouse
Nampa.....	Enginemen's Register Room at Roundhouse	Nampa.....	East End Yard Office
Nampa.....	Train Dispatcher's Office at Roundhouse	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.		











