

UNION PACIFIC RAILROAD COMPANY  
NORTHWESTERN DISTRICT



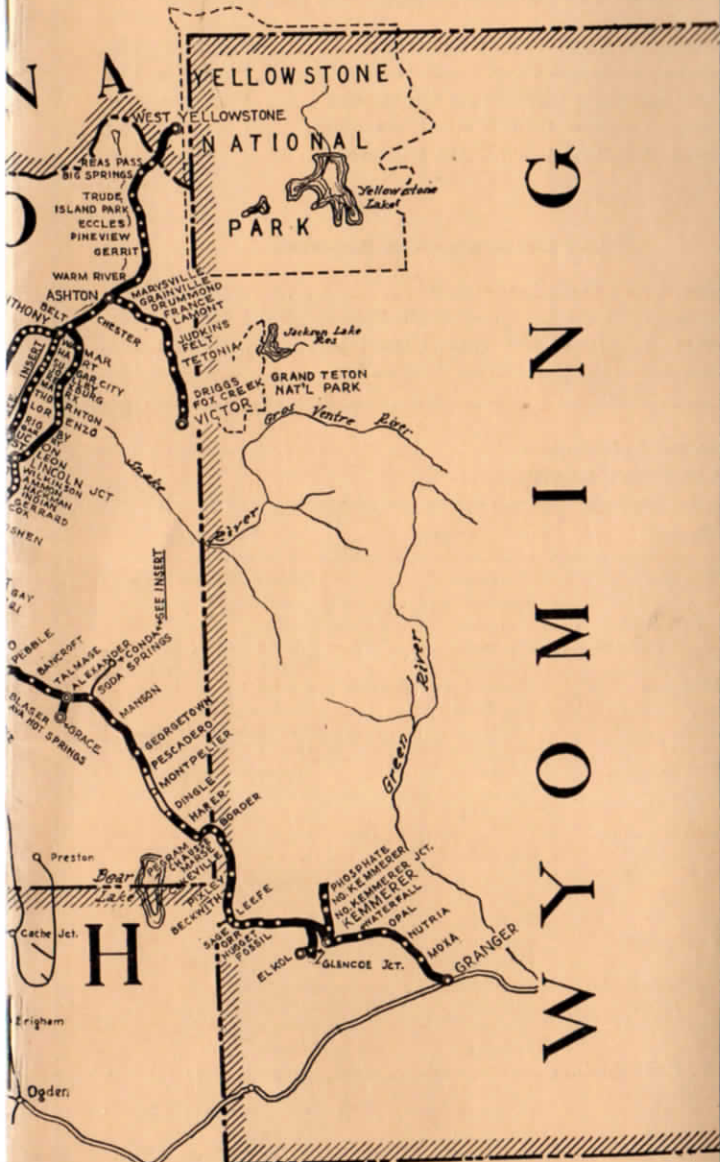
IDAHO DIVISION  
**TIME-TABLE**  
**No. 42**

Effective Sunday  
**October 27, 1968**  
At 12:01 A.M. Mountain Time

*Safety Gains Where  
Courtesy Reigns*

FOR EMPLOYES ONLY

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



NORTH WESTERN DISTRICT  
IDAHO DIVISION

CORRECTED TO October 27, 1968

SCALE OF MILES



**G. H. BAKER**  
General Manager

**J. BOWEN**  
General Supt. Transportation

**W. R. TUEL**  
General Superintendent

**H. J. Bailey, Superintendent**.....Pocatello, Ida.  
G. L. Jensen, 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.  
K. J. Hennessey, 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.  
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.

**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 Employes 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.
Richard G. Crandall.....	Surgeon.....	Pocatello, Ida.	Leonard J. Bingham.....	Surgeon.....	Idaho Falls, Ida.
Richard B. Gresham.....	Orthopedic Surgeon	Pocatello, Ida.	Milton T. Rees.....	Surgeon.....	Idaho Falls, Ida.
Harry R. Gilcrest.....	Ophthalmologist...	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.
Richard E. Ostler.....	Surgeon.....	Pocatello, Ida.	Paul H. Daines.....	Surgeon.....	Montpelier, Ida.
H. D. McGee.....	Ear, Nose, Throat.	Pocatello, Ida.	G. W. Schoper.....	Surgeon.....	Montpelier, Ida.
L. N. Diana.....	Eye Specialist.....	Pocatello, Ida.	T. C. Horton, Jr.....	Surgeon.....	Nampa, Ida.
Frank L. Harms.....	Surgeon.....	American Falls, Ida.	Ernest D. Hunsaker.....	Oculist and Aurist.	Nampa, Ida.
Robert F. Barter.....	Surgeon.....	Arco, Ida.	John R. Mangum.....	Surgeon.....	Nampa, Ida.
Ralph G. Goates.....	Surgeon.....	Blackfoot, Ida.	G. O. Cross.....	Surgeon.....	Nampa, Ida.
Norman G. Hedemark.....	Oculist.....	Boise, Ida.	K. A. Danford.....	Surgeon.....	Nyssa, Ore.
A. Curtis Jones, Jr.....	Ear, Nose, Throat.	Boise, Ida.	K. E. Kerby.....	Surgeon.....	Nyssa, Ore.
J. Wayne Tyler.....	Oculist.....	Boise, Ida.	Wilfred N. Sanders.....	Surgeon.....	Ontario, Ore.
Herbert L. Newcombe.....	Surgeon.....	Boise, Ida.	L. W. Scott.....	Surgeon.....	Ontario, Ore.
Roy L. Peterson.....	Eye, Ear, Nose, Throat.....	Boise, Ida.	Ira R. Woodward, Jr.....	Surgeon.....	Payette, Ida.
W. D. Springer.....	Surgeon.....	Boise, Ida.	Murland F. Rigby.....	Surgeon.....	Rexburg, Ida.
Vern H. Anderson.....	Surgeon.....	Buhl, Ida.	A. C. Truxal.....	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. Gilbooy.....	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.	Wallace Bond.....	Oculist and Aurist.	Twin Falls, Ida.
John C. Seidensticker.....	Surgeon.....	Dillon, Mont.	W. M. Peterson.....	Surgeon.....	Twin Falls, Ida.
K. E. Head.....	Surgeon.....	Driggs, Ida.	John W. McKain.....	Surgeon.....	Twin Falls, Ida.
A. C. Truxal.....	Surgeon.....	Dubois, Ida.	C. J. Kopp.....	Surgeon.....	Vale, Ore.
R. P. Rawlinson.....	Surgeon.....	Emmett, Ida.	Harold F. Holsinger.....	Surgeon.....	Wendell, Ida.
			Richard J. Giever.....	Surgeon.....	Weiser, Ida.
			Marion S. McGrath.....	Surgeon.....	Weiser, Ida.



**WESTWARD**

**FIRST SUBDIVISION**

**Time-Table No. 42**

October 27, 1968

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

**SECOND CLASS**

**FIRST CLASS**

**279**  
Time Freight

**277**  
Time Freight

**35**  
Passenger

**105**  
Passenger

**17**  
Passenger

Daily

Daily

Monday  
Thursday  
Saturday

Daily

Daily

**STATIONS**

124	124								
	IPY						4.40PM	f	4.05AM
129	P								
129	P								
129	P							f	4.30
129	P								
131	PTZ						f 5.18	s	5.00
129	P								
129	P								
129	P								
129	PY								
129	P								
129	P								
129	P								
151	P								s 6.00
129	P								
129	P								
129	P								
24	P								
	DPTYZ							s 6.30	6.40 6.50
	P								
168	P								
129	P								
129	PY								s 7.30
129	P								
129	P								
129	P								
164	P								f 7.47
129	P								
	P								
24	PX								f 8.05
	P								
CS 133	PY			11.50PM	3.50AM		11.25PM		f 8.24
99	P								f 8.36
	DPTYZ			A 12.30AM	A 4.50AM		A 11.55PM	A 8.05PM	A 9.00AM

CENTRALIZED TRAFFIC CONTROL

DN-R	<b>GRANGER YL</b>	GN
	7.7	
	MOXA	
	7.7	
	NUTRIA	
	9.1	
D	OPAL	OW
	9.1	
	WATERFALL	
	6.1	
DN	<b>KEMMERER YL</b>	AV
	8.3	
	FOSSIL	
	5.0	
	NUGGET	
	6.6	
	ORR	
	5.2	
	LEEFE	
	6.5	
	BECKWITH	
	6.1	
	PIXLEY	
	6.1	
D	COKEVILLE	CK
	4.7	
	MARSE	
	6.3	
	CHAUSSE	
	8.4	
	HARER	
	5.1	
	DINGLE	
	7.0	
DN-R	<b>MONTPELIER YL</b>	MX
	6.3	
	PESCADERO	
	5.5	
	GEORGETOWN	
	9.3	
	MANSON	
	9.9	
DN	<b>SODA SPRINGS</b>	SD
	5.6	
	ALEXANDER	
	4.6	
	TALMAGE	
	5.6	
D	BANCROFT	BN
	8.5	
	PEBBLE	
	7.1	
	BLASER	
	2.6	
	LAVA HOT SPRINGS	
	6.0	
	TOPAZ	
	5.2	
DN	<b>McCAMMON MC</b>	
	10.7	
	INKOM	
	12.0	
DN-R	<b>POCATELLO YL</b>	H-CA

TWO MAIN TRACKS

TWO MAIN TRACKS

(213.9)

(0.40) (1.00) (0.30) (3.25) (4.55)  
34.0 22.7 45.4 63.6 44.1

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

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

**FIRST SUBDIVISION**

**EASTWARD**

**Time-Table No. 42**

October 27, 1968

Mile Post

**FIRST CLASS**

**SECOND CLASS**

**36** Passenger  
**106** Passenger  
**18** Passenger

**280** Time Freight  
**278** Stock Special

**STATIONS**

STATIONS	Mile Post	FIRST CLASS				SECOND CLASS			
		36 Passenger	106 Passenger	18 Passenger		280 Time Freight	278 Stock Special		
DN-R <b>GRANGER YL</b> GN 7.7 MOXA 7.7 NUTRIA 15.4	0.0			A 8.45AM	A 8.55PM				
D OPAL OW 9.1 WATERFALL 83.6 6.1	24.5			f 7.55	s 8.05				
DN <b>KEMMERER YL</b> AV 8.3 FOSSIL 48.0 5.0 NUGGET 53.0 6.6 ORR 59.6 5.2 LEEFE 64.8 6.5 BECKWITH 71.3 6.1 PIXLEY 77.4	39.7								
D COKEVILLE CK 4.7 MARSE 88.2 6.3 CHAUSSE 94.6 8.4 HARER 102.9 5.1 DINGLE 108.0 7.0	83.6				s 7.13				
DN-R <b>MONTPELIER YL</b> MX 6.3	115.0			s 6.30	6.40 6.30				
PESCADERO 121.3 5.5 GEORGETOWN 126.8 9.3 MANSON 136.1 9.9									
DN <b>SODA SPRINGS</b> SD 5.6 ALEXANDER 151.6 4.8 TALMAGE 156.2 5.6	146.0				s 5.55				
D BANCROFT BN 8.5 PEBBLE 170.3 7.1 BLASER 177.4 2.6 LAVA HOT SPRINGS 180.0 6.0 TOPAZ 186.0 5.2	161.8				f 5.32				
DN <b>McCAMMON</b> MC 10.7 INKOM 201.9 12.0	191.2			Af 3.15AM	f 4.55			A 12.40AM	A 2.00PM
DN-R <b>POCATELLO YL</b> H-CA	213.9	2.45AM	4.45AM	4.30PM				12.01AM	1.15PM
(213.9)		Monday Wednesday Saturday	Daily	Daily				Daily	Daily

CENTRALIZED TRAFFIC CONTROL

TWO MAIN TRACKS

Main Tracks

..... Thru Time .....	(0.30)	(4.00)	(4.25)	(0.39)	(0.45)
..... Average speed per hour .....	45.4	53.4	48.4	34.9	30.3

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

**WESTWARD**

**SECOND SUBDIVISION**

**FIRST CLASS**

**Time-Table No. 42**

**October 27, 1968**

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

	105	17	49	35
	Passenger	Passenger	Mixed	Passenger
	Daily	Daily	Daily	Sunday Tuesday Friday

**STATIONS**

DPTYZ	8.15PM	9.50AM	4.00AM	12.25AM
P				12.30AM
CS 132 P			f 4.15	
146 P				
125 P		s 10.20	s 4.35	
104 P				
146 P				
103 P			f 4.55	
146 P				
104 P				
108 231 PY	9.04	s 11.05AM	A 5.20AM	
103 P				
142 P				
103 P				
103 P				
146 P				
103 P				
100 P				
WS 104-99 ES 96-112 PY	s 9.46	s 12.05PM		
146 P				
146 52 P		s 12.30		
146 P				
102 104 PY		f 12.45		
CS 104 WS 86 P				
CS 146 P				
DPTY	As 10.40PM	A 1.20PM		

BLOCK SIGNALS

CENTRALIZED TRAFFIC CONTROL

DNR	POCATELLO YL	H-CA
	2.4	
	POCATELLO JCT. YL	
	8.0	
	MICHAUD	
	5.8	
	BANNOCK	
	8.4	
DN	AMERICAN FALLS	AF
	3.8	
	BORAH	
	7.8	
	QUIGLEY	
	5.9	
	WAPI	
	3.8	
	DEWOFF	
	7.5	
	HAWLEY	
	5.1	
DN	MINIDOKA	RT
	3.8	
	MAX	
	8.1	
	ADELAIDE	
	4.7	
	KIMAMA	
	4.7	
	SENTER	
	7.8	
	OWINZA	
	5.8	
	BESSLEN	
	4.6	
	DIETRICH	
	7.9	
DN	SHOSHONE X	
	9.0	
	TUNUPA	
	6.7	
D	GOODING	GD
	6.7	
	FULLER	
	6.3	
	BLISS	
	6.8	
	TICESKA	
	9.8	
	KING HILL	
	6.7	
DN-R	GLENN'S FERRY YL	GF

(159 9)

(2.25)	(3.30)	(1.20)	(0.05)	..... Thru Time .....
66.2	45.7	43.9	28.8	..... Average speed per hour .....

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

**SECOND SUBDIVISION**

**EASTWARD**

**Time-Table No. 42**

October 27, 1968

**FIRST CLASS**

Mile Post

<b>36</b>	<b>106</b>	<b>18</b>	<b>50</b>						
Passenger	Passenger	Passenger	Mixed						

**STATIONS**

<b>BLOCK SIGNALS</b>	DN-R	POCATELLO YL	H-CA	213.9	A 2.05AM	A 4.30AM	A 3.50PM	A 10.30PM						
		POCATELLO JCT. YL		216.3	1.55AM									
		MICHAUD		224.3				9.47						
		BANNOCK		230.1										
		AMERICAN FALLS	AF	238.5			3.15	9.30						
		BORAH		242.3										
		QUIGLEY		250.1										
		WAPI		256.0				9.10						
		DEWOFF		259.8										
		HAWLEY		267.3										
	<b>CENTRALIZED TRAFFIC CONTROL</b>	DN	MINIDOKA	RT	272.4		3.25	2.45	8.50PM					
			MAX		276.2									
			ADELAIDE		284.3									
			KIMAMA		289.0									
			SESTER		295.7									
			OWINZA		303.5									
			BESSELEN		309.3									
			DIETRICH		313.9									
		DN	SHOSHONE	X	321.8		2.40	1.55						
			TUNUPA		330.8									
D		GOODING	GD	337.5			1.30							
		FULLER		344.2										
		BLISS		350.5										
		TICESKA		357.3										
		KING HILL		367.1										
DN-R	GLENN'S FERRY YL	GF	373.8		1.45AM	12.45PM								

(159.9)

Monday  
Wednesday  
Saturday

Daily

Daily

Daily

..... Thru Time .....	(0.10)	(2.45)	(3.05)	(1.40)
..... Average speed per hour .....	14.4	58.1	51.8	35.1

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**

**FIRST CLASS**

**FIRST CLASS**

Time-Table No. 42  
October 27, 1968

**STATIONS**

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

Car Capacity of Seating etc. See Rule 6(A) Page 23	FIRST CLASS				Time-Table No. 42 October 27, 1968	Mile Post	FIRST CLASS					
	105 Passenger		17 Passenger				18 Passenger	106 Passenger				
	Daily		Daily									
DPTY			10.40PM	1.30PM								
CS 141 P					DN-R GLENN'S FERRY YL GF	373.8		A 12.35PM	A 1.45AM			
CS 146 P					8.9 HAMMETT	382.7						
					10.6 REVERSE	393.3						
140 PY			11.11	s 2.07	8.3 DN MOUNTAIN HOME MZ	401.6		s 12.01PM	1.10			
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		VIA BOISE	VIA BOISE			
140 P					12.0 KUNA	446.7						
					9.9							
52 P					12.9 BLACK'S CREEK	B-435.9						
60 PY			s 11.55PM	3.05 3.15	12.5 DN BOISE YL BG	B-448.4		11.05AM 11.00	s 12.20AM			
P					2.3 BOISE JCT.	B-450.7						
101 P				f 3.26	6.6 D MERIDIAN MD	B-457.3		10.47				
DPTYZ			s 12.18AM	3.40 3.50	10.6 DN-R NAMPA YL AU-Q	456.6		10.35 10.25	s 11.55PM			
48 P					4.2 MOSS	460.8						
140 P			12.30	s 4.10	4.8 DN CALDWELL CW	465.6		s 10.10	11.43			
105 P					3.6 ENROSE	469.2						
140 P				s 4.19	3.3 NOTUS	472.5		f 9.58				
140 P				s 4.31	8.3 DN PARMA MA	480.8		s 9.50				
149 PY			12.52	s 4.45	7.6 DN NYSSA SY	488.4		s 9.42	11.23			
144 PY			1.03	s 5.01	10.3 DN ONTARIO ON	498.7		s 9.30	11.15			
133 P				s 5.11	3.8 DN PAYETTE AY	502.5		s 9.24				
140 P					6.8 CRYSTAL	509.3						
140 PY			1.23	s 5.35	6.6 DN WEISER SR	515.9		s 9.10	10.59			
133 P					9.8 COBB	525.7						
140 P					7.1 ROCK ISLAND	532.8						
DPTYZ			A 1.50AM	A 6.05PM	6.0 DN-R HUNTINGTON YL HU	538.8		8.40AM	10.36PM			
					VIA KUNA (165.0) VIA BOISE (176.3)			Daily	Daily			

CENTRALIZED TRAFFIC CONTROL

TWO MAIN TRACKS

MZ

D

AU-Q

CW

MA

SY

ON

AY

SR

YL HU

(3.10) (4.35) ..... Thru Time .....  
55.7 38.9 ... Average speed per hour ...

(3.55) (3.09)  
45.1 55.9

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 500 lbs., etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 42 October 27, 1968	Mile Post	FIRST CLASS		SECOND CLASS	
	277 Time Freight		35 Passenger				36 Passenger		278 Stock Special	
	Daily		Sunday Tuesday Friday							
STATIONS										
	P				12.30 AM	POCATELLO JCT. YL	135.1	A 1.55 AM		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
129	P	1.44			12.45	FORT HALL	145.7	1.43		8.17
82	P	1.51			12.50	GIBSON	151.0	1.37		8.09
67	PY	2.01			1.00	DN BLACKFOOT 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	D FIRTH FR	169.4	1.13		7.29
90	P	2.28			1.20	DN SHELLEY SY	175.5	1.05		7.19
82	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			1.52	PAYNE	191.2	12.31		6.27
47	P	3.28			1.58	BASSETT	196.5	12.25		6.17
47	P	3.37			2.06	D ROBERTS AR	202.0	12.19		6.07
43	P	3.55			2.19	HAWGOOD	212.1	12.07		5.47
45	P	4.04			2.27	HAMER	217.5	12.01 AM		5.37
44	P	4.14			2.36	CAMAS	223.1	11.55 PM		5.27
92	PY	4.50			2.50	D DUBOIS YL BO	234.9	11.43		5.02
50	P	5.20			3.12	SPENCER	248.5	11.23		4.27
129	P	5.46			3.29	HUMPHREY	258.0	11.06		4.01
53	PY	6.05			3.41	D MONIDA YL MO	264.7	10.57		3.41
44	P	6.22			3.55	SNOWLINE	273.7	10.43		3.01
	DPY	6.50 7.30			4.10	DN-R LIMA YL RD	279.9	10.34		2.40 12.30
41	P	7.50			4.27	DELL	288.0	10.21		12.08 AM
42	P	8.05			4.34	KIDD	294.0	10.13		11.55 PM
134	P	8.25			4.45	D RED ROCK AD	301.8	10.04		11.33
138	P	9.00			5.10	BARRETTS	320.4	9.35		11.00
129	P	9.25			5.27	DN DILLON YL DN	328.0	9.25		10.45
39	P	10.16			5.43	APEX	340.3	9.05		10.16
41	PY	10.40			5.59	NAVY	348.7	8.53		9.45
53	P	11.10			6.13	MELROSE	358.9	8.38		9.23
33	P	11.30			6.24	QUINN	364.9	8.27		9.06
34	P	11.45 PM			6.35	D DIVIDE J	370.1	8.17		8.53
16	P	12.15 AM			6.53	FEELY	380.7	8.00		8.27
	PY	A 1.00 AM			A 7.15 AM	DN-R SILVER BOW YL SB	390.0	7.45 PM		8.00 PM

Time shown at Butte is for information only. Between Silver Bow and Butte, trains are governed by Operating Rules, time-table and special instructions of Northern Pacific Ry.

	A 5.00 AM		A 7.30 AM	DN BUTTE YL BY	397.0	7.30 PM		7.35 PM
				(261.9)		Sunday Tuesday Friday		Daily
	(15.30) 18.7		(7.00) 37.4	..... Thru Time .....		(6.25) 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 the time of opposing first-class trains not less than ten minutes.

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

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

WESTWARD CUMBERLAND BRANCH EASTWARD				WESTWARD ELKOL BRANCH EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 42 October 27, 1968			Mile Post		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 42 October 27, 1968		
	STATIONS						STATIONS		
	131 137	PTZ	DN-R KEMMERER YL AV				0.0	45	
45		4.8 GLENCOE JCT. YL	4.8			3.0 ELKOL	3.9		
		1.2 END OF TRACK	6.0			(3.9)			
		(6.0)							

WESTWARD CONDA BRANCH EASTWARD				WESTWARD GRACE BRANCH EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 42 October 27, 1968			Mile Post		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 42 October 27, 1968		
	STATIONS						STATIONS		
	129	PY	DN SODA SPRINGS YL SD				0.0	129	P
68		1.8 MONSANTO YL (Spur)	1.8	14	P	6.0 D GRACE GA	6.0		
5		1.0 FORMATION YL (Spur)	2.8			(6.0)			
15		3.1 EPCO YL	5.9						
16	Y	1.1 CONDA YL	7.0						
		(7.0)							

WESTWARD GAY BRANCH EASTWARD				WESTWARD GOSHEN BRANCH EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 42 October 27, 1968			Mile Post		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 42 October 27, 1968		
	STATIONS						STATIONS		
	129	P	FORT HALL				0.0	106	P
30		9.1 M.P. 9.1	9.1	16		5.2 GOSHEN	5.2		
329	YZ	11.7 GAY	20.8	19		5.8 GERRARD	11.0		
		(20.8)		9		1.8 INDIAN	12.8		
				12		2.8 HACKMAN	15.6		
				P		6.4 LINCOLN JCT.	22.0		
						(22.0)			

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

WESTWARD				YELLOWSTONE BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			477 Mixed Daily Except Sunday	Time-Table No. 42			Mile Post	SECOND CLASS			478 Mixed
					October 27, 1968							
					STATIONS							
	DPTYZ				6.00AM	DN-R	IDAHO FALLS YL		AK	0.0	A	
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	f	4.3	LORENZO		18.1	3.45			
21			6.57	f	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	f	4.5	CHESTER		42.8	2.40			
39	PY		8.10AM	A	8.2	DN-R ASHTON YL	HN	51.0	2.20PM			
24	P				7.2	WARM RIVER		58.2				
19	P				8.7	GERRIT		66.9				
24	P				5.6	PINEVIEW		72.5				
19					3.2	ECCLES		75.7				
13	P				4.9	ISLAND PARK		80.6				
22	P				4.8	TRUDE		85.4				
21	PY				5.3	BIG SPRINGS		90.7				
19	P				6.6	REAS PASS		97.2				
24	PY				9.9	WEST YELLOWSTONE YL		107.1				
						(107.1)			Daily Except Sunday			
			(2.10) 23.1	.....	Thru Time.....			(2.20) 21.1				

WESTWARD				TETON VALLEY BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			477 Mixed Daily Except Sunday	Time-Table No. 42			Mile Post	SECOND CLASS			478 Mixed
					October 27, 1968							
					STATIONS							
	DPTYZ				8.30AM	DN-R	ASHTON YL		HN	0.0	A	
39	PY		8.30AM		6.0	GRAINVILLE		6.0	1.33			
28			8.55	f	2.6	DRUMMOND		8.6	1.22			
19	P		9.10	s	4.2	FRANCE		12.8	1.08			
10			9.25	f	3.0	LAMONT		15.8	12.58			
28	P		9.35	f	10.5	FELT		26.3	12.25			
18			10.08		4.0	TETONIA	NA	30.3	12.09PM			
19	PY		10.23	D	6.9	DRIGGS	DI	37.2	11.50AM			
26	P		10.42	D	9.4	VICTOR YL	VR	45.6	11.20AM			
16	PY		11.05AM	A					Daily Except Sunday			
						(45.6)						
			(2.35) 17.7	.....	Thru Time.....			(2.35) 17.7				

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

WESTWARD		MACKAY BRANCH		EASTWARD		WESTWARD		EAST BELT BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 42		Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 42		Mile Post
	409 Local Freight		October 27, 1968			410 Local Freight			October 27, 1968		
	Daily Except Sunday		STATIONS			STATIONS					
67 PY	8.00AM	DN-R	BLACKFOOT YL	BF	0.0	A	5.00PM	16 PY		ORVIN YL	0.0
6	8.10		2.1 COLLINS YL		2.1		4.46	19		2.3 LINCOLN YL	2.3
6	8.16		2.2 CLARKSON		4.3		4.40	P		0.8 LINCOLN JCT. YL	3.1
26	8.20		1.4 MORELAND		5.7		4.36	39 P		2.6 IONA	5.7
P	8.24		1.4 ABERDEEN JCT. YL		7.1		4.32	18 P	D	10.7 RIRIE	16.4
28 P	8.56		13.0 TABER		20.1		4.00	9 P		5.0 BYRNE	21.4
30 PY	9.43		19.6 SCOVILLE		39.7		3.13	9 P		4.2 JENSON	25.6
32 PY	10.30	D	19.4 ARCO YL	RO	59.1		2.26	20 P		2.6 WALKER	28.2
18 P	11.00		7.6 MOORE		66.7		1.56	34 P		4.2 PARKINSON	32.4
9	11.24		5.9 DARLINGTON		72.6		1.32	9 P		1.9 MOODY	34.3
4	11.44AM		4.7 LESLIE		77.3		1.12	10 P	D	3.5 NEWDALE	38.1
58 PY	A12.20PM	D-R	8.0 MACKAY YL	MY	85.3		12.40PM	P		6.3 BELT YL	44.4
			(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. 42		October 27, 1968		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	28.2		
		(28.2)			

WESTWARD		WEST BELT BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 42		October 27, 1968		Mile Post
	STATIONS				
	51 P		UCON	0.0	
19 P		8.8 LEWISVILLE	8.8		
33 P	D	1.7 MENAN	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	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	Mile Post	Time-Table No. 42 October 27, 1968	STATIONS	Mile Post	FIRST CLASS		SECOND CLASS	
	475 Local Freight	439 Local Freight	49 Mixed					50 Mixed	440 Local Freight	476 Local Freight	
	Daily Except Saturday	Daily Except Sunday	Daily								
108 231 PY	11.45PM	12.01PM		5.30AM	DN-R	<b>MINIDOKA YL</b> RT	0.0	A 8.40PM		A1 1.00AM	A10.30PM
62 P	12.01AM	12.16		f 5.43		8.2 ACEQUIA	8.2	f 8.28		10.35	10.05
167 DPY	12.16	12.30		s 6.10	DN	5.3 <b>RUPERT YL</b> MS	13.5	s 8.20		10.20	9.50
13						2.9 SCHOW	16.4				
27 P	12.27	12.40		f 6.18		3.2 HEYBURN	19.6	f 8.08		10.05	9.35
50 54 PY	12.40	12.55		s 6.35	DN	2.1 <b>BURLEY YL</b> BU	21.7	s 8.04		10.00	9.30
65 P	1.02	1.17		f 6.42		4.1 STARRH'S FERRY	25.8	f 7.53		9.45	9.15
29						2.5 HOBSON	28.3				
50 P	1.15	1.30		f 6.54		5.2 MILNER	33.5	f 7.41		9.30	9.00
14 P				f 6.57		2.0 PARSONS	35.5	f 7.38			
61 P	1.30	1.45		s 7.07	D	5.9 MURTAUGH MU	41.4	s 7.29		9.15	8.45
45 P	1.40	1.55		7.13		3.7 BICKEL	45.1	7.23		9.05	8.35
20						3.9 BILLS	49.0				
35 P	1.55	2.10		s 7.20	D	0.7 HANSEN NS	49.7	s 7.16		8.55	8.25
51 P	2.08	2.23		s 7.27	D	3.6 KIMBERLY KY	53.3	s 7.10		8.45	8.15
26 P				7.35		3.1 McMILLAN YL	56.4				
DPYZ	A 3.00AM	A 3.40PM		8.10 8.20	DN-R	2.5 <b>TWIN FALLS YL</b> NA	58.9	7.00 6.45		8.30AM	8.00PM
36				f 8.27		4.4 CURRY	63.3	f 6.35			
51 P				s 8.32	D	2.6 FILER FR	65.9	s 6.30			
38				f 8.36		2.6 PEAVEY	68.5	f 6.25			
35				f 8.40		2.8 CEDAR	71.3	f 6.20			
PY				A 8.45AM	DN-R	2.5 <b>BUHL YL</b> BO	73.8	6.15PM			
						(73.8)		Daily		Daily Except Sunday	Daily Except Sunday
	(3.15) 18.1	(3.39) 16.1		(3.15) 22.7		Thru Time		(2.25) 30.5		(2.30) 23.6	(2.30) 23.6
						Average speed per hour					

**WESTWARD**

**OAKLEY BRANCH**

**EASTWARD**

**WESTWARD**

**RAFT RIVER BRANCH**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 42 October 27, 1968		Mile Post	STATIONS	Mile Post	Time-Table No. 42 October 27, 1968		Mile Post	STATIONS	Mile Post
50 54 PY	DN-R	<b>BURLEY YL</b> BU	0.0		50 54 PY	DN-R	<b>BURLEY YL</b> BU	0.0		
24		4.3 BEETVILLE	4.3		29		3.1 UNITY	3.1		
20		0.9 PELLA	5.2		24		0.9 ELCOCK	4.0		
56		3.1 NORTH KENYON	8.3		13		0.7 EVANS (Spur)	4.7		
8		1.3 KENYON	9.6		10		1.3 SPRINGDALE	6.0		
9		3.9 CHURCHILL	13.5		21		1.5 HATCH	7.5		
20		2.8 TROUT	16.3		14		1.6 DECLO	9.1		
7		1.5 MARION	17.8				(9.1)			
21		1.6 WARR	19.4							
17		2.4 <b>OAKLEY</b>	21.8							
		(21.8)								

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>	<b>Time-Table No. 42</b>		Mile Post	<b>SECOND CLASS</b>	<b>Time-Table No. 42</b>		Mile Post	
	<b>439</b>	October 27, 1968			<b>440</b>	October 27, 1968			
	Local Freight				Local Freight				
	Daily	<b>STATIONS</b>			<b>STATIONS</b>				
DPYZ	9.00AM	DN-R	<b>TWIN FALLS YL</b> NA	0.0	A 6.35PM	167 DPY	DN-R	<b>RUPERT YL</b> MS	0.0
26	9.22		10.9 BERGER	10.9	6.13	48-47 P		4.4 MYERS YL	4.4
22	9.39		8.5 HOLLISTER	19.4	5.56	48		1.5 PAUL YL	5.9
8	9.47		3.8 AMSTERDAM (Spur)	23.2	5.48	31 P		2.0 BUDGE	7.9
18 PY	9.59		5.6 ROGERSON	28.8	5.36	17		8.0 SCHODDE	15.9
32	10.22		9.9 METEOR	38.7	5.13	46		3.9 McHENRY	19.8
29	10.47		11.4 IDAVADA	50.1	4.48	18		4.2 HAZELTON AZ	24.0
29 P	11.01		6.0 DELAPLAIN	56.1	4.34	19 P	D	2.9 BLACK	26.9
29	11.28		12.7 CONTACT	68.8	4.07	24		1.2 EDEN	28.1
28 P	11.42AM		6.3 HENRY	76.1	3.53	54 P		6.7 PERRINE	34.8
28	12.06PM		11.6 SHORES	86.7	3.29	46		3.5 SUGAR LOAF	38.3
41 Y	12.20		6.9 WILKINS	93.6	3.15	10		2.3 FALLS CITY	40.6
38 Y	12.44		8.9 SUMMER CAMP	102.5	2.51	21		2.0 BARRYMORE	42.6
38	1.04		6.4 MELANDCO	108.9	2.31	9		5.3 JEROME YL JO	47.9
30	1.19		7.2 TOWN CREEK	116.1	2.16	46 PY	DN	8.8 WENDELL ND	56.7
Y	A 1.35PM		7.3 <b>WELLS YL</b>	123.4	2.00PM	46 P	D	1.4 KING	58.1
			(123.4)		Daily	15		15.5 <b>BLISS YL</b>	73.6
						102 PY			
						104			
	(4 35)		Thru Time		(4 35)				
	20.9		Average speed per hour		26.9			(73.6)	

WESTWARD		KETCHUM BRANCH		EASTWARD		WESTWARD HILL CITY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	<b>SECOND CLASS</b>	<b>Time-Table No. 42</b>		Mile Post	<b>SECOND CLASS</b>	<b>Time-Table No. 42</b>		Mile Post	
	<b>441</b>	October 27, 1968			<b>442</b>	October 27, 1968			
	Local Freight				Local Freight				
	Monday Wednesday Friday	<b>STATIONS</b>			<b>STATIONS</b>				
WS 104-99 ES 96-112	DPY	6.00AM	DN-R	<b>SHOSHONE YL</b> X	0.0	A1 1.35AM	33 PY	<b>RICHFIELD YL</b>	0.0
33	PY	6.31		15.3 <b>RICHFIELD YL</b>	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 RANDES	36.8
5		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
19		8.06		2.8 BARITE	60.0	9.29	43 Y	6.1 <b>HILL CITY YL</b>	57.8
26	P Loop	A 8.35AM	D-R	9.4 <b>KETCHUM YL</b> KU	69.4	9.00AM			
				(69.4)		Monday Wednesday Friday			
								(57.8)	
	(2 35)		Thru Time		(2 35)				
	26.8		Average speed per hour		26.8				

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

WESTWARD		BROGAN BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 42		Mile Post	
		October 27, 1968			
		STATIONS			
115 P	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 23.		Time-Table No. 42		Mile Post	
		October 27, 1968			
		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 P	D	HOMEDALE YL HR	24.4		
		8.7			
16 PY	D-R	MARSING YL MR	33.1		
		(33.1)			

WESTWARD		PAYETTE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 42		Mile Post	
		October 27, 1968			
		STATIONS			
133 P	DN-R	PAYETTE YL AY	0.0		
		3.9			
15		EFFIE	3.9		
		1.2			
23 P	D	FRUITLAND FU	5.1		
		1.7			
16		BUCKINGHAM	6.8		
		4.3			
26 P	D	NEW PLYMOUTH NP	11.1		
		10.5			
9		LETHA	21.6		
		8.1			
82 PYZ	D-R	EMMETT YL MF	29.7		
		(29.7)			

WESTWARD		WILDER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 42		Mile Post	
		October 27, 1968			
		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 23.		Time-Table No. 42		Mile Post	
		October 27, 1968			
		STATIONS			
DPYZ	DN-R	NAMPA YL AU-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 23.		Time-Table No. 42		Mile Post	
		October 27, 1968			
		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 17.

**Westward IDAHO NORTHERN BRANCH Eastward**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 42 October 27, 1968	Mile Post	SECOND CLASS
	485			486
	Local Freight Daily Except Sunday			Local Freight Daily Except Sunday
STATIONS				
DPYZ	7.00AM	DN-R NAMPA YL AU-Q	0.0	A 2.00PM
42	7.10	2.4 FISCHER YL	2.4	1.52
12	7.30	6.9 MIDDLETON	9.3	1.37
13	7.50	9.6 JENNESS	18.9	1.17
81 PYZ	9.00	D-R 8.1 EMMETT YL MF	27.0	12.50
36	9.12	4.8 PLAZA	31.8	12.34
37 P	9.44	9.3 MONTOUR	41.1	12.03PM
27 P	10.15	8.6 YL D HORSESHOE BEND HB	49.7	11.37AM
27	10.28	5.4 GARDENA	55.1	11.19
30 P	10.55 <sup>486</sup>	9.0 BANKS YL	64.1	10.55 <sup>485</sup>
21 P	11.41AM	11.3 BIG EDDY	75.4	10.07
26 PY	12.14PM	7.6 SMITHS FERRY YL	83.0	9.35
13 P	12.45	9.7 CABARTON	92.7	9.01
27	12.53	2.8 BELVIDERE	95.5	8.55
27 PY	1.26	D 3.7 CASCADE YL CD	99.2	8.45
26	2.03	11.8 ARLING	111.0	7.51
28	2.23	8.4 DONNELLY	119.4	7.32
12	2.36	5.3 NORWOOD	124.7	7.20
27 PY	A 3.00PM	D-R 8.1 McCALL YL NE	132.8	7.00AM
		(132.8)		Daily Except Sunday
	(8.00)	..... Thru Time.....	(7.00)	
	16.6	... Average speed per hour...	19.0	

**WESTWARD OREGON EASTERN BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 42 October 27, 1968	Mile Post	SECOND CLASS
	459			460
	Local Freight Daily Except Sunday			Local Freight Daily Except Sunday
STATIONS				
144	12.01PM	DN-R 144 DPY ONTARIO YL ON	0.0	A 3.45PM
12	12.10	3.7 CAIRO	3.7	3.33
32	12.18	3.2 LUSE	6.9	3.25
115 P	12.39	D-R 8.6 VALE YL VA	15.5	3.04
39	12.59	8.0 HOPE	23.5	2.44
44	1.30	11.3 LITTLE VALLEY	34.8	2.14
45 P	1.55 <sup>460</sup>	7.2 HARPER	42.0	1.55 <sup>459</sup>
43	2.18	9.2 NAMORF	51.2	1.29
23	2.45	11.0 JONESBORO	62.2	1.02
45 PY	3.13	D 11.4 JUNTURA JN	73.6	12.34PM
43	3.50	13.0 LONG	86.6	11.57AM
42 P	4.07	6.1 RIVERSIDE	92.7	11.40
26	4.32	10.1 DUNNEAN	102.8	11.15
25 P	4.52	7.4 VENATOR	110.2	10.55
25	5.11	7.7 CIRCLE BAR	117.9	10.36
26 P	5.35	8.7 CRANE	126.6	10.12
26	6.15	16.9 REDESS	143.5	9.32
20 PYZ	A 6.50PM	D-R 13.3 BURNS YL BR	156.8	9.00AM
		(156.8)		Daily Except Sunday
	(6.49)	..... Thru Time.....	(6.45)	
	23.0	... Average speed per hour...	23.2	

**Westward NEW MEADOWS BRANCH Eastward**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 42 October 27, 1968		Mile Post
	STATIONS		
	140 DPY	DN-R	
30		6.0 REBECCA	6.0
41 P		13.1 CONCRETE	19.1
20 P		12.7 MIDVALE	31.8
30 P	D	8.7 CAMBRIDGE RA	40.5
22 P		16.1 MESA	56.6
50 PY	D	3.6 COUNCIL YL CN	60.2
6		1.4 HOOVER YL	61.6
5 P		10.4 GLENDALE	72.0
37 P		12.1 RUBICON YL	84.1
38 PY	D-R	5.6 NEW MEADOWS YL DS	89.7
		(89.7)	

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

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



**STATIONS NOT SHOWN ON SCHEDULE PAGES**

Location	Mile Post	Car Capacity of tracks, etc.. See Rule 6(A), Page 23	Switch Connection	Location	Mile Post	Car Capacity of tracks, etc.. See Rule 6(A), Page 23	Switch Connection
<b>First Subdivision</b>				<b>Oakley Branch</b>			
Sage.....(1).....	63.1	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
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	Amseo.....	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	(1) Flag stop for No. 17. (4) Regular stop for No. 36. (2) Flag stop for No. 35. (5) Flag stop for Nos. 477-478. (3) Flag stop for No. 36.			
Fibre.....	180.4	7	East				
Spud.....	189.6	13	East				
Golden Valley.....	198.2	24	East				
Dalys.....(2)(3).....	316.4	12 P	Both				
Ford.....	322.2	23 P	Both	<b>CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS</b>			
Bond.....	334.2	10	East	Train	At	Discharge Passengers From	Pick up Passengers Destined To
Glen.....(2)(4).....	347.8	7	West	17	Any station First Sub-division.	Green River or beyond.	Pocatello or beyond.
Maiden Rock.....(2)(3).....	366.0	{10	Both	17	Any station Second and Third Subdivisions.	Ogden. Pocatello or beyond.	Huntington or beyond.
<b>Goshen Branch</b>				18	Any station First Sub-division.	Pocatello or beyond.	Green River or beyond.
Cox.....	9.2	9	West	18	Any station Second and Third Subdivisions.	Huntington or beyond.	Pocatello, Odgen or beyond.
Ammon.....	18.1	26	West	35	Inkom.	McCammon or beyond.	Pocatello or beyond.
Wilkinson.....	21.0	2	West	36	Inkom.	Pocatello or beyond.	McCammon or beyond.
<b>Yellowstone Branch</b>				105	Minidoka, Mountain Home, Caldwell, Nyssa, Ontario, Weiser.	Omaha. Denver or beyond.	Portland. Spokane or beyond.
St. Leon.....	3.7	14	East	106	Weiser Ontario, Nyssa, Caldwell, Mountain Home, Mindoka.	Portland, Spokane or beyond.	Denver, Omaha or beyond.
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	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 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				
Haytown.....	44.7	3	Both				
Hydra.....	45.8	6	Both				
Appleton.....	52.9	10	Both				
Tuttle.....	66.2	26	Both				

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

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

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

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

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

**GENERAL**

Location	Miles Per Hour		Location	Miles Per Hour		
	Psgr.	Frt.		Psgr.	Frt.	
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	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.)			
Passenger trains with 6 cars or less.	70				40	
Work trains.		50			35	
Regularly assigned locals.		50			20	
When using No. 20 turn-outs.	40	40		Trains handling scale test cars, wedge plows or company roadway machines on own wheels (except wrecking derricks): On Main lines; On Branch lines.		
When using No. 14 turn-outs.	25	20				30
When using other cross-overs or turn-outs.	15	15			20	
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		Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		25
Within yard limits: Protected by continuous block signal system.	60	35		Jordan spreaders and other machines of spreader type, when in operation.		15
Not protected by continuous block signal system. On branch lines.	40 30	25 15		Trains handling U. P. ore cars Nos. 26000 to 26499, loaded or empty.		50
Diesel road freight locomotives except G.P. 7 Units Nos. 100 to 129 inclusive.	75		Trains handling M.C.P.X. and M.O.N.X. 23000 series tank cars loaded with phosphorus. Loaded with water only.		50 60	
G.P. 7 Units Nos. 100 to 129 inclusive.	65	65	Trains handling U.T.L.X. 80500 to 80999 jumbo tank cars.		50	
Diesel 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 in series U.P. 99000 to 99014 and U.P. 99500 to 99962.		50	
Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.		35	Trains handling company scrap.		35	
When leading unit at front of train is gas turbine or car body type unit backing up.	30	30	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.		20 6	
When multiple unit engine is controlled from other than leading unit.	30	30	Trains handling diesel units dead in train: Yard-switch units of any type; Foreign line, government, export or commercial diesel units other than yard-switch type; Union Pacific road-switch units of Alco or Baldwin type.		35 45 45	
Freight trains handling tonnage in excess of 70 tons per operative brake.		40	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	
	Pagr.	Frnt.		Pagr.	Frnt.		Pagr.	Frnt.
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>Moxa</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>Montpellier</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>McCannon</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 pas- senger depot.	6	6
			Between Mile Posts— 148.0 and 148.3.	70	55	On Eastward and Westward running tracks	10	10

**SECOND SUBDIVISION**

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Pagr.	Frt.		Pagr.	Frt.		Pagr.	Frt.
Maximum speed.	79	60	Between Mile Posts— <b>Wapi</b> 258.9 and 259.2.	70	55	Between Mile Posts— <b>Ticeska</b> 357.3 and 360.2.	65	50
<b>Pocatello</b> Within platform limits of passenger depot.	6	6	<b>Dietrich</b> 316.3 and 314.7 (Eastward).	60	45	360.2 and 360.8.	55	40
On Eastward and Westward running tracks.	10	10	321.5 and 321.8.	20	20	360.8 and 365.9.	65	50
On enginehouse lead and tracks.		5	<b>Shoshone</b> 323.3 and 323.9.	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	325.0 and 326.6.	70	55	369.1 and 371.0.	60	45
Between Mile Posts— 218.8 and 220.0 (No. 1 Track).	65	50	<b>Gooding</b> Over streets and alleys.	30	30	<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	Between Mile Posts— 340.7 and 341.2.	60	45	Between Mile Posts— 371.1 and 373.2.	45	25
<b>Bannock</b> 237.9 and 241.2.	65	50	342.3 and 343.4.	60	45	373.2 and 374.5.	20	20
<b>Borah</b> 244.6 and 244.8.	70	55				<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> 384.0 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 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	Between Mile Posts— <b>Sonna</b> B-467.1 and B-467.7.	40	25	529.4 and 535.5.	70	55
<b>Orchard</b> B-423.7 and B-424.0.	60	45	<b>Nampa</b> 456.6 and 457.2.	20	20	535.5 and 536.9.	60	45
B-429.2 and B-430.0.	60	45				536.9 and 539.0.	40	25
						<b>Huntington</b>		

**FOURTH SUBDIVISION**

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
Maximum speed. Between Pocatello Jct. and Idaho Falls.	79	50	<b>Between Mile Posts— Hawgood</b> 213.7 and 214.0.	50	40	<b>Between Mile Posts— 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	<b>Dubois</b> 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.	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 be- tween 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 be- tween 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.		20	Between Mile Posts— 63.1 and 64.6.	30	20			
On Curves.		15	68.4 and 68.5.	10	10			
Highway Crossing M.P. 37.44.		5	<b>Ketchum</b> On balloon track.	10	10			
Between M.P. 35.2 and St. Anthony. Straight track.		20						
On curves.		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.	Frt.		Psg.	Frt.		Psg.	Frt.
Between Mile Posts— <b>Little Valley</b> 36.5 and 37.6, watch for rocks.		20	Between Mile Posts— <b>Circle Bar</b> 119.0 and 124.0, watch for rocks.		20	<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 20
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 curva.		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:**

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

