

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Pagr.	Frt.		Pagr.	Frt.
Mackay Branch. Between Blackfoot and M.P. 60.0	35	25	St. Anthony, over highway crossing just west of depot.	8	8
Between Blackfoot and M.P. 60.0, with Engines 1573 to 1580 inclusive.	25	25	Ashton, around wye.	6	6
Between M.P. 60.0 and Mackay.	25	20	Between M.P. 55.4 and 55.6.	20	15
Between M.P. 60.0 and Mackay, with Engines 1573 to 1580 inclusive.	20	20	Between M.P. 59.4 and 66.0.	20	15
Mackay On curve on low line smelter.		6	Between M.P. 86.4 and 87.0.	20	15
Gardner Branch.	15	15	Between M.P. 92.0 and 95.0.	20	15
Thomas Branch.	15	15	Between M.P. 100.0 and 101.0.	20	15
Aberdeen Branch.	25	25	East Belt Branch. Maximum speed.	25	25
Goshen Branch Maximum speed.	25	25	1900 and 2000 class engine between Lincoln Jct. and Orvin.	20	20
1900 and 2000 class engines.	20	20	Truss bridges.	15	15
Yellowstone Branch. Between Idaho Falls and Ashton.	50	35	Bridge 33.83.	10	10
Between Idaho Falls and Ashton with MacArthur type engines.	40	30	West Belt Branch. Maximum speed.	25	25
Between Gerrit and Big Springs.	35	25	Truss bridges.	15	15
Between Big Springs and West Yellowstone, watch for rocks.	50	35	Annis Branch.	15	15
Between Big Springs and West Yellowstone, watch for rocks.	35	25	Teton Valley Branch. Maximum speed.	35	25
Rexburg, Sugar City and St. Anthony, over streets and alleys.	20	20	Engines 1573 to 1580 incl.	25	25
			Bridge 6.96.	12	12
			Between M.P. 19.1 and 19.4.	15	15
			Between M.P. 25.0 and 25.4.	15	15

F. C. PAULSEN, H. E. SHUMWAY,
General Manager General Superintendent Transportation
A. D. HANSON,
General Superintendent
W. B. GROOME, Superintendent, Pocatello, Idaho

H. W. STOKER, Asst. Superintendent Pocatello, Idaho
A. R. NELSON, Master Mechanic Pocatello, Idaho
H. G. BAKER, Trainmaster Pocatello, Idaho
W. M. HEMPILL, Road Foreman of Engines Pocatello, Idaho
L. V. CHAUSSE, Division Engineer Pocatello, Idaho
O. H. CARPENTER, Gen'l Roadmaster Pocatello, Idaho

Fifth and Sixth Subdivisions

W. H. POWERS, Chief Train Dispatcher Pocatello, Idaho
J. C. MENZIES, Assistant Chief Train Dispatcher Pocatello, Idaho
L. R. SCHOU, Assistant Chief Train Dispatcher Pocatello, Idaho
R. R. JOHNSON, Assistant Chief Train Dispatcher Pocatello, Idaho

Railroad Surgeons are located as shown below:

NAME	TITLE	PLACE	TERRITORY
SPENCER WRIGHT	Medical Director	Salt Lake City	Idaho Division.
E. N. Roberts	Division Surgeon	Pocatello	Vicinity of Pocatello.
E. S. Bovenmyer	Surgeon	Pocatello	Vicinity of Pocatello.
J. R. McMahon	Surgeon	Pocatello	Vicinity of Pocatello.
H. H. Hughart	Surgeon	Pocatello	Vicinity of Pocatello.
J. V. Clothier	Eye, Ear, Nose, Throat	Pocatello	Blackfoot to American Falls and McCammon.
W. L. Clothier	Eye, Ear, Nose, Throat	Pocatello	Blackfoot to American Falls and McCammon.
W. W. Beek, Sr.	Surgeon	Blackfoot	Firth to Fort Hall to Aberdeen Jct.
I. R. Egbert	Surgeon	Arco	Mackay Branch.
F. L. Harms	Surgeon	Aberdeen	Aberdeen Branch.
M. T. Ross	Surgeon	Idaho Falls	Blackfoot to Roberts to Rigby and Ririe.
Hoyt B. Woolley	Surgeon	Idaho Falls	Firth-Roberts-Goshen Branch.
N. H. Battles	Eye, Ear, Nose, Throat	Idaho Falls	Idaho Falls
H. L. Hargis	Surgeon	Ashton	St. Anthony to West Yellowstone.
Gordon M. Jensen	Surgeon	Driggs	Ashton to Victor.
E. L. Soule	Surgeon	St. Anthony	Ashton to Sugar City.
Wm. L. Sutherland	Surgeon	Rexburg	Rigby to St. Anthony.
Alden Tall	Surgeon	Rigby	Ucon to Rexburg and East and West Belt Branches.
G. L. Routledge	Surgeon	Dillon	Melrose to Armstead.
R. C. Monahan	Surgeon	Butte	Butte to Dillon.
H. L. Casebeer	Eye, Ear, Nose, Throat	Butte	Butte to Dillon.

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
30"	120.	52"	69.2	1'15"	48.
31"	116.1	53"	67.9	1'20"	45.
32"	112.5	54"	66.6	1'25"	42.3
33"	109.1	55"	65.4	1'30"	40.
34"	105.9	56"	64.2	1'35"	37.9
35"	102.9	57"	63.1	1'40"	36.
36"	100.	58"	62.	1'45"	34.3
37"	97.3	59"	61.	1'50"	32.7
38"	94.7	1'	60.	1'55"	31.3
39"	92.3	1' 1"	59.	2'	30.
40"	90.	1' 2"	58.	2'15"	28.6
41"	87.8	1' 3"	57.1	2'30"	24.
42"	85.7	1' 4"	56.2	2'45"	21.8
43"	83.7	1' 5"	55.3	3'	20.
44"	81.8	1' 6"	54.5	3'30"	17.1
45"	80.	1' 7"	53.7	4'	15.
46"	78.3	1' 8"	52.9	5'	12.
47"	76.6	1' 9"	52.1	6'	10.
48"	75.	1'10"	51.4	7'	8.6
49"	73.5	1'11"	50.7	8'	7.5
50"	72.	1'12"	50.	10'	6.
51"	70.6				

UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



IDAHO DIVISION
FIFTH SUBDIVISION
SIXTH SUBDIVISION
AND BRANCHES

TIME-TABLE
No. 269

Effective Sunday,
February 16, 1947
at 12:01 A. M. Mountain Time

TODAY IS SAFETY DAY

FOR EMPLOYEES ONLY

CONDENSED TIME-TABLE

WESTWARD				Distance from Salt Lake City via Old Main Line	EASTWARD				
FIRST CLASS					Mile Post	FIRST CLASS			
45 Passenger	33 Passenger	29 Passenger	31 Passenger			32 Passenger	46 Passenger	34 Passenger	30 Passenger
Daily					Daily				
	11.45PM	8.00PM	5.30PM	0.0	SALT LAKE CITY	36.3	A 9.55AM	A 10.45PM	A 8.00AM
	12.45AM 1.15	9.05 9.35	6.40 7.05	36.3	OGDEN	0.0	8.40 8.25	9.40 9.20	7.00 6.40
	1.53	10.15	7.42	57.4	BRIGHAM	21.1	7.53	8.48	6.05
	2.45	11.10PM	8.30	85.1	CACHE JCT.	48.8	7.00	7.52	5.15
	4.20	12.35AM	10.00	147.5	McCAMMON	111.8	5.20	6.20	3.45
	4.55 5.40	1.10 1.40	A 10.35PM	170.9	POCATELLO	213.9	4.50AM	5.50 4.55	3.15 2.40
	6.25	2.23		194.4	BLACKFOOT	158.1		4.15	1.57
7.25AM	7.15AM	3.15		220.8	IDAHO FALLS	184.5		A 3.10PM	3.25PM
9.05				271.8	ASETON	51.0		1.35PM	
A 11.00AM				317.4	VICTOR	45.6		11.40AM	
				327.9	WEST YELLOWSTONE	107.1			
	A 2.00PM	A 9.30AM		433.3	BUTTE	397.0		8.50AM	6.45PM
					(433.3)				
(3.35) 26.9	(14.15) 30.4	(13.30) 32.1	(5.05) 33.5		Thru Time		(5.05) 33.5	(3.30) 27.6	(13.55) 31.1
					Average speed per hour				(13.15) 32.7

Standard clocks are located as shown below:

Pocatello	East Whiskers Yard Office
Pocatello	East End Yardmaster's Office
Pocatello	Train Dispatcher's Office
Pocatello	Telegraph Office, Passenger Station
Pocatello	Yard Telegraph Office
Pocatello	Engine Crew Dispatcher's Office
Pocatello	Switchmen's Locker Room
Pocatello	Train Crew Dispatcher's Office
Pocatello	West End Yardmaster's Office, Gould Street
Blackfoot	Telegraph Office
Idaho Falls	Telegraph Office
Idaho Falls	Yard Office
Idaho Falls	Enginemen's Register Room
Lima	Telegraph Office
Silver Bow	Telegraph Office
Ashton	Telegraph Office
West Yellowstone	Telegraph Office

MILEAGE

Fifth and Sixth Subdivisions:

Main Line	263.80
Branches	380.50
Grand Total	644.30

WESTWARD		GOSHEN BRANCH		EASTWARD	
Time-Table No. 269 February 16, 1947					
STATIONS					
PY		GOSHEN JCT.	3.2	0.0	
20		ANTON	1.6	3.2	
19		GOSHEN	4.4	4.8	
		COX (Spur)	1.4	9.2	
22		GERRARD	1.8	10.6	
11		INDIAN	2.8	12.4	
14		HACKMAN	2.9	15.2	
		AMMON (Spur)	2.9	18.1	
3		WILKINSON (Spur)	0.6	21.0	
		LINCOLN JCT.	(21.6)	21.6	

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

WESTWARD		ANNIS BRANCH		EASTWARD	
Time-Table No. 269 February 16, 1947					
STATIONS					
		ANNIS JCT.	0.5	0.0	
		GRAYS (Spur)	2.1	0.5	
		ANNIS (Spur)	(2.6)	2.6	

WESTWARD				MACKAY BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 269 February 16, 1947				SECOND CLASS			
321 Mixed				309 Mixed				STATIONS			
Daily Except Sunday				Daily Except Sunday				322 Mixed			
Daily Except Sunday				Daily Except Sunday				310 Mixed			
CPWY				DN-R				BLACKFOOT YL BF			
f				f				2.1			
7				f				COLLINS			
9				f 8.25				0.5			
30				f 8.30				GARDNER JCT.			
P				A 8.35AM				1.2			
32 PW				f 7.49				AIKEN			
20 PY				f 8.20				0.5			
37 PWY				f 9.10				CLARKSON			
21 P				s 9.53				1.4			
10				s 10.16				MORELAND			
5				s 10.34				0.2			
68 PWY				A 11.05AM				THOMAS JCT.			
(0.20) 21.3				(3.35) 23.8				1.2			
Thru Time				(85.3)				ABERDEEN JCT. YL			
Average speed per hour				(0.35) 12.2				13.0			
(3.45) 22.7				(3.45) 22.7				TABER			
(13.15) 32.7				(13.15) 31.1				19.6			
(13.55) 31.1				(13.55) 31.1				SCOVILLE			
(14.15) 30.4				(14.15) 30.4				19.4			
(13.30) 32.1				(13.30) 32.1				ARCO YL RO			
(5.05) 33.5				(5.05) 33.5				7.6			
Thru Time				(85.3)				MOORE			
Average speed per hour				(0.35) 12.2				5.9			
(3.35) 26.9				(3.35) 23.8				DARLINGTON			
(14.15) 30.4				(14.15) 30.4				4.7			
(13.30) 32.1				(13.30) 32.1				LESLIE			
(5.05) 33.5				(5.05) 33.5				8.0			
Thru Time				(85.3)				MACKAY YL MY			
Average speed per hour				(0.35) 12.2				85.3			
(3.45) 22.7				(3.45) 22.7				Daily Except Sunday			
(13.15) 32.7				(13.15) 31.1				Daily Except Sunday			

WESTWARD		ABERDEEN BRANCH		EASTWARD	
Time-Table No. 269 February 16, 1947					
STATIONS					
P	8.35AM	ABERDEEN JCT. YL		0.0	A 1.45PM
32	f 8.48	ROCKFORD		4.3	f 1.30
17	f 8.52	LIBERTY		5.9	f 1.20
29	P s 9.13	PINGREE		10.2	f 12.55
31	P f 9.33	SPRINGFIELD		16.5	f 12.40
17	P s 9.50	STERLING		19.7	s 12.25
	f 10.03	STRANG		23.6	f 12.08PM
	10.10	FINGAL		26.0	11.59AM
32	PWY A 10.25AM	ABERDEEN YL BN		28.2	11.50AM
		(28.2)			Daily Except Sunday
	(1.50) 15.4	Thru Time		(1.55) 14.7	
		Average speed per hour			

WESTWARD		THOMAS BRANCH		EASTWARD	
Time-Table No. 269 February 16, 1947					
STATIONS					
		THOMAS JCT.		0.0	
		THOMAS (Spur)		4.4	
		END OF TRACK		4.6	
		(4.6)			

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

WESTWARD

FIFTH SUBDIVISION

Car capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS		FIRST CLASS		Mile Post	STATIONS
	255 Time Freight	277 Time Freight	33 Passenger	29 Passenger		
	Daily	Daily	Daily	Daily		
Yard COPTWYZ	3.20PM	4.00AM	5.40AM	1.40AM	133.9	DN-R POCATELLO YL ^H CA PO
P	3.31	4.15	5.50	1.50	136.7	2.8 MONTANA JCT.
36					138.2	1.5 CHUBBUCK
73 P	3.37	4.20	f 5.54	1.54	140.4	2.2 TYHHEE
73 PW	3.45	4.28	s 6.00	f 2.00	145.7	5.3 D FORT HALL FH
74 P	3.52	4.38	f 6.06	2.07 ³⁰	151.0	5.8 GIBSON
E. S. 95 W. S. 82 CPWY	4.15 ³⁴	4.50	s 6.25	s 2.23 ²⁵⁶	158.1	7.1 DN BLACKFOOT YL BF
74 P	4.25	5.01	f 6.31	2.30	164.0	5.9 WAPELLO
					166.6	2.6 KIMBALL
74 PW	4.33	5.09	s 6.38	f 2.37	169.4	2.8 D FIRTH FR
PY					169.8	0.4 GOSHEN JCT.
11					172.2	2.4 MONROE
105 P	4.43	5.20	s 6.47	f 2.45	175.5	3.3 DN SHELLEY SY
					176.9	1.4 MITCHELL
73 P	4.49	5.26	f 6.52	2.50	179.3	2.4 COTTON
65 P	4.55	5.32	6.57	2.54	183.1	3.8 BACH YL
Yard COPTWYZ	5.25	6.00	s 7.15 ²⁷⁷	s 3.15	184.5	1.4 DN-R IDAHO FALLS YL AK
		7.35 ³³			185.8	1.3 WEST IDAHO FALLS YL
53 P	5.45	7.55	f 7.27	3.26	191.2	5.4 PAYNE
53 P	5.53	8.04	f 7.34	3.32	196.5	5.3 BASSETT
57 PW	6.02	8.13	s 7.43	s 3.40	202.0	5.5 D ROBERTS AR
55 P	6.11	8.22	7.50	3.46	207.0	5.0 TENNO
51 P	6.20	8.31	7.56	3.52	212.1	5.1 HAWGOOD
53 P	6.29	8.40	s 8.04	3.59	217.5	5.4 HAMER
52 PY	6.39	8.50	s 8.12	4.07	223.1	5.6 CAMAS
50 P	6.48	8.59	8.19	4.14	228.2	5.1 JONES
ES 51 WS 63 CPWY	7.10	9.30	s 8.34	s 4.32	234.9	6.7 DN DUBOIS YL BO
52 P	7.28	9.50	8.45	4.43	242.9	8.0 HIGHBRIDGE
54 PW	7.40	10.11 ²⁷⁸	s 8.55	s 4.53	248.5	5.6 D SPENCER RC
ES 55 WS 58 PW	8.07	10.36	s 9.14	5.12	258.0	9.5 HUMPFREY YL
65 PY	8.22	10.55	s 9.27 ²⁷⁸	s 5.25	264.7	6.7 D MONIDA YL MO
54 PW	8.40 ²⁵⁶	11.12	f 9.39	5.37	272.8	8.1 SNOWLINE
Yard COPTWY	A 9.10PM	A 11.30AM	A 10.00AM	A 5.55AM	279.9	7.1 DN-R LIMA YL RD

(5.50) (7.30) (4.20) (4.15) Thru Time
25.0 19.5 33.7 34.3 Average speed per hour

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

FIFTH SUBDIVISION

EASTWARD

Car capacity of sidings, etc. See Rule 6 (A).	FIRST CLASS		SECOND CLASS		Mile Post	STATIONS
	34 Passenger	30 Passenger	278 Time Freight	256 Time Freight		
Yard COPTWYZ	A 4.55PM	A 2.40AM	A 3.10PM	A 3.45AM	133.9	DN-R POCATELLO YL ^H CA PO
P	4.41	2.25	2.53	3.03	136.7	2.8 MONTANA JCT.
36					138.2	1.5 CHUBBUCK
73 P	f 4.37	2.21	2.47	2.56	140.4	2.2 TYHHEE
73 PW	s 4.30	f 2.14	2.38	2.48	145.7	5.3 D FORT HALL FH
74 P	f 4.23	2.07 ²⁹	2.30	2.40	151.0	5.8 GIBSON
ES 95 WS 82 CPWY	s 4.15 ²⁵⁵	s 1.57	2.18	2.23 ²⁹	158.1	7.1 DN BLACKFOOT YL BF
74 P	f 4.00	1.40	2.04	1.56	164.0	5.9 WAPELLO
					166.6	2.6 KIMBALL
74 PW	s 3.53	f 1.33	1.55	1.47	169.4	2.8 D FIRTH FR
PY					169.8	0.4 GOSHEN JCT.
105 P	s 3.43	s 1.25	1.45	1.37	172.2	2.4 MONROE
					175.5	3.3 DN SHELLEY SY
73 P	f 3.35	1.19	1.38	1.28	176.9	1.4 MITCHELL
65 P	3.29	1.14	1.30	1.20	179.3	2.4 COTTON
Yard COPTWYZ	s 3.25	s 1.10 ²⁵⁶	1.25	1.15 ³⁰	183.1	3.8 BACH YL
				12.30	184.5	1.4 DN-R IDAHO FALLS YL AK
53 P	2.58	12.50			185.8	1.3 WEST IDAHO FALLS YL
53 P	f 2.50	12.42	12.10	12.05AM	191.2	5.4 PAYNE
53 P	f 2.44	12.36	12.01PM	11.55PM	196.5	5.3 BASSETT
57 PW	s 2.37	s 12.29	11.50AM	11.45	202.0	5.5 D ROBERTS AR
55 P	2.28	12.21	11.40	11.35	207.0	5.0 TENNO
51 P	2.22	12.15	11.30	11.25	212.1	5.1 HAWGOOD
53 P	s 2.15	s 12.09	11.20	11.15	217.5	5.4 HAMER
52 PY	s 2.07	12.01AM	11.10	11.05	223.1	5.6 CAMAS
50 P	1.59	11.54PM	10.59	10.53	228.2	5.1 JONES
ES 51 WS 63 CPWY	s 1.50	s 11.45	10.46	10.40	234.9	6.7 DN DUBOIS YL BO
52 P	1.33	11.30	10.23	10.18	242.9	8.0 HIGHBRIDGE
54 PW	s 1.25	s 11.22	10.11 ²⁷⁷	10.01	248.5	5.6 D SPENCER RC
ES 55 WS 58 PW	s 1.06	11.03	9.45	9.35	258.0	9.5 HUMPFREY YL
65 PY	s 12.54	s 10.53	9.27 ³³	9.10	264.7	6.7 D MONIDA YL MO
54 PW	f 12.41	10.40	8.50	8.40 ²⁵⁵	272.8	8.1 SNOWLINE
Yard COPTWY	12.30PM	10.30PM	8.30AM	8.20PM	279.9	7.1 DN-R LIMA YL RD

Thru Time (4.25) (4.10) (6.40) (7.25)
Average speed per hour 33.0 35.0 21.9 19.7

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

WESTWARD				SIXTH SUBDIVISION				EASTWARD			
Capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS		FIRST CLASS		Time-Table No. 269 February 16, 1947	Mile Post	FIRST CLASS		SECOND CLASS		
	255 Time Freight	277 Time Freight	33 Passenger	29 Passenger			34 Passenger	30 Passenger	256 Time Freight	278 Time Freight	
	Daily	Daily	Daily	Daily							
Yard CPWY	10.30PM	2.00PM	10.10AM	6.05AM	DN-R	LIMA YL RD 279.9	A 12.15PM	A 10.15PM	A 6.00PM	A 4.30AM	
52 P	10.50	2.20	s 10.22	s 6.17	D	DELL DE 288.0	s 12.01PM	s 9.58	4.10	2.35	
53 P	11.02	2.32	f 10.30	6.25		KIDD 294.0	f 11.53AM	9.50	3.55	2.20	
52 PW	11.19	2.46	f 10.42	6.36		RED ROCK 302.8	f 11.41	9.38	3.35	2.00	
57 P	11.27	2.53	s 10.51	s 6.47	D	ARMSTEAD AD 307.0	s 11.35	s 9.33	3.25	1.45	
51 P	11.40	3.10	f 11.01	6.56		GRAYLING 312.9	f 11.23	9.19	3.10	1.25	
17 P			f			DALYS 316.4	f				
68 P	11.55PM	3.25	f 11.11	7.06		BARRATTS 320.4	f 11.11	9.09	2.55	1.10	
69 CPW	12.30AM	4.35	s 11.50AM	s 7.23	DN	DILLON YL DN 328.0	s 10.57	s 8.58	2.35	12.30	
39 P	12.45	4.48	f 12.01PM	7.31		BOND 334.4	f 10.42	8.40	1.58	12.15	
48 P	1.01	5.05	f 12.09	7.39		APEX 340.3	f 10.34	8.32	1.45	12.05AM	
			s 12.23	7.53		GLEN (Spur) 347.8	s 10.21				
51 PY	1.30	5.30	f 12.25	7.55		NAVY 348.7	f 10.19	8.17	1.24	11.47PM	
58	1.36	5.36	f 12.30	7.59		LAVON 351.7	f 10.15	8.13	1.18	11.40	
65 CPW	2.00	6.00	s 12.41	s 8.10	D	MELROSE VI 358.9	s 10.05	s 8.03	1.04	11.25	
41 P	2.20	6.15	f 12.51	8.20		QUINN 364.9	f 9.51	7.50	12.51	11.05	
			f			MAIDEN ROCK 366.0	f				
42 P	2.35	6.30	s 12.59	s 8.29	D	DIVIDE J 370.1	s 9.42	s 7.41	12.27	10.52	
69 P	2.45	6.40	f 1.07	8.38		WOODIN 374.3	f 9.34	7.33	12.15PM	10.41	
46 P	3.05	7.00	f 1.18	8.50		FREELY 380.7	f 9.24	7.23	11.59AM	10.27	
52 P	3.15	7.14	f 1.26	8.58		BUXTON 384.6	f 9.18	7.14	11.45	10.15	
Yard PWY	4.00	7.30	s 1.40	s 9.10	DN-R	SILVER BOW YL SB 390.0	s 9.10	s 7.05	11.30	10.00	
	A 5.00AM	A 9.00PM	A 2.00PM	A 9.30AM	DN	BUTTE YL BY 397.0	s 8.50AM	s 6.45PM	9.35AM	8.00PM	
						(117.1)	Daily	Daily	Daily	Daily	

(6.30) 18.0 (7.00) 16.7 (3.50) 30.5 (3.25) 34.3 Thru Time (3.25) 34.3 (3.30) 33.5 (8.25) 13.9 (8.30) 13.8
 Average speed per hour Average speed per hour Average speed per hour

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

Time shown at Butte is for information only. Trains are governed by Northern Pacific time table and rules while using their tracks between Butte and Silver Bow.

WESTWARD		WEST BELT BRANCH		EASTWARD		WESTWARD		EAST BELT BRANCH		EASTWARD		
Capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS		Time-Table No. 269 February 16, 1947		Mile Post	SECOND CLASS		Time-Table No. 269 February 16, 1947		Mile Post	SECOND CLASS	
	397 Mixed	Monday Wednesday Friday	392 Mixed	Tuesday Thursday Saturday		391 Mixed	398 Mixed					
	8.05AM	8.13	8.19	8.31		8.50	9.30	9.34	9.41		9.48	9.55	10.03	10.15AM
60 PW	D-R	UCON UN 2.8	0.0	A 1.40PM	17 PY	8.00AM					0.0	A 1.55PM
P	f	COLTMAN (Spur) 2.0	2.8	f 1.33	21	f 8.10					2.3	f 1.45
P	f	GRANT (Spur) 2.2	4.8	f 1.25	P	s 8.22					3.1	
		BARLOW (Spur) 1.8	7.0		46 P	s 8.22					5.7	s 1.25
21 P	f	LEWISVILLE 0.6	8.8	f 1.10	21 PW	s 9.00	D	RIRIE RK 5.0			16.4	s 12.45
		MIDWAY 1.1	9.4		13 P	f 9.13					21.4	f 12.13PM
50 P	s	MENAN MN 1.0	10.5	s 1.00	11 P	f 9.25					25.6	f 11.58AM
		ANNIS JCT. 13.5	11.5								27.5	
52 PW	f	PLANO 1.7	25.0	f 12.12	28 P	f 9.35					28.2	f 11.50
11	f	EDMONDS 2.6	26.7	f 12.05PM	40 P	f 9.47					32.4	f 11.35
11 P	f	EGIN 2.3	29.3	f 11.56AM	10 P	f 9.53					34.3	f 11.25
30	f	HEMAN 1.9	31.6	f 11.46	12 P	s 10.20	D	NEWDALE NE 6.3			38.1	s 11.15
14 P	f	PARKER 1.8	33.5	f 11.40	P	A 10.35AM					44.4	10.50AM
		PYKE (Spur) 3.4	35.3	f 11.30								
118 PWY	A	ST. ANTHONY YL SH 38.7	38.7	11.15AM								Monday Wednesday Friday
		(38.7)										
	(2.10) 17.9	..... Thru Time	(2.25) 16.0	..... Average speed per hour	(2.35) 17.2	..... Thru Time	(3.05) 14.4	..... Average speed per hour				

WESTWARD		TETON VALLEY BRANCH				EASTWARD						
Capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS		FIRST CLASS		Time-Table No. 269 February 16, 1947		Mile Post	FIRST CLASS		SECOND CLASS		
	481 Local Freight	Daily Except Sunday	45 Passenger	Daily	46 Passenger	482 Local Freight						
	8.00AM	8.10	8.25	8.40	8.55	9.05		9.25	9.40	10.15	10.45	11.10AM
46 CPWY	D-R	ASHTON YL HN 1.8	0.0	A 1.30PM							0.0	A 3.00PM
19	f	MARYSVILLE YL 4.2	1.8	f 1.19							1.8	2.40
33	f	GRAINVILLE 2.6	6.0	f 1.09							6.0	2.28
19 PW	s	DRUMMOND MD 4.2	8.6	s 1.03							8.6	2.20
11	f	FRANCE 3.0	12.8	f 12.53							12.8	2.05
33 P	s	LAMONT 6.5	15.8	s 12.47							15.8	1.55
4	f	JUDKINS 4.0	22.3	f 12.32							22.3	1.35
20	s	FELT 4.0	26.3	s 12.23							26.3	1.25
22 PWY	D	TETONIA NA 2.4	30.3	s 12.15							30.3	1.10
	f	DWIGHT 4.5	32.7	f 12.09PM							32.7	
31	s	DRIGGS DI 5.1	37.2	s 11.59AM							37.2	12.40
7	f	FOX CREEK 3.3	42.3	f							42.3	
19 PWY	A	VICTOR YL VR 45.6	45.6	11.40AM							45.6	12.10PM
		(45.6)										Daily Except Sunday
	(3.10) 14.4	..... Thru Time	(1.55) 23.8	..... Average speed per hour	(1.50) 24.9	..... Thru Time	(2.50) 16.1	..... Average speed per hour				

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

WESTWARD

YELLOWSTONE BRANCH

Car capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS			FIRST CLASS			Mile Post	Time-Table No. 269 February 16, 1947	STATIONS	
	477 Local Freight	391 Mixed	397 Mixed							45 Passenger
	Daily Except Sunday	Tuesday Thursday Saturday	Monday Wednesday Friday							Daily
Yard COPTWYZ	9.15AM	7.45AM	7.45AM				0.0	DN-R IDAHO FALLS YL AK		
17 PY	9.25	A 7.55AM	f 7.55				3.0	ORVIN YL		
							3.7	ST. LEON (Spur)		
60 PW	9.40		A 8.05AM				7.6	UCON UN		
54 P	10.05						13.8	RIGBY RG		
36 P	10.20						18.1	LORENZO		
27 P	10.40						20.7	THORNTON		
24							22.2	MARK		
67 P	11.10						26.0	REXBURG RX		
51 P	11.25						29.8	SUGAR CITY SC		
36 PY							30.9	HART		
							32.9	WILFORD (Spur)		
118 PWY	11.40AM		10.40AM				36.8	ST. ANTHONY YL SH		
P			A 10.50AM				38.3	BELT YL		
43 P	12.05PM						42.8	CHESTER		
46 COPWY	A 12.30PM						51.0	ASHTON YL HN		
							52.5	INGLING		
28 P							58.2	WARM RIVER		
15 P							66.9	GERRIT		
5 P							72.5	PINEVIEW		
22							75.7	ECCLES		
15 P							80.6	ISLAND PARK		
29 P							85.4	TRUDE		
26 PWY							90.7	BIG SPRINGS		
22 PY							97.2	REAS PASS		
29 COPWY							107.1	WEST YELLOWSTONE YL WS		

(3.15) (0.10) (3.05) (1.35) Thru Time
15.7 18.0 15.5 32.2 Average speed per hour

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

YELLOWSTONE BRANCH

EASTWARD

Car capacity of sidings, etc. See Rule 6 (A).	FIRST CLASS			SECOND CLASS			Mile Post	Time-Table No. 269 February 16, 1947	STATIONS
	46 Passenger			392 Mixed	398 Mixed	478 Local Freight			
Yard COPTWYZ	A 3.10PM			A 2.00PM	A 2.10PM	A 8.00PM	0.0	DN-R IDAHO FALLS YL AK	
17 PY	2.53			f 1.50	1.55PM	7.10	3.0	ORVIN YL	
							3.7	ST. LEON (Spur)	
60 PW	s 2.45						7.6	UCON UN	
54 P	s 2.35						13.8	RIGBY RG	
36 P	s 2.28						18.1	LORENZO	
27 P	s 2.23						20.7	THORNTON	
24							22.2	MARK	
67 P	s 2.15						26.0	REXBURG RX	
51 P	s 2.08						29.8	SUGAR CITY SC	
36 PY							30.9	HART	
							32.9	WILFORD (Spur)	
118 PWY	s 1.58			A 10.45AM		4.10	36.8	ST. ANTHONY YL SH	
P				10.35AM			38.3	BELT YL	
43 P	s 1.47					3.45	42.8	CHESTER	
46 COPWY	1.35PM					3.30PM	51.0	ASHTON YL HN	
							52.5	INGLING	
28 P							58.2	WARM RIVER	
15 P							66.9	GERRIT	
5 P							72.5	PINEVIEW	
22							75.7	ECCLES	
15 P							80.6	ISLAND PARK	
29 P							85.4	TRUDE	
26 PWY							90.7	BIG SPRINGS	
22 PY							97.2	REAS PASS	
29 COPWY							107.1	WEST YELLOWSTONE YL WS	

Thru Time (1.35)
Average speed per hour 32.2 (3.25) (0.15) (4.30)
14.0 12.0 11.3

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

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

Designation "Psgr." —Train with steam locomotive and all passenger train equipment;
Train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.

Designation "Frt." —Train with freight cars; train with caboose only; locomotive without cars.

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

GENERAL

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Maximum speed. Between Pocatello and Idaho Falls.	70	50	Trains handling loaded wooden Hart convertible cars.		30
Between Idaho Falls and Silver Bow.	60	40	Trains handling company roadway machines on their own wheels on main line— Straight track.		30
On curves indicated by curve warning signs, unless otherwise specified.	40	25	Curves.		25
Inspection bus cars.	45	45	Yellowstone Branch between Idaho Falls and Ashton.		20
When caboose is handled in train consisting of passenger train equipment.	50		On other branch lines.		15
3800 and 3900 class and 2-10-2 type engines.	50	50	Within yard limits and passing fueling stations— On main line.	40	25
MacArthur type engines with 63-inch drivers.	50	50	On branch lines.	30	15
MacArthur type engines with 57-inch drivers.	35	35	Through tunnels.	10	10
4000 and 9000 class engines.	50	50	Over spring switches, when using turnouts.	15	15
Ten Wheeler type engines 1573, 1575, 1577 to 1580.	55	40	Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20
Ten Wheeler type engines 1584 to 1587.	35	35	When using cross-overs or turnouts.	15	15
Consolidation type engines.	35	35	When using cross-overs, turnouts or any wye track, with 9000 class engines.	6	6
Mallet type engines, except 3800, 3900 and 4000 class.	35	35	Through interlocking.	30	30
0-6-0 and 0-8-0 type yard engines 4405 to 4480.	20	20	Jordan spreaders and other machines of spreader type, when in operation.		15
Engines running backward.	20	20			
Trains handling scale test cars— On main line and on Yellowstone Branch between Idaho Falls and Ashton.		30			
On other branch lines.		20			

FIFTH SUBDIVISION

Chubbuck Between M.P. 139.9 and 140.2.	65	45	Shelley Over streets and alleys.	30	30
Tyhee Between M.P. 142.3 and 142.5. Between M.P. 143.4 and 143.5.	50	35	Idaho Falls Over streets and alleys.	20	20
Gibson Between M.P. 152.7 and 152.9.	50	35	Idaho Falls West leg of wye with 5000, 7000 and 9000 class engines.	5	5
Blackfoot Over streets and alleys.	20	20	West Idaho Falls Between M.P. 185.5 and 185.9.	15	5
Wapello Between M.P. 166.8 and 167.0.	65	45	Between M.P. 187.4 and 187.6.	40	25
Firth Between M.P. 169.7 and 169.9.	65	45	Between M.P. 188.4 and 188.7.	40	25
			Between M.P. 190.7 and 190.9.	40	25

FIFTH SUBDIVISION (Continued)

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Roberts Between M.P. 205.5 and 206.2.	50	35	Humphrey Between M.P. 262.9 and 263.1.	40	25
Tenzo Between M.P. 208.4 and 210.1.	50	35	Between M.P. 263.4 and 266.3.	40	25
Hawgood Between M.P. 213.7 and 213.9.	50	35	Between M.P. 266.9 and 267.1.	40	25
Hamer Between M.P. 218.4 and 218.6.	50	35	Between M.P. 267.6 and 267.7.	40	25
Dubois Between M.P. 236.0 and 236.6. Between M.P. 237.8 and 238.0. Between M.P. 239.0 and 239.2.	40	25	Between M.P. 269.7 and 269.9.	40	25
Highbridge Between M.P. 244.5 and 246.4.	40	25	Between M.P. 271.0 and 271.7.	40	25
Spencer Between M.P. 248.6 and 248.8. Between M.P. 249.5 and 249.6. Between M.P. 251.0 and 251.3. Between M.P. 252.7 and 257.5.	40	25	Snowline Between M.P. 277.5 and 278.5.	40	25
	40	25	Lima Over center street east of depot.	20	15
	40	25	Westward within yard limits.	25	15
	30	20			

SIXTH SUBDIVISION

Lima Westward within yard limits.	25	15	Quinn Between M.P. 365.1 and 365.9, watch for rocks.	30	20
Armstead Between M.P. 307.8 and 308.0. Between M.P. 308.9 and 310.2. Between M.P. 310.4 and 310.6. Between M.P. 311.0 and 311.8.	40	25	Maiden Rock Between M.P. 366.0 and 366.4, watch for rocks. Between M.P. 366.4 and 366.6.	30	20
Grayling Between M.P. 316.1 and 316.5, watch for rocks.	20	20	Curve M.P. 366.5, with 5000 and 5300 class engines	10	10
Dalys Between M.P. 316.5 and 318.7.	40	25	Between M.P. 366.7 and 367.7.	40	25
Dillon Over streets and alleys.	20	20	Between M.P. 367.9 and 368.1.	35	25
Bond Between M.P. 337.0 and 337.1.	40	25	Divide Between M.P. 373.5 and 374.2.	40	25
Apex Between M.P. 341.1 and 341.4. Between M.P. 342.7 and 342.9. Between M.P. 343.2 and 346.3.	40	25	Woodin Between M.P. 374.4 and 374.6. Between M.P. 375.2 and 377.8. Between M.P. 379.0 and 380.4.	40	25
Glen Between M.P. 347.9 and 348.2.	40	25	Feely Between M.P. 380.9 and 381.1. Between M.P. 382.4 and 383.9. Between M.P. 384.5 and 384.8.	40	25
Navy Between M.P. 351.0 and 351.6.	40	25	Buxton Between M.P. 384.9 and 385.2. Between M.P. 386.8 and 387.2. Between M.P. 387.8 and 388.2. Between M.P. 389.9 and 390.2.	40	25
Lavon Between M.P. 352.2 and 352.5. Between M.P. 353.2 and 354.3. Between M.P. 357.2 and 357.7.	40	25	Silver Bow On interchange tracks beyond N.P. crossing, with 3500, 3600, 5000 and 7000 class engines.	5	5
Melrose Between M.P. 361.8 and 362.1. Between M.P. 362.2 and 363.7. Between M.P. 363.9 and 364.8, watch for rocks.	40	25			
	30	20			
	35	25			