



UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



IDAHO DIVISION
TIME-TABLE
No. 43

Effective Sunday
September 7, 1969
At 12:01 A.M. Mountain Time

Safety Gains Where
Courtesy Reigns

FOR EMPLOYEES ONLY

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

NORTH WESTERN DISTRICT
IDAHO DIVISION
 CORRECTED TO October 27, 1968
 SCALE OF MILES

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.
T. P. Rogers, 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. Hennessy, 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.
G. A. Sweet, General Roadmaster.....Pocatello, 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.
C. F. Adams, 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.	R. P. Rawlinson	Surgeon	Emmett, Ida.
R. K. Gorton	Asst. to District Surgeon	Pocatello, Ida.	Ward A. Rulien	Surgeon	Glenns Ferry, Ida.
R. D. Benedict	Surgeon	Pocatello, Ida.	Marion V. Klingler	Surgeon	Gooding, Ida.
Richard G. Crandall	Surgeon	Pocatello, Ida.	Alden M. Packer	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.	Paul H. Daines	Surgeon	Montpelier, Ida.
L. N. Diana	Eye Specialist	Pocatello, Ida.	G. W. Schoper	Surgeon	Montpelier, Ida.
Frank L. Harms	Surgeon	American Falls, Ida.	T. C. Horton, Jr.	Surgeon	Nampa, Ida.
Robert F. Barter	Surgeon	Arco, Ida.	Samuel C. Taylor	Surgeon	Nampa, Ida.
R. R. Stevenson	Surgeon	Ashton, 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.
Norman D. Sower	Surgeon	Boise, Ida.	Murland F. Rigby	Surgeon	Rexburg, Ida.
Robert S. Smith	Surgeon	Boise, Ida.	A. C. Truxal	Surgeon	Rexburg, Ida.
Vern H. Anderson	Surgeon	Buhl, Ida.	Aldon Tall	Surgeon	Rigby, Ida.
John W. Davis	Surgeon	Burley, Ida.	Howard W. Crawford	Surgeon	Rupert, Ida.
Chas. A. Terhune	Surgeon	Burley, Ida.	Arthur F. Dalley	Surgeon	Rupert, Ida.
John H. Weare	Surgeon	Burns, Ore.	Emory L. Soule	Surgeon	St. Anthony, Ida.
George M. Gilboy	Surgeon	Butte, Mont.	Royal G. Neher	Surgeon	Shoshone, Ida.
F. H. Burton	Oculist and Aurist	Butte, Mont.	Allen H. Tigert	Surgeon	Soda Springs, Ida.
John V. Plett	Oculist and Aurist	Butte, Mont.	Russell Tigert, Jr.	Surgeon	Soda Springs, Ida.
Gerald C. Bauman	Surgeon	Caldwell, Ida.	Victor V. Telford	Surgeon	Twin Falls, Ida.
Donald D. Price	Surgeon	Caldwell, Ida.	Wallace Bond	Oculist and Aurist	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	Vale, Ore.
John C. Seidensticker	Surgeon	Dillon, Mont.	C. J. Kopp	Surgeon	Wendell, Ida.
K. E. Head	Surgeon	Driggs, Ida.	Harold F. Holsinger	Surgeon	Weiser, Ida.
A. C. Truxal	Surgeon	Dubois, 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. 43 September 7, 1969	FIRST CLASS			
105 Passenger	19 Passenger	457 Passenger	17 Passenger			20 Passenger	106 Passenger	458 Passenger	18 Passenger
Daily	Daily	Daily	Daily		STATIONS				
5.05			4.05	0.0	GRANGER	A 11.00		A 8.55	
8.30			9.00	213.9	POCATELLO	7.00		4.30	
8.40			9.50			6.50		3.50	
11.01			1.30	373.8	GLENN'S FERRY	4.05		12.45	
12.16			3.15	448.4	BOISE	2.45		11.05	
2.05			6.05	550.1	M.T. HUNTINGTON M.T.	1.00		8.40	
1.06			5.15		P.T. HUNTINGTON P.T.	11.59		7.30	
3.25			8.15	649.7	LA GRANDE	9.40		5.00	
5.30			11.00	723.9	PENDLETON	7.26		2.45	
				941.3	SPOKANE	A 5.30			
6.10	A 3.15		12.15	755.3	HINKLE	1.00	6.51	2.05	
7.30			2.40	855.4	THE DALLES	5.15		12.25	
A 9.15		9.45	A 5.00	939.5	PORTLAND	3.30	A 9.30	10.30	
		A 1.30		1122.7	SEATTLE		5.30		
						Daily	Daily	Daily	
(17.10) 54.7	(4.30) 40.7	(3.45) 48.9	(25.55) 36.2		Thru Time.....	(4.30) 40.7	(18.30) 50.8	(4.00) 45.8	(21.25) 43.9
					Average speed per hour.....				

WESTWARD CONDENSED TIME-TABLE EASTWARD

FIRST CLASS				Distance from McCammon	Time-Table No. 43 September 7, 1969	FIRST CLASS				
			35 Passenger			36 Passenger				
			Monday Thursday Saturday		STATIONS					
			11.25	0.0	McCAMMON	A 3.15				
			11.55	22.7	POCATELLO	2.45				
			12.25			2.05				
			1.40	73.3	IDAHO FALLS	12.55				
			A 7.30	285.8	BUTTE	7.30				
						Sunday Tuesday Friday				
				(8.05) 35.4	Thru Time.....	(7.45) 36.9				
					Average speed per hour.....					

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

MILEAGE

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

WESTWARD					FIRST SUBDIVISION					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	FIRST CLASS			Time-Table No. 43 September 7, 1969	Mile Post	FIRST CLASS								
	35	105	17			36	106	18						
	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Passenger					
	Monday Thursday Saturday	Daily	Daily											
	STATIONS													
124 IPY		5.05 PM	f 4.05 AM	DN-R GRANGER YL GN	0.0		At 1.00 AM	As 8.55 PM						
120 P				7.7 MOXA	7.7									
120 P				9.1 NUTRIA	15.4									
120 P			f 4.30	D 9.1 OPAL OW	24.5			f 8.30						
120 P				6.1 WATERFALL	33.6									
131 PTZ		f 5.43	s 5.00	DN 8.3 KEMMERER AV	39.7		f 10.10	s 8.05						
120 P				5.0 FOSSIL	48.0									
120 P				6.6 NUGGET	53.0									
120 P				5.2 ORR	59.6									
120 PY				6.5 LEEFE	64.8									
120 P				6.1 BECKWITH	71.3									
120 P				6.1 PIXLEY	77.4									
151 P			s 6.00	D 4.7 COKEVILLE CK	83.5			s 7.13						
120 P				4.7 MARSE	88.2									
120 P				6.3 CHAUSSE	94.5									
120 P				8.4 HARER	102.9									
24 P				7.0 DINGLE	108.0									
DPTYZ		s 6.55	6.40 6.50	DN-R 6.3 MONTEPELIER MX YL	115.0		s 8.45	6.40 6.30						
P				5.5 PESCADERO	121.3									
168 P				9.3 GEORGETOWN	126.8									
120 P				9.9 MANSON	136.1									
120 PY			s 7.30	DN 5.6 SODA SPRINGS SD	146.0			s 5.55						
120 P				4.6 ALEXANDER	151.6									
120 P				5.6 TALMAGE	156.2									
120 P				8.5 BANCROFT BN	161.8			f 5.32						
120 P			f 7.47	7.1 PEBBLE	170.3									
24 PX			f 8.05	2.6 BLASER	177.4									
P				6.0 LAVA HOT SPRINGS	180.0			f 5.12						
CS 133 PY		11.25 PM	f 8.24	5.2 TOPAZ	186.0									
99 P			f 8.36	DN 10.7 McCAMMON MC	191.2		At 3.15 AM	f 4.55						
DPTYZ		At 1.55 PM	A 8.30 PM	12.0 INKOM	201.9									
			A 9.00 AM	DN-R 12.0 H-CA POCATELLO YL	213.9		2.45 AM	7.00 AM	4.30 PM					
				(213.9)			Monday Wednesday Saturday	Daily	Daily					
	(0.30)	(3.25)	(4.55)	..... Thru Time.....	(0.30)	(4.00)	(4.25)						
	45.4	62.6	44.1	..... 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. 43 September 7, 1969	Mile Post	FIRST CLASS								
	105	17	49	35			36	106	18	50					
	Passenger	Passenger	Mixed	Passenger			Passenger	Passenger	Passenger	Mixed					
	Daily	Daily	Daily	Sunday Tuesday Friday											
	STATIONS														
	DPTYZ	8.40 PM	9.50 AM	4.00 AM	12.25 AM					DN-R POCATELLO YL H-CA	213.9	A 2.05 AM	A 6.50 AM	A 3.50 PM	A 10.30 PM
	P				A 12.30 AM					2.4 POCATELLO JCT. YL	216.3	1.55 AM			
CS 127	P			f 4.15						8.0 MICHAUD	224.3			f 9.47	
146	P									5.8 BANNOCK	230.1				
125	P		s 10.20	s 4.35						DN 8.4 AMERICAN FALLS AF	238.5			s 3.15	s 9.30
104	P									3.8 BORAH	242.3				
146	P									7.8 QUIGLEY	250.1				
103	P			f 4.55						5.9 WAPI	256.0			f 9.10	
146	P									3.8 DEWOLF	259.8				
104	P									7.5 HAWLEY	267.3				
108	PY	9.28	s 11.05 AM	A 5.20 AM						DN 3.8 MINIDOKA RT	272.4		5.45	s 2.45	8.50 PM
103	P									8.1 MAX	276.2				
142	P									4.7 ADELAIDE	284.3				
103	P									6.7 KIMAMA	289.0				
103	P									6.7 SENTER	295.7				
146	P									7.8 OWINZA	303.5				
103	P									5.8 BESSLEN	309.3				
100	P									4.6 DIETRICH	313.9				
WS 104-89 ES 96-112	PY	s 10.09	s 12.05 PM							DN 7.9 SHOSHONE X	321.8		s 5.00	s 1.55	
146	P									9.0 TUNUPA	330.8				
146 52	P		s 12.30							D 6.7 GOODING GD	337.5			s 1.30	
146	P									6.3 FULLER	344.2				
102 104	PY		f 12.45							BLISS	350.5				
CS 104 WS 86	P									6.8 TICESKA	357.3				
CS 146	P									9.8 KING HILL	367.1				
	DPTY	As 11.01 PM	A 1.20 PM							DN-R 6.7 GLENN'S FERRY YL GF	373.8		4.05 AM	12.45 PM	
										(159.9)		Monday Wednesday Saturday	Daily	Daily	Daily
	(2.21)	(3.30)	(1.20)	(0.05)	..... Thru Time.....	(0.10)	(2.45)	(3.05)	(1.40)						
	68.2	45.7	43.9	28.8	..... Average speed per hour.....	14.4	58.1	51.8	35.1						

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			
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	FIRST CLASS		Time-Table No. 43 September 7, 1969	Mile Post	FIRST CLASS		STATIONS	Mile Post	FIRST CLASS		
	105 Passenger	17 Passenger			106 Passenger	18 Passenger					
	Daily	Daily									
DPTY											
CS 141 P		11-01 PM				373.8	As 4-05 AM			A 12-35 PM	
CS 146 P						382.7					
140 PY		11-32 PM				401.6	3-33			s 12-01 PM	
140 P						407.5					
140 P						412.7					
159 P						423.0					
140 P						434.7					
140 P		VIA BOISE				446.7	VIA BOISE			VIA BOISE	
52 P						B-435.9					
60 PY		s 12-16 AM				B-448.4	s 2-45			f 11-05 AM	
P						B-450.7				f 11-00	
101 P						B-457.3				f 10-47	
DPTYZ		s 12-39				456.6	s 2-20			f 10-35	
48 P						460.8				f 10-25	
140 P		12-50				465.6	2-07			s 10-10	
105 P						469.2					
140 P						472.5				f 9-58	
140 P						480.8				s 9-50	
149 PY		1-12				488.4	1-47			s 9-42	
144 PY		1-23				498.7	1-39			s 9-30	
133 P						502.5				s 9-24	
140 P						509.3					
140 PY		1-41				515.9	1-23			s 9-10	
133 P						525.7					
140 P						532.8					
DPTYZ		A 2-05 AM				538.8	1-00 AM			8-40 AM	
							Daily			Daily	
		(3.04) 57.5				(3.05) 57.2				(3.55) 45.1	
		(4.35) 38.9									

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 Sidings, etc. See Rule 6(A), Page 21.	SECOND CLASS		FIRST CLASS		Time-Table No. 43 September 7, 1969	Mile Post	FIRST CLASS		SECOND CLASS					
	277 Time Freight			35 Passenger			36 Passenger		278 Stock Special					
	Daily			Sunday Tuesday Friday										
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			f 12-45					FORT HALL 145.7	f 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
63 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					DN-R IDAHO FALLS YL AK 183.0	12-55			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 196.5	f 12-25			6-17
47 P		3-37			s 2-06					D ROBERTS AR 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 12-01 AM			5-37
44 P		4-14			f 2-36					CAMAS 223.1	f 1-55 PM			5-27
92 PY		4-50			s 2-50					DUBOIS YL 234.9	s 1-43			5-02
50 P		5-20			s 3-12					SPENCER 248.5	s 1-23			4-27
129 P		5-46			f 3-29					HUMPHREY 258.0	f 1-06			4-01
53 PY		6-05			f 3-41					D MONIDA YL MO 264.7	s 10-57			3-41
44 P		6-22			f 3-55					SNOWLINE 273.7	f 10-43			3-01
DPY		6-50			s 4-10					DN-R LIMA YL RD 279.9	s 10-34			2-40
41 P		7-50			f 4-27					DELL 288.0	f 10-21			12-08 AM
42 P		8-05			f 4-34					KIDD 294.0	f 10-13			11-55 PM
134 P		8-25			f 4-45					RED ROCK 301.8	s 10-04			11-33
138 P		9-00			f 5-10					BARRETT'S 320.4	f 9-35			11-00
129 P		9-25			s 5-27					DN DILLON YL DN 328.0	s 9-25			10-45
39 P		10-16			f 5-43					APEX 340.3	f 9-05			10-16
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		11-45 PM			f 6-35					D DIVIDE J 370.1	s 8-17			8-53
16 P		12-15 AM			f 6-53					FEELY 380.7	f 8-00			8-27
PY		A 1-00 AM			As 7-15 AM					DN-R SILVER BOW YL SB 390.0	s 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					(6.25) 40.8				(13.05) 20.0

Westward trains are superior to 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.	Time-Table No. 43 September 7, 1969			Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	Time-Table No. 43 September 7, 1969		
	STATIONS					STATIONS		
	131 PTZ	DN-R	KEMMERER YL AV			0.0	45	GLENCoe JCT. YL	0.0
		4.8 GLENCoe JCT. YL	4.8		3.9 ELKOL	3.9		
45		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 21.	Time-Table No. 43 September 7, 1969			Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	Time-Table No. 43 September 7, 1969		
	STATIONS					STATIONS		
	129 PY	DN	SODA SPRINGS YL SD			0.0	129 P	ALEXANDER YL	0.0
68		1.8 MONSANTO YL (Spur)	1.8	14 P	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 21.	Time-Table No. 43 September 7, 1969			Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	Time-Table No. 43 September 7, 1969		
	STATIONS					STATIONS		
	129 P		FORT HALL			0.0	106 P	D	FIRTH FR	0.0
30		9.1 M.P. 9.1	9.1	16		GOSHEN	5.2	
329 YZ		11.7 GAY	20.8	19		GERRARD	11.0	
		(20.8)		9		INDIAN	12.8	
				12		HACKMAN	15.6	
				P		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 15.

WESTWARD YELLOWSTONE BRANCH EASTWARD								
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	SECOND CLASS			Time-Table No. 43 September 7, 1969	Mile Post	SECOND CLASS		
	477 Mixed					478 Mixed		
	STATIONS					STATIONS		
DPTYZ			6.00AM	DN-R	AK	IDAHO FALLS YL	0.0	A 4.40PM
15 PY			6.10			3.0 ORVIN YL	3.0	4.25
51 P			s 6.23			4.6 UCON	7.6	s 4.15
46 P			s 6.42	D	RG	6.2 RIGBY	13.8	s 4.00
31 P			f 6.50			4.3 LORENZO	18.1	f 3.45
21			f 6.57			2.6 THORNTON	20.7	f 3.35
57 P			s 7.10	D	RX	5.3 REXBURG	26.0	s 3.20
44 P			s 7.20	D	SC	3.8 SUGAR CITY	29.8	s 3.10
31 PY						1.1 HART	30.9	
95 PY			s 7.35	D	SH	5.9 ST. ANTHONY YL	36.8	s 2.55
P						1.5 BELT YL	38.3	
37 P			f 7.50			4.5 CHESTER	42.8	f 2.40
39 PY			A 8.10AM	DN-R	HN	6.2 ASHTON YL	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						6.5 REAS PASS	97.2	
24 PY						9.9 WEST YELLOWSTONE YL	107.1	
						(107.1)		
			(2.10)			..... Thru Time.....	(2.20)	
			23.1			..... Average speed per hour....	21.1	

WESTWARD TETON VALLEY BRANCH EASTWARD								
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	SECOND CLASS			Time-Table No. 43 September 7, 1969	Mile Post	SECOND CLASS		
	477 Mixed					478 Mixed		
	STATIONS					STATIONS		
39 PY			8.30AM	DN-R	HN	ASHTON YL	0.0	A 1.55PM
28			f 8.55			6.0 GRAINVILLE	6.0	f 1.33
19 P			s 9.10			2.6 DRUMMOND	8.6	s 1.22
10			f 9.25			4.2 FRANCE	12.8	f 1.08
28 P			f 9.35			3.0 LAMONT	15.8	f 12.58
18			f 10.08			10.5 FELT	26.3	f 12.25
19 PY			s 10.23	D	NA	4.0 TETONIA	30.3	s 12.09PM
26 P			s 10.42	D	DI	6.9 DRIGGS	37.2	s 11.50AM
16 PY			A 11.05AM	D	VR	8.4 VICTOR YL	45.6	11.20AM
						(45.6)		
			(2.35)			..... Thru Time.....	(2.35)	
			17.7			..... Average speed per hour....	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 15.

WESTWARD				MACKAY BRANCH				EASTWARD												
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	SECOND CLASS		Time-Table No. 43 September 7, 1969	Mile Post	SECOND CLASS		Time-Table No. 43 September 7, 1969	Mile Post												
		409 Local Freight				410 Local Freight														
		Daily Except Sunday				Daily Except Sunday														
STATIONS																				
67 PY		8:00AM	DN-R	BLACKFOOT YL BF	0.0	A	5:00PM	16 PY												
6		8:10		COLLINS YL	2.1		4:46	19												
6		8:16		CLARKSON	4.3		4:40	P												
26		8:20		MORELAND	5.7		4:36	39 P												
P		8:24		ABERDEEN JCT. YL	7.1		4:32	18 P		D										
28 P		8:56		TABER	13.0		4:00	9 P												
30 PY		9:43		SCOVILLE	19.6		3:13	9 P												
32 PY		10:30	D	ARCO YL RO	19.4		2:26	20 P												
18 P		11:00		MOORE	7.6		1:56	34 P												
9		11:24		DARLINGTON	5.9		1:32	9 P												
4		11:44AM		LESLIE	4.7		1:12	10 P		D										
58 PY		A12:20PM	D-R	MACKAY YL MY	8.0		12:40PM	P												
				(85.3)									(44.4)							
(4.20) Thru Time.....				(4.20)									(4.20)							
19.8 Average speed per hour....				19.8									19.8							

WESTWARD				ABERDEEN BRANCH				EASTWARD												
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	SECOND CLASS		Time-Table No. 43 September 7, 1969	Mile Post	SECOND CLASS		Time-Table No. 43 September 7, 1969	Mile Post												
		409 Local Freight				410 Local Freight														
		Daily Except Sunday				Daily Except Sunday														
STATIONS																				
P				ABERDEEN JCT. YL	0.0			51 P												
27				ROCKFORD	4.3			19 P												
16				LIBERTY	1.6		5.9	33 P		D										
27 P				PINGREE	4.3		10.2	44 P												
26 P				SPRINGFIELD	6.3		16.5	15												
15 P				STERLING	3.2		19.7	9 P												
7				FINGAL	6.3		26.0	27												
32 PY			D	ABERDEEN YL BN	2.2		28.2	16 P												
				(28.2)									(38.7)							

WESTWARD				WEST BELT BRANCH				EASTWARD												
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	SECOND CLASS		Time-Table No. 43 September 7, 1969	Mile Post	SECOND CLASS		Time-Table No. 43 September 7, 1969	Mile Post												
		409 Local Freight				410 Local Freight														
		Daily Except Sunday				Daily Except Sunday														
STATIONS																				
				UCON	0.0			51 P												
				LEWISVILLE	8.8			19 P												
				LIBERTY	1.6		5.9	33 P		D										
				PINGREE	4.3		10.2	44 P												
				SPRINGFIELD	6.3		16.5	15												
				STERLING	3.2		19.7	9 P												
				FINGAL	6.3		26.0	27												
			D	ABERDEEN YL BN	2.2		28.2	16 P												
				(28.2)									(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. 43 September 7, 1969	Mile Post	FIRST CLASS		Time-Table No. 43 September 7, 1969	Mile Post	FIRST CLASS		SECOND CLASS							
	475 Local Freight	439 Local Freight			49 Mixed	50 Mixed			440 Local Freight	476 Local Freight								
	Daily Except Saturday	Daily Except Sunday			Daily													
STATIONS																		
108 231 PY		11:45PM		12:01PM		5:30AM	DN-R	MINIDOKA YL	RT	0.0	A	8:40PM		A1	1:00AM	A10	10:30PM	
62 P		12:01AM		12:16		5:43		ACEQUIA		8.2	f	8:28			10:35		10:05	
167 DPY		12:16		12:30		6:10	DN	RUPERT YL	MS	13.5	s	8:20			10:20		9:50	
13								SCHOW		2.9								
27 P		12:27		12:40		6:18		HEYBURN		3.2	f	8:08			10:05		9:35	
50 54 PY		12:40		12:55		6:35	DN	BURLEY YL	BU	21.7	s	8:04			10:00		9:30	
65 P		1:02		1:17		6:42		STARRH'S FERRY		25.8	f	7:53			9:45		9:15	
29								HOBSON		25.2								
50 P		1:15		1:30		6:54		MILNER		33.5	f	7:41			9:30		9:00	
14 P						6:57		PARSONS		35.5	f	7:38						
61 P		1:30		1:45		7:07	D	MURTAUGH	MU	41.4	s	7:29			9:15		8:45	
45 P		1:40		1:55		7:13		BICKEL		45.1		7:23			9:05		8:35	
20								BILLS		49.0								
35 P		1:55		2:10		7:20	D	HANSEN	NS	49.7	s	7:16			8:55		8:25	
51 P		2:08		2:23		7:27	D	KIMBERLY	KY	53.3	s	7:10			8:45		8:15	
26 P						7:35		McMILLAN YL		56.4								
DPYZ		A 3:00AM		A 3:40PM		8:10 8:20	DN-R	TWIN FALLS YL	NA	58.9		7:00 6:45			8:30AM		8:00PM	
36						8:27		CURRY		63.3	f	6:35						
51 P						8:32	D	FILER	FR	65.9	s	6:30						
38						8:36		PEAVEY		68.5	f	6:25						
35						8:40		CEDAR		71.3	f	6:20						
PY						A 8:45AM	DN-R	BUHL YL	BO	73.8		6:15PM						
				(73.8)									Daily			Daily Except Sunday		
(3.15) Thru Time.....				(3.15)									(2.25)			(2.30)		
18.1 Average speed per hour.....				16.1									30.5			23.6		

WESTWARD				OAKLEY BRANCH				EASTWARD									
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	SECOND CLASS		Time-Table No. 43 September 7, 1969	Mile Post	FIRST CLASS		Time-Table No. 43 September 7, 1969	Mile Post									
		475 Local Freight				49 Mixed											
		Daily Except Saturday				Daily											
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.	SECOND CLASS		Time-Table No. 43 September 7, 1969	Mile Post	FIRST CLASS		Time-Table No. 43 September 7, 1969	Mile Post									
		475 Local Freight				49 Mixed											
		Daily Except Saturday				Daily											
STATIONS																	
50 54 PY			DN-R	BURLEY YL	BU	0.0											
29				UNITY		3.1											
24				ELCOCK		4.0											
13				EVANS (Spur)		4.7											
19				SPRINGDALE		6.0											
21				HATCH		7.5											
14				DECLO		9.1											
				(9.1)													

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.
For stations not shown on schedule pages.—See page 15.

WESTWARD		WELLS BRANCH		EASTWARD		Westward NORTH SIDE BRANCH		Eastward		
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.		Time-Table No. 43 September 7, 1969		Mile Post		Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	Time-Table No. 43 September 7, 1969		Mile Post	
		STATIONS						STATIONS		
	DPYZ	DN-R	TWIN FALLS YL				NA	0.0		167 DPY	DN-R	RUPERT YL	MS	0.0
26		10.9 BERGER		10.9	48-47 P		4.4 MYERS YL		4.4	
22		8.5 HOLLISTER		19.4	31 P		1.5 PAUL YL		5.9	
8		3.8 AMSTERDAM (Spur)		23.2	17		2.0 BUDGE		7.9	
18 PY		5.6 ROGERSON		28.8	46		8.0 SCHODDE		15.9	
32		9.9 METEOR		38.7	18		3.9 McHENRY		19.8	
29		11.4 IDAVADA		50.1	19 P	D	4.2 HAZELTON	AZ	24.0	
29 P		6.0 DELAPLAIN		56.1	24		2.9 BLACK		26.9	
29		12.7 CONTACT		68.8	54 P		1.2 EDEN		28.1	
28 P		6.3 HENRY		75.1	46		6.7 PERRINE		34.8	
28		11.6 SHORES		86.7	10		3.5 SUGAR LOAF		38.3	
41 Y		6.9 WILKINS		93.6	21		2.3 FALLS CITY		40.6	
38 Y		8.9 SUMMER CAMP		102.5	9		2.0 BARRYMORE		42.6	
38		6.4 MELANDCO		108.9	46 PY	D	5.3 JEROME YL	JO	47.9	
30		7.2 TOWN CREEK		116.1	46 P	D	8.8 WENDELL	ND	56.7	
Y		7.3 WELLS YL		123.4	15		1.4 KING		58.1	
		(123.4)			102 PY		15.5 BLISS YL		73.6	
					104 PY		(73.6)			

WESTWARD		KETCHUM BRANCH		EASTWARD		Westward HILL CITY BRANCH		Eastward	
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	SECOND CLASS	Time-Table No. 43 September 7, 1969		Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	Time-Table No. 43 September 7, 1969		Mile Post
		441 Local Freight					442 Local Freight		
		Tuesday Thursday Saturday							
WS 104-99 ES 96-112 DPY	6.00AM	DN-R	SHOSHONE YL	X	0.0	33 PY		RICHFIELD YL	0.0
33 PY	6.31		15.3 RICHFIELD YL		15.3	10		9.4 BURMAH	9.4
25	6.44		6.4 PAGARI		21.7	36 P		12.1 MAGIC	21.5
50 P	7.16		15.6 PICABO		37.3	6		15.3 RANDS	36.8
5	7.25		4.5 HAY		41.8	15		2.9 SELBY	39.7
26	7.46		10.3 BELLEVUE		52.1	36 P	D	4.1 FAIRFIELD	43.8
15 P	8.00	D	5.1 HALEY	RI	57.2	27		7.9 CORRAL	51.7
19	8.06		2.8 BARITE		60.0	43 Y		6.1 HILL CITY YL	57.8
26 P Loop	A 8.35AM	D-R	9.4 KETCHUM YL	KU	69.4			(57.8)	
			(69.4)						
	(2.35) 26.8		..... Thru Time.....		(2.35) 26.8				
			..... Average speed per hour.....						

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

WESTWARD		BROGAN BRANCH		EASTWARD		WESTWARD HOMEDALE BRANCH		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.		Time-Table No. 43 September 7, 1969		Mile Post		Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	Time-Table No. 43 September 7, 1969		Mile Post		
			STATIONS					STATIONS			
		115 P	D-R				VALE YL	VA		0.0	149 PY	DN-R	NYSSA YL	SY	0.0
17		11.4 LANCASTER (Spur)		11.4	34		8.1 OVERSTREET		8.1		
51		5.9 JAMIESON YL		17.3	17		2.5 ADRIAN		10.6		
		1.3 END OF TRACK YL		18.6	27		6.3 NAPTON		16.9		
		(18.6)			53 P	D	7.5 HOMEDALE YL	HR	24.4		
					16 PY	D-R	8.7 MARSING YL	MR	33.1		
							(33.1)				

WESTWARD		PAYETTE BRANCH		EASTWARD		WESTWARD WILDER BRANCH		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.		Time-Table No. 43 September 7, 1969		Mile Post		Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	Time-Table No. 43 September 7, 1969		Mile Post		
			STATIONS					STATIONS			
		133 P	DN-R				PAYETTE YL	AY		0.0	140 P	DN-R	CALDWELL YL	CW	0.0
15		3.9 EIFFIE		3.9	34		2.5 SIMPLOT YL		2.5		
23 P	D	1.2 FRUITLAND	FU	5.1	18		1.2 WEITZ YL		3.7		
16		1.7 BUCKINGHAM		6.8	22		1.4 DOLES YL		5.1		
26 P	D	4.3 NEW PLYMOUTH	NP	11.1	8		1.9 GREENLEAF (Spur)		7.0		
9		10.5 LETHA		21.6	11		2.7 ALLENDALE		9.7		
82 PYZ	D-R	8.1 EMMETT YL	MF	29.7	37		1.8 WILDER YL		11.5		
		(29.7)					(11.5)				

WESTWARD		STODDARD BRANCH		EASTWARD		WESTWARD BOISE BRANCH		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.		Time-Table No. 43 September 7, 1969		Mile Post		Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	Time-Table No. 43 September 7, 1969		Mile Post		
			STATIONS					STATIONS			
		DPYZ	DN-R				NAMPA YL	AU-Q		0.0	P		BOISE JCT. YL	0.0
15		4.4 DEAL		4.4	19		1.1 FAIR GROUNDS YL	1.1			
38		4.5 BOWMONT		8.9	PTZ		2.1 BOISE FREIGHT YL	3.2			
6		2.7 MELMONT (Spur)		11.6	9		3.1 VERNON YL (Spur)	6.3			
24		3.0 MELBA		14.6			2.1 BARBER YL	8.4			
46		2.5 STODDARD		17.1			(8.4)				
		0.7 END OF TRACK		17.8							
		(17.8)									

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

Westward IDAHO NORTHERN BRANCH Eastward				
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	SECOND CLASS	Time-Table No. 43 September 7, 1969	Mile Post	SECOND CLASS
	485 Local Freight Daily Except Sunday			486 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
82 PYZ	9:00	D-R 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 HORSESHOE BEND HB	49.7	11:37AM
27	10:28	5.4 GARDENA	55.1	11:19
30 P	10:55	486 11.3 BANKS YL	64.1	10:55
21 P	11:41AM	7.6 BIG EDDY	75.4	10:07
26 PY	12:14PM	9.7 SMITHS FERRY YL	83.0	9:35
13 P	12:45	2.8 CABARTON	92.7	9:01
27	12:53	3.7 BELVIDERE	95.5	8:55
27 PY	1:26	D 11.8 CASCADE YL CD	99.2	8:45
26	2:03	8.4 ARLING	111.0	7:51
28	2:23	5.3 DONNELLY	119.4	7:32
12	2:36	8.1 NORWOOD	124.7	7:20
27 PY	A 3:00PM	D-R 132.8 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 NEW MEADOWS BRANCH Eastward

Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	Time-Table No. 43 September 7, 1969	Mile Post
140	DN-R WEISER YL SR	0.0
140 DPY	6.0 REBECCA	6.0
30	13.1 CONCRETE	19.1
41 P	12.7 MIDVALE	31.8
20 P	8.7 CAMBRIDGE RA	40.5
30 P	16.1 MESA	56.6
22	3.6 COUNCIL YL CN	60.2
10 P	1.4 HOOVER YL	61.6
50 PY	10.4 GLENDALE	72.0
6	12.1 RUBICON YL	84.1
5 P	5.6 NEW MEADOWS YL	89.7
37 P	D-R DS	
38 PY		
	(89.7)	

WESTWARD OREGON EASTERN BRANCH EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	SECOND CLASS	Time-Table No. 43 September 7, 1969	Mile Post	SECOND CLASS
	459 Local Freight Daily Except Sunday			460 Local Freight Daily Except Sunday
		STATIONS		
144	12:01PM	DN-R ONTARIO YL ON	0.0	A 3:45PM
144 DPY	3.7 CAIRO	3.7	3:33	
12	12:10	3.2 LUSE	6.9	3:25
32	12:18	8.6 VALE YL VA	15.5	3:04
115 P	12:39	D-R 8.0 HOPE	23.5	2:44
39	12:59	11.3 LITTLE VALLEY	34.8	2:14
44	1:30	7.2 HARPER	42.0	1:55
45 P	1:55	9.2 NAMORF	51.2	1:29
43	2:18	11.0 JONESBORO	62.2	1:02
23	2:45	11.4 JUNTURA JN	73.6	12:34PM
45 PY	3:13	D 13.0 LONG	86.6	11:57AM
43	3:50	6.1 RIVERSIDE	92.7	11:40
42 P	4:07	10.1 DUNNEAN	102.8	11:15
26	4:32	7.4 VENATOR	110.2	10:55
25 P	4:52	7.7 CIRCLE BAR	117.9	10:36
25	5:11	8.7 CRANE	126.6	10:12
26 P	5:35	16.9 REDESS	143.5	9:32
26	6:15	13.3 BURNS YL BR	156.8	9:00AM
20 PYZ	A 6:50PM	D-R		Daily Except Sunday
		(156.8)		
(6.49)	..... Thru Time	(6.45)		
23.0	..... Average speed per hour	23.2		

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
For stations not shown on schedule pages.—See page 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
First Subdivision				Oakley Branch			
Sage.....(1).....	63.1	81 P	Both	Ruby.....	3.1	2	West
Border.....(1).....	92.1	26 P	Both	Ketchum Branch			
Pegram.....(1).....	97.7	37 P	Both	Gannett.....	44.3	None	None
Second Subdivision				Gimlet.....	63.2	27	East
Don.....	219.6	(38 PX	Both	Payette Branch			
Schiller.....	226.5	63 P	Both	Little Rock.....	18.9	8	Both
Sand Bank.....	370.9	50 P	Both	Wilder Branch			
Third Subdivision				Hop.....	4.4	11	East
Hillcrest.....	B-445.1	12 P	Both	Idaho Northern Branch			
Perkins.....	B-451.4	26 P	Both	Maddens.....	6.1	5	Both
Beatty.....	B-454.6	25 P	Both	Josephson.....	12.6	10	Both
Sonna.....	B-460.7	19 P	Both	Amsco.....	13.6	10	Both
Mangum.....	476.3	21 P	Both	Bramwell.....	22.2	4	East
Apple Valley.....	485.9	22 P	Both	Archabal.....	127.4	8	Both
Arcadia.....	491.7	38 P	Both	Oregon Eastern Branch			
Washoe Spur.....	500.9	27 P	West	Claude.....	2.7	7	West
Wood.....	506.2	9 P	Both	Lawen.....	138.4	2	East
Feltham.....	512.7	20 P	Both	New Meadows Branch			
Wix.....	514.3	12 P	West	Presley.....	11.7	8	Both
Fourth Subdivision				Tamarack.....	81.9	25 P	Both
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				
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				
		10	Both				
Goshen Branch							
Cox.....	9.2	9	West				
Ammon.....	18.1	26	West				
Wilkinson.....	21.0	2	West				
Yellowstone Branch							
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				
Teton Valley Branch							
Marysville.....(5).....	1.8	16	Both				
Judkins.....(5).....	22.3	5	East				
		5	Both				
		10	Both				
Fox Creek.....(5).....	42.3	10	Both				
Mackay Branch							
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				
West Belt Branch							
Coltman.....	2.8	16 P	East				
Grant.....	4.8	15 P	East				
Barlow.....	7.0	14	Both				
Midway.....	9.4	(26	Both				
		16	West				
Pyke.....	35.3	4	West				
East Belt Branch							
Ken.....	0.4	5	West				
Mikami.....	14.0	6	East				
Gale Spur.....	27.5	9	East				
North Side Branch							
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.
Passenger trains handling 6 cars or less, except train Nos. 105 and 106.	70		Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks): On Main lines; On Branch lines.		30 20
Work trains.		50			
Regularly assigned locals.		50			
When using No. 20 turn-outs.	40	40	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		25
When using No. 14 turn-outs.	25	20			
When using other cross-overs or turn-outs.	15	15			
Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	Jordan spreaders and other machines of spreader type, when in operation.		15
Within yard limits: Where protected by continuous automatic block signal system.	60	35	Trains handling U. P. ore cars Nos. 26000 to 26499, loaded or empty.		50
Where not protected by continuous automatic block signal system, unless a different speed is specified.	20	20	Trains handling M.C.P.X. 23000 series or M.O.N.X. 23000 series tank cars loaded with phosphorus.		50
Road freight locomotives G.P. 7 Units Nos. 100-129 inclusive.	65	65	Trains handling specially equipped cars for company wheels and axles in series U.P. 99000 to 99014 and U.P. 99500 to 99962.		50
Other road freight locomotives.	75				
Diesel yard-switch locomotives in road service: 1000-1100 class;	35	35	Trains handling company scrap.		35
1800 class.	50	50			
Locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.		35	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.		20 6
When leading unit at front of train is gas turbine or car body type unit backing up.	30	30			
Multiple unit engine when 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 45 45
Freight trains handling in excess of 70 tons per operative brake.		40			
Trains handling wrecking derricks: Derricks with 6-wheel trucks.		40			
Derricks with 4-wheel trucks.		35			
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.)		20	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	
	Psgr.	Frt.		Psgr.	Frt.		Psgr.	Frt.
Maximum speed.	79	70	Cokeville Over streets and alleys.	40	40	Between Mile Posts— Alexander 152.1 and 152.4.	60	45
Between Mile Posts— Granger 0.0 and 0.8.	40	25	Between Mile Posts— 87.4 and 87.7.	60	45	Bancroft 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
Moxa 12.1 and 12.3.	70	55	Chausse 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	Pebble 171.2 and 171.7.	60	45
Nutria 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	Blaser 177.4 and 178.5.	60	45
Opal Trains switching through turn-outs east end El Paso tracks.		5	Montpelier 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	Lava Hot Springs 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
Waterfall 34.6 and 34.8.	60	45	Georgetown 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	McCannon 192.1 and 192.7.	60	45
Nugget 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	Manson 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	Inkom 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
			Soda Springs Over streets and alleys.	30	30	Pocatello 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.	Fr.		Psg.	Fr.		Psg.	Fr.
Maximum speed. Between Pocatello and Dietrich.	79	70	Between Mile Posts— Wapi 258.9 and 259.2.	70	55	Ticeska Westward trains Ticeska to Glenns Ferry (No. 2 Track).	30	30
Between Dietrich and Glenns Ferry.	79	60	Dietrich Westward trains Dietrich to Shoshone (No. 2 Track).	30	30	Eastward trains Glenns Ferry to Ticeska (No. 1 Track).	30	30
Pocatello 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	321.5 and 321.8.	20	20	360.8 and 365.9.	65	50
Westward trains on No. 2 track over switches Pocatello Jct.	15	15	Shoshone 323.3 and 323.9.	70	55	King Hill 367.5 and 368.3.	70	55
Between Mile Posts— 218.8 and 220.0 (No. 1 Track).	65	50	325.0 and 326.6.	70	55	369.1 and 371.0.	60	45
218.8 and 220.0 (No. 2 Track).	45	45	Gooding Over streets and alleys.	30	30	Sand Bank Engines using west switch to Sand Bank set-out track.		5
Bannock 237.9 and 241.2.	65	50	Between Mile Posts— 340.7 and 341.2.	60	45	Between Mile Posts— 371.1 and 373.2.	45	25
Borah 244.6 and 244.8.	70	55	342.3 and 343.4.	60	45	373.2 and 374.5.	20	20
						Glenns Ferry		

THIRD SUBDIVISION								
Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
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
Glenns Ferry			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	Payette 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
Hammett 384.0 and 393.4.	60	40	B-440.4 and B-446.1.	60	45	Crystal Trains using turn-out east switch Crystal.	15	15
Mountain Home Over street crossings.	50	50	Boise 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— Orchard 428.4 and 429.0.	60	45	Boise Jct. B-450.7 and B-450.9.	70	55	523.1 and 524.9.	70	55
Kuna 447.3 and 450.8.	60	45	Meridian Over streets and road crossings.	60	60	524.9 and 528.1.	60	45
Nampa 456.6 and 457.2.	20	20	Between Mile Posts— Sonna B-467.1 and B-467.7.	40	25	529.4 and 535.5.	70	55
Orchard B-423.7 and B-424.0.	60	45	Nampa 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
						Huntington		

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— Hawgood 213.7 and 214.0.	50	40	Between Mile Posts— Dillon 328.6 and 329.2.	35	25	
Between Idaho Falls and Silver Bow.	59	49	Hamer 218.3 and 218.5.	50	40	337.0 and 337.2.	50	40	
Between Mile Posts— Pocatello Jct. 135.1 and 136.7.	35	25	Dubois 236.0 and 236.6.	35	25	Apex 341.1 and 341.4.	50	40	
Montana Jct. 139.9 and 140.1.	60	50	237.8 and 238.0.	50	40	342.7 and 342.9.	50	40	
Tyhee 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	
Gibson 152.6 and 152.9.	50	40	Spencer 248.5 and 248.9.	45	35	346.0 and 346.3.	30	20	
Blackfoot Over streets and alleys.	20	20	251.0 and 251.4.	40	30	347.9 and 348.2.	40	30	
Between Mile Posts— Wapello 166.8 and 167.0.	60	50	252.7 and 257.5.	25	20	Navy 351.0 and 354.4.	35	25	
Firth Over streets and alleys.	35	35	Humphrey 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	Melrose 361.8 and 366.3, watch for rocks.	25	20	
Shelley 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	
Idaho Falls 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	Snowline 277.4 and 278.3.	35	25	Divide 373.6 and 374.6.	40	30	
187.4 and 188.6.	40	30	Lima 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	
Roberts 205.4 and 206.0.	50	40	Between Mile Posts— Red Rock 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	
						Silver Bow			
BRANCHES									
Cumberland Branch Maximum speed.		15	Conda Branch Maximum speed.		15	Gay Branch Maximum speed.		25	
Elkol Branch Maximum speed.		15	EPCO Industry Spur (Operated by El Paso Products Co.) Maximum speed.		30	Between M.P. 3.0 and Gay.		15	
Leefe Spur Maximum speed.		15	Between Mile Posts— 3.5 and 4.0.		20	Mackay Branch Between Blackfoot and M.P. 60.0.		25	
Grace Branch 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	
						Aberdeen Branch Maximum speed.		20	

