

Marked (Pop)

UNION PACIFIC SYSTEM

OREGON SHORT LINE RAILROAD COMPANY

Idaho Division

EMPLOYEES' TIME TABLE

To Take Effect Monday, September 18, 1916.

12:01 A.M. "Mountain Time."

For the government and information of employees only, and not intended for the use of the public
The Company reserves the right to vary from this Time Table at pleasure.



H. V. PLATT,

Vice-President and General Manager.

E. C. MANSON,

Superintendent Transportation.

F. H. KNICKERBOCKER,

General Superintendent.

IDAHO DIVISION

A. B. STEVENSON,

Superintendent, **POCATELLO, IDAHO.**

J. E. DAVIS,
TRAINMASTER, 1st and 2nd Districts and Branches, Kemmerer, Wyo.

R. M. SEALE,
TRAINMASTER, 3rd District and Branches, Pocatello, Idaho.

C. E. BROOKS,
ASST. SUPT., 4th District and Branches, Nampa, Idaho.

L. E. HALBERT,
CHIEF DISPATCHER, 1st, 2nd and 3rd Districts and Branches, **POCATELLO, IDAHO.**

J. V. Nevins, Night Chief Dispatcher	"	"
F. E. Shepherd, Dispatcher	"	"
J. D. Rayle	"	"
O. P. Vannatta	"	"
R. S. Ashby	"	"
J. M. O'Donnell	"	"
E. Gowdy	"	"
J. C. Menzies	"	"
S. J. Stewart	"	"
E. B. Curtis	"	"

R. E. TITUS,
CHIEF DISPATCHER, 4th District and Branches, **NAMPA, IDAHO.**

H. B. Magill	"	"
J. B. Doles	"	"
J. B. Rudert	"	"
S. D. Irwin	"	"
F. J. Holderman	"	"

MILEAGE.

IDAHO DIVISION	Main Line ..	541.17		
	Branches ...		807.44	
	Total			1348.61
UTAH-MONTANA DIVISION {Sandy, Utah to Butte, Mont.}	Main Line ..	428.81		
	Branches ...		481.25	
	Total			910.06
Total, Main Line		969.98		
Total, Branches			1288.69	
Total				2258.67

Time per Mile	Miles per Hour
40"	90
41"	77.8
42"	85.7
43"	83.7
44"	81.8
45"	80
46"	78.2
47"	76.6
48"	75
49"	73.4
50"	72
51"	70.6
52"	69.2
53"	67.9
54"	66.6
55"	65.4
56"	64.2
57"	63.1
58"	62
59"	61
1'	60
1' 1"	59
1' 2"	58
1' 3"	57.1
1' 4"	56.2
1' 5"	55.3
1' 6"	54.5
1' 7"	53.7
1' 8"	52.9
1' 9"	52.1
1' 10"	51.4
1' 15"	48
1' 20"	45
1' 25"	42.3
1' 30"	40
1' 40"	36
1' 45"	34.3
1' 50"	32.7
2'	30
2' 10"	27.6
2' 15"	26.6
2' 20"	25.7
2' 30"	24
2' 40"	22.5
2' 45"	21.8
2' 50"	21.2
3'	20

CONDENSED TIME TABLE

WESTWARD—Granger and Huntington—EASTWARD.

SECOND CLASS				FIRST CLASS				FIRST CLASS				SECOND CLASS			
255				19 17 5				4 6 18				256			
Time Freight				Passenger Passenger Mail				Passenger Passenger Passenger				Time Freight			
Leave Daily				Leave Daily Leave Daily Leave Daily				Arrive Daily Arrive Daily Arrive Daily				Arrive Daily			
4.25AM				2.40AM 11.25AM 6.13AM				3.40AM 1.45PM 6.20PM				5.15PM			
4.15PM				6.10 3.40PM 9.03				12.15AM 9.30AM 2.45				7.25AM			
9.30PM				8.25 6.25 10.51				9.45PM 6.25 12.10PM				10.55PM			
{ 10.35PM 1.20AM				{ 9.10 7.10 { 11.23 9.35 7.50 { 11.38				{ 9.05 5.15 { 11.30AM 8.45 4.30 { 11.05				{ 9.05 8.35			
5.15				11.21AM 9.38 12.54PM				7.09PM 2.40AM 9.30				3.15PM			
8.55AM				4.05PM 12.10PM 4.05PM				7.00AM 6.55PM 7.00AM				11.00AM			
2.25PM				12.45PM 10.57PM 1.58				5.42PM 1.10AM 8.15				6.40AM			
9.00				2.20 12.25AM 3.19				3.55 11.00PM 6.30				11.00PM			
11.35PM				5.20 3.10 5.15				1.20 8.15 4.10				7.55			
2.45AM				6.15PM 4.05AM 6.15PM				12.15PM 7.00PM 3.00AM				5.00PM			
Arrive Daily				Arrive Daily Arrive Daily Arrive Daily				Leave Daily Leave Daily Leave Daily				Leave Daily			
(46.20) 11.7				(17.40) 30.6 (18.15) 29.6 (12.57) 41.7				(16.35) 32.6 (20.50) 35.9 (16.25) 32.6				(48.18) 11.2			
				.....Time over District.....											
				.....Average speed per hour.....											

WESTWARD—Salt Lake and Butte—EASTWARD.

SECOND CLASS				FIRST CLASS				FIRST CLASS				SECOND CLASS			
277				33 41 29 31				32 30 42 34				278			
Time Freight				Passenger Passenger Passenger Passenger				Passenger Passenger Passenger Passenger				Utah Time Freight			
Leave Daily				Leave Daily Leave Daily Leave Daily Leave Daily				Arrive Daily Arrive Daily Arrive Daily Arrive Daily				Arrive Daily			
7.00PM				11.55PM 8.15AM 2.25PM 11.45PM				8.15AM 10.10PM 5.05PM 10.20AM				8.40AM			
9.30				1.25AM 9.30 3.35 1.10AM				7.05 9.10 4.05 9.20				6.40			
10.25PM				2.13 10.10 4.15 1.55				6.20 8.13 3.15 8.35				5.03			
12.20AM				3.20 11.10AM 5.03 3.00				5.35 7.20 2.15 7.45				3.20AM			
4.30				5.35 1.25PM 6.50 5.20				4.00 5.10 12.10PM 5.45				9.40PM			
{ 5.30 6.40				6.15AM { 2.05 7.30 { 6.00 2.25 9.00PM { 6.30				{ 3.20 4.30 { 11.25AM 3.05 4.20 { 11.00				{ 8.20 6.20			
8.05				3.25 9.50 7.23				2.10 3.30 10.05				4.50			
9.45AM				4.20 10.45 8.20AM				1.15AM 2.42PM 9.05				2.52PM			
7.00PM				6.45PM 10.50AM				7.15PM 6.55AM				7.30AM			
4.45AM				2.45AM 12.20PM				9.55 11.30				7.40PM			
Arrive Daily				Arrive Daily Arrive Daily Arrive Daily				Leave Daily Leave Daily Leave Daily Leave Daily				Leave Daily			
(33.45) 12.8				(6.20) 26.9 (10.30) 25.9 (17.00) 25.5 (17.10) 25.2				(15.10) 28.6 (15.10) 28.6 (10.10) 26.7 (5.20) 31.2				(37.00) 11.7			
				.....Time over District.....											
				.....Average speed per hour.....											

CONDENSED TIME TABLE

FIRST DISTRICT—Granger and Montpelier—WESTWARD.

Length of Sidings in feet, and location of Scales, Water, Fuel Phone and Turning Stations.	Population	SECOND CLASS					FIRST CLASS			Distance from Granger	Time Table No. 82 September 18, 1916
		255 Time Freight	17 Passenger	5 Mail	19 Passenger	17 Passenger	5 Mail	19 Passenger			
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS	
7,108 P WY	134	4.25AM				11.25AM	6.13AM	2.40AM	0.0	DN-R GRANGER Gr	
8,784 P		4.50				11.32	6.18	2.46	3.9	3.9 DONOVAN	
7,056 P		5.10				11.38	6.23	f 2.52	7.7	3.8 MOXA	
8,858 WP		5.40				11.52AM	6.33	f 3.04	15.5	7.8 NUTRIA	
3,000.7 P		6.00				12.02PM	6.39	3.10	20.2	4.7 COSGRIFF	
6,203 P	65	6.25				f 12.12	6.45	s 3.20	24.5	4.3 OPAL Na	
3,086 P		6.51				12.21	6.51	3.28	29.8	4.8 FOLGER	
6,886 PW		7.20				12.33	6.56	f 3.35	33.4	4.1 WATERFALL	
1,208									36.6	3.2 MINE No. 2 (Spur)	
13,595 P	1018					s 12.42	7.03	s 3.44	38.5	1.9 DIAMONDVILLE Da	
48,401 POWTF	1481	8.30				s 12.52	s 7.08	s 3.55	39.7	1.2 DN-R KEMMERER Z	
13,513.4 PY		9.00				1.00	7.13	f 4.02	42.8	2.6 MOYER JCT. } DOUBLE TRACK	
PI									43.3	1.0 DN Hodges Pass Tun. Un	
14,026 PWY	80	9.40				1.17	7.30	s 4.17	50.8	7.0 DN-R FOSSIL Fi	
5,458 PW		10.10				1.30	7.40	f 4.26	56.2	5.9 NUGGET	
5,981 P	80	10.40				f 1.44	7.50	f 4.38	63.1	6.9 DN SAGE Su	
3,821 P		11.04				1.52	7.56	f 4.44	67.8	4.2 CARLSON	
4,821 P		11.20				2.01	8.02	f 4.51	71.5	4.2 BECKWITH	
3,003 P		11.50AM				2.12	8.10	f 5.00	77.4	5.9 PIXLEY	
9,632 PW	305	12.20PM				s 2.25	8.18	s 5.10	83.5	6.1 DN COKEVILLE Q	
6,315 P		12.40				2.34	8.24	f 5.18	88.2	4.7 MARSE	
5,044 P		1.00				2.43	8.29	f 5.24	92.2	4.0 BORDER	
3,865 PW	25	1.20				f 2.53	8.36	f 5.32	97.7	5.5 D PEGRAM P	
3,283 P		1.45				3.04	8.43	5.40	103.0	5.3 HARER	
4,008 P	50	2.10				3.15	8.49	f 5.50	108.0	5.0 DINGLE	
52,946 POTYFW	1924	2.45PM				3.30PM	8.58AM	6.00AM	115.1	7.1 DN-R MONTEPELIER M } TRK.	
		Arrive Daily				Arrive Daily	Arrive Daily	Arrive Daily		(115.1)	

(10.20) 11.1 (4.05) (2.45) (3.20) 28.2 41.9 34.5

.....Time over District.....
..... Average speed per hour.....

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction.

Diamondville cannot be used to meet trains.
Trains 4, 17 and 18 will stop on flag at Fossil and Sage to let off or pick up passengers from or to points west of McCammon, and east of Laramie.

First-Class Trains will clear Train 5 five minutes.

FIRST DISTRICT—Montpelier and Granger—EASTWARD.

Time Table No. 82 September 18, 1916		Distance from Huntington	FIRST CLASS				SECOND CLASS										
			4 Passenger	6 Passenger	18 Passenger	17 Time Freight	256 Time Freight										
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily				Arrive Daily								
BLOCK SIGNALS	DN-R GRANGER	Gn	540.6	3.40AM	1.45PM	6.20PM				5.15PM							
	3.9 DONOVAN		536.7	3.33	1.33	6.13				5.02							
	3.8 MOXA		532.9	3.26	f 1.22	6.06				4.50							
	7.8 NUTRIA		526.1	3.16	f 1.07	5.54				4.25							
	4.7 COSGRIFF		520.4	3.10	12.57	5.47				4.10							
	4.3 OPAL	Na	516.1	f 3.03	s 12.50	f 5.40				3.55							
	4.8 FOLGER		511.3	2.53	f 12.40	5.32				3.40							
	4.1 WATERFALL		507.2	2.47	12.33	5.27				3.25							
	3.2 MINE No. 2 (Spur)		504.0														
	1.9 DIAMONDVILLE	Da	502.1	f 2.36	s 12.22	s 5.17											
	1.2 KEMMERER	Z	500.9	s 2.31	s 12.15	s 5.09				3.00							
	2.6 MOYER JCT.		498.3	2.21	f 12.01PM	4.59				1.47							
	1.0 DN Hodges Pass Tun. Mn		497.3														
	7.0 FOSSIL	Fi	490.3	2.01	s 11.38AM	4.30				1.00							
	5.9 NUGGET		484.4	1.50	f 11.24	4.15				12.25PM							
	6.9 SAGE	Su	477.5	1.39	s 11.12	4.03				11.35AM							
	4.2 CARLSON		473.3	1.32	f 11.04	3.57				11.04							
	4.2 BECKWITH		469.1	1.25	f 10.56	3.51				10.40							
	5.9 PIXLEY		463.2	1.15	f 10.47	3.43				10.15							
	6.1 COKEVILLE	Q	457.1	s 1.05	s 10.35	s 3.35				9.40							
4.7 MARSE		452.4	12.56	f 10.21	3.26				9.15								
4.0 BORDER		448.4	12.50	f 10.12	3.20				9.00								
5.5 PEGRAM	P	442.9	12.42	f 10.03	3.12				8.36								
5.3 HAREE		437.6	12.34	9.54	3.04				8.10								
5.0 DINGLE		432.6	12.26	f 9.45	2.57				7.50								
7.1 DN-R MONTPELIER	M	425.6	12.15AM	9.30AM	2.45PM				7.25AM								
(115.1)			Leave Daily	Leave Daily	Leave Daily				Leave Daily								

.....Time over District.....	(8.25)	(4.15)	(8.35)						(9.50)							
..... Average speed per hour	33.7	27.1	32.1						11.7							

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction.

Diamondville cannot be used to meet trains.
Trains 4, 17 and 18 will stop on flag at Fossil and Sage to let off or pick up passengers from or to points west of McCammon, and east of Laramie.

First-Class Trains will clear Train 5 five minutes.

SECOND DISTRICT—Montpelier and Pocatello—WESTWARD.

Length of Sidings in feet, and location of Scales, Water, Fuel Phone and Turning Stations.	Population	SECOND CLASS				FIRST CLASS								Distance from Granger.	Time Table No. 82 September 18, 1916	STATIONS
		255	277	17	29	41	5	81	19	33	31					
		Time Freight	Time Freight	Passenger	Passenger	Passenger	Mall	Passenger	Passenger	Passenger	Passenger					
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
58,976 PTFWO	1924	4.15 PM		3.40 PM		9.03 AM	8.20 AM	6.10 AM					115.1	DN-R MONTPELIER M		
5,454.6 P	-----	4.32		3.54		9.11	f 8.32	6.21					121.2	PESCADERO 4.1		
689	-----						f						125.3	WOOLEY'S (Spur) 1.6		
410	-----							f	f				126.9	GEORGETOWN (Spur) 2.2		
8,852 PW	25	4.50		4.08		9.21	f 8.50	6.33					129.1	DN NOVENE Ne 2.9		
8,847 P	-----	5.02		4.14		9.25	f 8.57	6.39					132.0	CAVANAUGH 4.2		
8,678 P	-----	5.14		4.22		9.30	f 9.06	f 6.45					136.2	MANSON 4.0		
6,000 PY	-----	5.30		4.30		9.35	f 9.14	f 6.52					140.2	ROSE 4.5		
1,941 W	-----	5.55		4.39		9.41	f 9.26	6.58					144.7	STRACHAN 1.3		
7,627 PW	501	6.05		s 4.45		9.43	s 9.34	s 7.05					146.0	DN SODA SPRINGS Sd 5.6		
4,877 PW	80	6.20		f 4.57		9.50	s 9.43	f 7.16					151.6	D ALEXANDER Hu 4.6		
4,205 P	-----	6.45		5.06		9.56	f 9.56	f 7.25					156.2	WAY 5.7		
17,808 WYF P	300	7.10		f 5.17		10.03	s 10.11	s 7.35					161.9	DN BANCROFT Bn 3.6		
4090 P	-----	7.30		5.24		10.08	f 10.21	f 7.41					165.5	KINPORT 4.3		
1,565.7	-----						f						169.8	DOLBEER (Spur) 0.7		
9,019 P	-----	7.55		5.33		10.14	f 10.31	f 7.48					170.5	PEBBLE 4.3		
8,811 P	-----	8.15		5.42		10.20	f 10.39	7.55					174.8	BROXON 2.6		
5,774 PW	25	8.30		5.48		10.24	s 10.45	f 8.00					177.4	DN-R BLASER Ks 2.6		
844	-----			f			f	f					180.0	DLAVA HOT SPR'GS Xy 0.4		
10,054.6	-----	8.55		6.08		10.37	f 11.00	f 8.13					180.4	RENFRO (Spur) 3.9		
17,987 PWY	321	9.30	4.30 AM	s 6.25	6.50 PM	1.25 PM	s 10.51	11.20 AM	s 8.25	5.35 AM	5.20 AM		191.2	DN-R McCAMMON MO 6.1		
1,077	-----			6.37	7.00	f 1.34	10.59		f 8.36	5.44	5.29		197.3	ONYX (Spur) 4.7		
7,802 PW	80	10.00	5.00	6.47	7.09	f 1.43	11.05		f 8.48	5.53	5.38		202.0	INKOM In 5.6		
860	-----			6.56	7.16	f 1.53	11.12		f 8.58	6.03	5.48		207.6	PORTNEUF (Spur) 6.5		
233,960 POTYFW	11,267	10.35 PM	5.30 AM	7.10 PM	7.30 PM	2.05 PM	11.23 AM		9.10 AM	6.15 AM	6.00 AM		214.1	DN-R POCATELLO DisprH Ca		
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				

(6.20) 15.8 (1.00) 22.9 (3.80) 28.3 (0.40) 34.3 (0.40) 34.3 (2.20) 42.4 (3.00) 25.4 (3.00) 33.0 (0.40) 34.3 (0.40) 34.3 Time over District.....
Average speed per hour.....

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction.

Trains 4 and 18 will stop on flag at Alexander and Bancroft, and No. 17 will stop on flag at Alexander to let off, or pick up, passengers from, or to points west of McCammon and east of Laramie.

First class trains will clear Train 5 five minutes.

SECOND DISTRICT—Pocatello and Montpelier—EASTWARD.

Time Table No. 82 September 18, 1916		Distance from Huntington	FIRST CLASS								SECOND CLASS			
			32	34	6	42	18	82	30	4	278	256		
STATIONS			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	Time Freight		
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
DN-R	MONTPELIER M	6.1	DOUBLE TRACK			9.20AM		2.40PM	4.10PM				6.00AM	
				PESCADERO	4.1			9.11		2.28	f 3.54			
	WOOLEY'S (Spur)	415.8			f				f					
	GEORGETOWN (Spur)	413.7			f				f					
DN	NOVENE Ne	411.5			f 8.50		2.17	f 3.39		11.48			4.59	
	CAVANAUGH	408.6			8.42		2.13	f 3.33		11.43			4.35	
	MANSON	404.4			f 8.35		2.07	f 3.27		11.38			4.20	
	ROSE	400.4			f 8.28		2.02	f 3.20		11.30			4.03	
	STRACHAN	395.3			8.17		1.55	f 3.10		11.23			3.40	
DN	SODA SPRINGS Sd	394.6			s 8.12		s 1.52	s 3.07		s 11.18			3.30	
D	ALEXANDER Hn	389.0			f 7.57		1.38	s 2.53		f 11.06			3.03	
	WAY	384.4			f 7.46		1.28	f 2.42		10.55			2.35	
DN	BANCROFT Bn	378.7			s 7.35		1.15	s 2.32		f 10.44			2.05	
	KINPORT	375.1			f 7.25		1.08	f 2.21		10.36			1.40	
	DOLBEER (Spur)	370.8												
	PEBBLE	370.1			f 7.16		12.59	f 2.13		10.28			1.15	
	BROXON	365.8			7.07		12.49	f 2.05		10.20			12.40	
DN-R	BLASER Ks	363.2			f 7.02		12.43	f 2.00		10.15			12.31AM	
D	LAVA HOT SPGS. Xy	360.6			f		f			f				
	RENFRO (Spur)	360.2												
	TOPAZ	356.3			f 6.43		12.21	f 1.45		9.59			11.40PM	
DN-R	McCAMMON Mc	349.4			4.00AM	5.40AM	s 6.25	12.05PM	s 12.10PM	1.30PM	5.10PM	s 9.45	9.40PM	10.55
	ONYX (Spur)	343.3			3.46	5.27	f 5.53	11.52AM	11.57AM		f 4.57	9.32		
	INKOM IN	338.6			3.38	5.19	f 5.41	11.46	11.51		f 4.49	9.24	8.55	9.50
	PORTNEUF (Spur)	333.0			3.30	5.10	f 5.28	11.36	11.41		4.40	9.15		
DN-R	POCATELLO DisprH Yd. Po Ca	326.5			3.20AM	5.00AM	5.15AM	11.25AM	11.30AM		4.30PM	9.05PM	8.20PM	9.05PM
	(99.0)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily	Leave Daily

.....Time over District.....	(0.40)	(0.40)	(4.05)	(0.40)	(3.10)	(2.40)	(0.40)	(3.02)		(1.20)	(3.55)
.... Average speed per hour.....	34.3	34.3	24.2	34.3	31.3	28.5	34.3	32.6		17.2	11.1

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction.

No. 18 stop on flag at Alexander and Bancroft, and No. 17 will stop on flag at Alexander to let off, or pick up, passengers from, or to points west of McCammon and east of Laramie.

First Class trains will clear Train 5 five minutes.

THIRD DISTRICT—Pocatello and Glenn's Ferry—WESTWARD.

SECOND CLASS

FIRST CLASS

Length of Sidings in feet, and location of Scales, Water, Fuel House and Turning Stations.	Population	SECOND CLASS							FIRST CLASS							Distances from Granger	
		255	29	41	31	17	5	19	83	255	29	41	31	17	5		19	83
		Time Freight	Passenger	Passenger	Passenger	Passenger	Mall	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
33,960 PYTFW	11,267	1.20AM	9.00PM	2.25PM	6.30AM	7.50PM	11.38AM	9.35AM	7.30AM	214.1							
I	-----		9.05	2.30	6.35	7.54	11.42	9.39	7.34	215.8							
	-----		9.09PM	2.34PM	6.39AM												
2,905	-----									219.4							
9,400	-----	1.50					8.03	11.51	9.48	f 7.48	222.7						
1,000	-----									f	226.9						
8,002	-----	2.15					8.17	11.59AM	9.58	f 7.59	230.1						
8,802	-----	2.25					8.24	12.03PM	10.05	f 8.05	233.2						
1,988	-----										237.9						
11,900 W	953	2.45					8.35	12.10	10.20	s 8.20	239.1						
400	-----										240.6						
8,921	-----	3.05					8.44	12.16	10.30	f 8.25	242.3						
8,845	-----	3.26					8.54	12.22	10.39	f 8.33	247.1						
6,008	-----	3.45					9.01	12.26	10.45	f 8.38	250.0						
8,867 W	25	4.00					9.10	12.34	10.54	f 8.48	256.1						
8,845	-----	4.15					9.16	12.39	10.59	f 8.54	259.9						
8,842	-----	4.30					9.22	12.44	11.05	f 9.00	264.1						
8,308	-----	4.45					9.28	12.48	11.11	f 9.05	267.3						
23,102 WYF	150	5.15					9.38	12.54	11.21	9.15AM	272.3						
4,640	-----	5.35					9.45	12.59	11.28		276.3						
3,038	-----	5.50					9.50	1.04	f 11.34		280.1						
8,904	-----	6.05					9.57	1.09	f 11.40		284.2						
8,918 W	50	6.25					10.04	1.16	f 11.47		289.0						
8,060	-----	6.45					10.14	1.25	f 11.57AM		295.7						
8,812	-----	7.07					10.20	1.29	12.04PM		299.3						
8,648 W	25	7.25					10.27	1.34	f 12.11		303.4						
8,918	-----	7.50					10.35	1.41	f 12.19		309.3						
5,541	25	8.05					10.42	1.47	f 12.26		318.9						
3,288	-----	8.23					10.49	1.52	12.31		317.3						
29,286 OPTYFW	1,155	8.55					s 10.57	s 1.58	s 12.45		321.5						
8,302	-----	9.10					11.04	2.04	12.53		325.7						
8,842	-----	9.30					11.11	2.10	f 1.00		330.7						
12,867 W	1,444	9.50					f 11.21	2.18	s 1.10		337.5						
8,004	-----	10.15					11.30	2.27	f 1.19		344.3						
16,336 PYW	200	10.45					s 11.40	2.35	s 1.30		350.4						
8,082 P	-----	11.12					11.53PM	2.44	f 1.40		357.2						
2,066 Y	-----										358.3						
4,470 W	125	11.45AM					12.07AM	2.59	f 1.57		366.9						
8,800	-----	12.01PM					12.12	3.03	2.03		370.1						
820	-----										370.7						
69,295 YPTFW	800	12.25PM					12.20AM	3.14PM	2.10PM		378.8						
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							

Time Table No. 82
September 18, 1916

STATIONS

DN-R	POCATELLO	Dispr H Oa	1.7
	IDAHO JCT.	Yd. Po.	1.7
	MONTANA JCT.		3.6
	BATISE SPRINGS(Spur)		3.3
	MICHAUD		4.2
	SCHILLER		3.2
	BANNOCK		3.1
	IGO		4.7
	STOKER		1.2
DN	AMERICAN FALLS	AF	1.5
	MARTHA (Spur)		1.7
	BORAH		4.8
	COOLIDGE		2.9
	QUIGLEY		6.1
DN	WAPI	W	3.8
	DE WOFF		4.2
	YALE		3.2
	HAWLEY		5.0
DN-R	MINIDOKA	Rd	4.0
	MAX		3.8
	COLE		4.1
	ADELAIDE		4.8
D	KIMAMA	Km	6.7
	SENER		3.6
	SID		4.1
N	OWINZA	Wa	5.9
	BESSLEN		4.6
D	DIETRICH	Hd	3.9
	BRADY		3.7
DN-R	SHOSHONE	S	4.2
	DISNEY		5.0
	TUNUPA		6.8
DN	GOODING	Gd	6.8
	FULLER		6.1
DN	BLISS	Is	6.3
	TICESKA		1.1
	TICESKA WYE		8.6
DN	KING HILL	Kh	3.2
	LEONE		0.6
	SAND SPUR		3.1
DN-R	GLENN'S FERRY	Gf	(159.7)

BLOCK SIGNALS

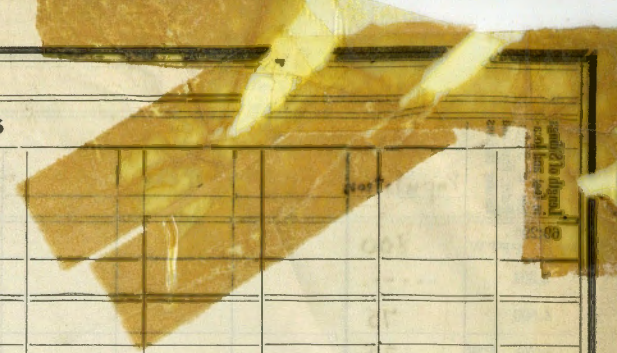
DOUBLE TRACK

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction.
First-class trains will clear Train 5 five minutes.

THIRD DISTRICT—Glenn's Ferry and Pocatello—EASTWARD.

Time Table No. 82 September 18, 1916	Distance from Huntington	FIRST CLASS							SECOND CLASS	
		18	4	84	6	32	42	30	256	
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
DN-R POCATELLO ^{DisprH} _{Ca} 1.7	326.5	11.05AM	8.45PM	11.30PM	4.30AM	3.05AM	11.00AM	4.15PM		6.35PM
IDAHO JCT. 1.7	324.8	11.00	8.39	11.25	4.25	2.55	10.52	4.08		
MONTANA JCT. 3.6						2.51AM	10.48AM	4.03PM		
BATISE SPRING ³ (Spur) 3.3	321.2									
MICHAUD 4.2	317.9	10.44	8.30	f 11.10	4.12					6.01
SCHILLER 3.2	303.7									
BANNOCK 3.1	310.5	10.36	8.17	f 10.58	3.58					5.47
IGO 4.7	307.4	10.31	8.10	f 10.52	3.53					5.35
STOKER 1.2	302.7									
DN AMERICAN FALLS A 1.5	301.5	s 10.20	s 8.00	s 10.45	s 3.40					5.15
MARTHA (Spur) 1.7	300.0									
BORAH 4.8	298.3	10.15	7.49	f 10.35	3.34					5.02
COOLIDGE 2.9	293.5	10.08	7.43	f 10.28	3.26					4.50
QUIGLEY 6.1	290.6	10.04	7.39	f 10.23	3.21					4.41
DN WAPI W 3.8	284.5	9.56	7.32	f 10.13	3.10					4.22
DE WOFF 4.2	280.7	9.50	7.27	f 10.06	3.03					4.10
YALE 3.2	276.5	9.42	7.21	f 9.58	2.55					3.54
HAWLEY 5.0	273.3	9.37	7.16	f 9.52	2.50					3.42
DN-R MINIDOKA Rt 4.0	268.3	s 9.30	s 7.09	9.45PM	s 2.40					3.15
MAX 3.8	264.3	9.21	6.56		2.30					3.00
COLE 4.1	260.5	9.16	6.51		2.23					2.40
ADELAIDE 4.8	256.4	9.10	f 6.45		2.16					2.20
D KIMAMA Km 6.7	251.6	9.03	f 6.38		2.07					2.01
SENER 3.6	244.9	8.54	f 6.28		1.55					1.25
SID 4.1	241.3	8.49	6.22		1.49					12.46
N OWINZA WA 5.9	237.2	8.43	f 6.16		1.42					12.34
BESSLEN 4.6	231.3	8.35	f 6.07		f 1.32					12.19PM
D DIETRICH Hd 3.9	226.7	8.29	f 5.58		f 1.24					11.50AM
BRADY 3.7	222.8	8.23	f 5.49		1.17					11.25
DN-R SHOSHONE S 4.2	219.1	s 8.15	s 5.42		s 1.10					11.00
DISNEY 5.0	214.9	8.03	f 5.29		12.56					9.55
TUNUPA 6.8	209.9	7.54	f 5.20		12.46					9.30
DN GOODING Gd 6.8	208.1	f 7.45	f 5.09		s 12.33					9.00
FULLER 6.1	196.3	7.30	f 4.55		12.19					8.35
DN BLISS Is 6.8	190.2	f 7.20	f 4.45		f 12.07AM					8.10
TICESKA 1.1	183.4	7.07	f 4.33		11.53PM					7.45
TICESKA WYE 8.6	182.3									
DN KING HILL Kh 3.2	173.7	6.42	f 4.08		f 11.25					7.00
LEONE 0.6	170.5	6.37	f 4.02		11.10					6.51
SAND SPUR 3.1	169.9									
DN-R GLENN'S FERRY Gf (159.7)	166.8	6.30AM	3.55PM		11.00PM					6.40AM
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily

BLOCK SIGNALS



Time over District (4.85) (4.50) (1.45) (5.90) (0.14) (0.12) (0.12) (11.55)
 Average Speed per hour 34.8 33.0 33.3 29.0 14.6 17.0 17.0 13.4

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction. First-class trains will clear Train 5 five minutes.
 Train 19 will stop at points between Pocatello and Minidoka for passengers from points East of Pocatello.
 Train 6 will stop at all stations to let off passengers holding tickets from points west of Nampa and to pick up passengers for Pocatello and points beyond.

FOURTH DISTRICT—Glenn's Ferry and Huntington.—WESTWARD

Length of Station in feet and box Water, Fuel and Turning Station	Population	SECOND CLASS				FIRST CLASS				Distance from Granger
		255 Time Freight Leave Daily				5 Mail Leave Daily	19 Passenger Leave Daily	85 Passenger Leave Daily	17 Passenger Leave Daily	
69.45 PFTW	800	2.25 PM				3.19 PM	2.20 PM		12.25 AM	373.8
3.881	-----	2.45				3.24	2.27		12.32	377.7
4.608	75	3.30				3.30	f 2.35		12.42	382.8
5.079 PW	25	3.45				3.34	f 2.44		12.50	385.0
8.204	-----	4.15				3.45	3.00		1.04	390.2
4.868 PY	25	4.45				3.51	f 3.10		1.14	393.5
3.287	-----	5.05				3.58	3.18		1.22	398.7
11.466 W	1,411	5.25				4.04	s 3.28		s 1.32	403.4
3.302	-----	5.40				4.11	3.37		1.41	409.3
3.871 W	-----	5.55				4.17	f 3.46		1.50	414.6
3.311	-----	6.10				4.24	f 3.56		1.59	420.5
6.268 PWV	100	6.25				4.30	f 4.05		2.05	424.8
3.895	-----	6.37				4.35	4.12		2.11	428.8
2.924	-----	6.49				4.39	4.18		2.17	432.6
4.088 W	25	7.01				4.43	f 4.24		2.23	436.5
3.813	-----	7.13				4.47	4.30		2.29	440.4
4.883	-----	7.25				4.52	f 4.36		2.35	444.5
8.788	150	7.37				4.57	f 4.42		2.41	448.5
3.911	-----	7.52				5.04	4.49		2.49	453.7
47.021 POYWF	4,205	8.15 9.00				s 5.15	s 5.20	8.10 AM	s 3.10	458.5
3.309	-----	9.20				5.20	f 5.26	f 8.16	3.18	458.6
13.333 W	3,543	9.35				5.26	s 5.35	s 8.26	f 3.29	462.6
8.796	-----	9.52								467.6
8.895	150	10.05				5.31	f 5.41	f 8.33	3.36	467.8
3.958	-----	10.20				5.35	f 5.47	s 8.41	3.42	471.0
6.449	338	10.35				5.40	f 5.53	f 8.47	3.48	474.2
4.025	-----	10.35				5.46	s 6.01	s 8.57	3.55	477.9
11.728 YW	449	11.00					f	f		482.6
4.719	-----	11.12				5.55	s 6.15	s 9.15	4.07	487.6
26.970 Y	1,248	11.35 PM				6.01	f 6.21	f 9.21	4.12	490.2
1.660	-----	11.35 PM				6.10	s 6.33	s 9.35	s 4.22	493.5
14.775 W	1,948	12.05 AM					f	f		500.5
559	-----	12.05 AM				6.16	s 6.50	s 9.45	f 4.28	502.7
3.866	-----	12.35					f	f		504.3
11.624 W	2,600	1.00				6.26	f 7.03	f 9.55	4.38	507.9
599	-----	1.00				6.35	s 7.22	s 10.12	s 4.55	511.1
3.864	-----	1.25					f	f		517.7
350	-----	1.25				6.42	f 7.40	f 10.23	5.05	522.0
3.805	-----	1.40					f	f		523.7
4.982 W	25	2.01				6.48	f 7.50	10.30	5.12	525.3
31.581 OTFWY	680	2.45 AM				6.54	f 8.02	f 10.38	5.20	527.4
		Arrive Daily								531.8
						7.10 PM	8.20 PM	11.05 AM	5.40 AM	538.9
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	540.6

Time Table No. 82
September 18, 1916

STATIONS

DN-R	GLENN'S FERRY	Gf
	3.9	
	DORAN	
	5.1	
D	HAMMETT	Wx
	2.2	
N	MEDBURY	My
	5.2	
	CHALK	
	3.3	
D	REVERSE	Rv
	5.2	
	SLADE	
	4.7	
DN	MOUNTAIN HOME	Mz
	5.9	
	SEBREE	
	5.3	
	CLEFT	
	5.9	
	SUNNYSIDE	
	4.3	
D	ORCHARD	Od
	4.0	
	HICKEY	
	3.8	
	KINNEY	
	1.0	
	OWYHEE GRAVEL PIT (Sp)	
	2.9	
N	OWYHEE	Ow
	3.9	
	KIESEL	
	4.1	
	MORA	
	4.0	
D	KUNA	Ka
	5.2	
	COLLOPY	
	4.8	
DN-R	NAMPA	Dispr D Au
	0.1	
	BOISE VAL. TRAC. CROSS	
	4.0	
	MOSS	
	4.7	
DN	CALDWELL	Cw
	0.3	
	BOISE VAL. TRAC. CROSS	
	3.4	
	ENROSE	
	3.2	
D	NOTUS	U
	3.7	
	TENDAVIS	
	4.7	
D	PARMA	Ma
	5.0	
	APPLE VALLEY (Spur)	
	2.6	
D	NYSSA	Sy
	3.3	
	ARCADIA	
	7.0	
DN	ONTARIO	N
	2.2	
	WASHOE (Spur)	
	1.6	
DN	PAYETTE	Ay
	3.6	
	WOOD (Spur)	
	3.2	
	CRYSTAL	
	6.6	
DN	WEISER	Sr
	4.3	
	JONATHAN (Spur)	
	1.7	
	EATON	
	1.6	
	WAGNON (Spur)	
	2.1	
	COBB	
	4.4	
	OLD'S FERRY	
	7.1	
DN-R	BLAKE'S JCT.	Hn
	1.7	
	HUNTINGTON	
	(166.8)	

(12.20) 13.5
WESTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
O. S. L. Trains in Huntington Yard will be governed by O. W. R. R. & N. Time Table.
First class trains will clear Train 5 five minutes.

(8.51) 48.3	(6.00) 27.8	(2.55) 28.1	(5.15) 31.8	.....Time over District.....
				.....Average speed per hour.....

WESTWARD—Kemmerer Branch—EASTWARD

Length of Sidings in feet, and location of Scales, Water, Fuel, Phone and Turning Stations.	Distance from Kemmerer	Time Table No. 82 September 18, 1916		Distance from Quealy
		STATIONS		
43,401 RPOWTF	0.0	DN	KEMMERER 0.8 Z	8.9
	0.8		NO. KEMMERER JCT. 0.5	8.1
9,508	1.3		MINE No. 3 0.3	7.6
12,429	1.6		MINES No. 1 and 2 0.5	7.3
808	2.1	D	NO. KEMMERER 2.3 Mr	6.8
6,509	4.9		SUSIE 4.0	4.0
8,287	8.9		QUEALY (8.9)	0.0

WESTWARD—Cumberland Branch—EASTWARD

Length of Sidings in feet, and location of Scales, Water, Fuel, Phone and Turning Stations.	Distance from Moyer Jct.	Time Table No. 82 September 18, 1916		Distance from Cumberland
		STATIONS		
8,678 PY	0.0	DR	MOYER JCT. 5.4	15.3
12,678	5.4	R	GLENCOE JCT. 3.1	9.9
260	8.5		GIVENS (Spur) 4.6	6.8
446	13.1		U. P. MINE No. 3 (Spur) 0.5	2.2
4,153	13.6		U. P. MINE No. 2, SOUTH 1.7	1.7
8,088 WPY	15.3	D-R	CUMBERLAND (15.3) On	0.0

WESTWARD—Elkol Branch—EASTWARD

Length of Sidings in feet, and location of Scales, Water, Fuel and Turning Stations.	Distance from Glencoe Jct.	Time Table No. 82 September 18, 1916		Distance from Elkol
		STATIONS		
5,069 W	0		GLENCOE JCT. 3.3	8.3
4,153	3.3		ELKOL (8.3)	0

WESTWARD—Glencoe Branch—EASTWARD

Length of Sidings in feet, and location of Scales, Water, Fuel and Turning Stations.	Distance from Glencoe Jct.	Time Table No. 82 September 18, 1916		Distance from Glencoe
		STATIONS		
7,162 W	0.0		GLENCOE JCT. 1.8	1.8
4,153	1.8		GLENCOE (1.8)	0.0

WESTWARD—Conroy Branch—EASTWARD

Length of Sidings in feet, and location of Scales, Water, Fuel and Turning Stations.	Distance from Moyer Junction	Time Table No. 82 September 18, 1916		Distance from Conroy
		STATIONS		
8,038 Y	.0		MOYER JCT. 2.9	2.9
2,560	2.9		CONROY (2.9)	.0

WESTWARD—Paris Branch—EASTWARD

Length of Sidings in feet, and location of Scales, Water, Fuel, Phone & Turning Stations.	Distance from Montpelier	Time Table No. 82 September 18, 1916		Distance from Paris
		STATIONS		
52,946 POTFYW	0.0	DN-R	MONTPELIER 3.0 M	9.6
928	3.0		TRANSFER 2.3	6.6
1,700	5.3		OVID 4.3	4.3
5,781 W	9.6	D-R	PARIS (9.6)	0.0

WESTWARD—Bear River Branch—EASTWARD

Length of Sidings in feet, and location of Scales, Water, Fuel and Turning Stations.	Distance from Alexander	Time Table No. 82 September 18, 1916		Distance from Grace
		STATIONS		
9,285 W	0.0		ALEXANDER 6.0	6.0
1,900	6.0		GRACE (6.0)	0.0

WESTWARD—Marshfield Branch—EASTWARD

Length of Sidings in feet, and location of Scales, Water, Fuel and Turning Stations.	Distance from Burley	Time Table No. 82 September 18, 1916		Distance from Marshfield
		STATIONS		
24,174 YW	0.0		BURLEY 5.0	8.9
	5.0		YOU MAN 1.0	8.7
1,186	0.0		SPRINGDALE 2.9	2.7
1,467	8.9		MARSHFIELD (8.9)	0.0

WESTWARD—Rogerson Branch—EASTWARD

Length of Sidings in feet, and location of Scales, Water, Fuel and Turning Stations.	Distance from Twin Falls	Time Table No. 82 September 18, 1916		Distance from Rogerson
		STATIONS		
16,155 OWFY	0.0	D-R	TWIN FALLS 5.4 Fa	28.8
400	5.4		KNULL (Spur) 1.6	23.4
798	7.0		GODWIN 4.0	21.8
1,994	11.0		BERGER 3.4	17.8
305	14.4		HAGGARDT (Spur) 5.0	14.4
5,426	19.4	D	HOLLISTER 3.9 Hr	9.4
884	23.3		AMSTERDAM (Spur) 5.5	5.5
5,345 WY	28.8	D-R	ROGERSON (28.8) Rg	0.0

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction.

WESTWARD—North Side Branch—EASTWARD

Length of Sidings in feet and location of Scales, Water, Fuel and Turning Stations	Population	FIRST CLASS	Distance from Rupert	Time Table No. 82 September 18, 1916			Distance from Bliss	FIRST CLASS
		151 Passenger		STATIONS	152 Passenger			
10,383 W	297	10.30AM	0.0	DN-R	RUPERT	Ms	73.6	5.55PM
3,931 P		f 10.42	5.6		5.8 PAUL		68.0	f 5.33
1,400		f 10.47	8.0		2.4 BUDGE		65.6	f 5.25
3,010		f 11.02	15.9		7.9 BURKY		57.7	f 5.06
		f	19.6		3.7 McHENRY		54.0	f
330		f 11.1 4	22.1		2.5 WORTHINGTON (Spur)		51.5	f 4.51
1,487 P		s 11.20	24.0	D	1.9 HAZELTON	On	49.6	s 4.46
5,554 WP		s 11.30	28.1	D	4.1 EDEN	N	45.5	s 4.36
3,002		f 11.43	34.6		6.5 PERRINE		39.0	f 4.20
1,654 P		f 11.55	40.6		2.0 FALLS CITY		33.0	f 4.05
456		f 11.59AM	42.6		5.3 BARRYMORE (Spur)		31.0	f 4.00
6,159 FWP	970	s 12.11PM	47.9	D	4.0 JEROME	Jo	25.7	s 3.48
N trackage		f 12.19	5.19		4.8 APPLETON		21.7	f 3.37
5,009 P	482	s 12.30	56.7	D	9.5 WENDELL	Nd	16.9	s 3. 2 5
4,067 P		f 12.50	66.2		7.4 TUTTLE		7.4	f 3.03
15,586 YWP	200	1.10PM	73.6	DN-R	BLISS	Is	0.0	2.45PM
		Arrive Daily			(73.6)			Leave Daily

(2.40) Time over District (3.05)
27.6 Average speed per hour 23.5

WESTWARD—Twin Falls Branch—EASTWARD.

Length of Sidings in feet and location of Scales, Water, Fuel, and Turning Stations	Population	FIRST CLASS			Distance from Minidoka	Time Table No. 82 September 18, 1916			Distance from Buhl	FIRST CLASS		
		151 Passenger	155 Passenger	83 Passenger		STATIONS	156 Passenger	84 Passenger		152 Passenger		
23,102 WYF	150	10.00AM	1.45PM	9.50AM	0.0	DN-R	MINIDOKA	Rt	73.8	9.15AM	9.25PM	6.30PM
2,002	60	f 10.18	f 2.01	f 10.07	8.2		8.2 ACEQUIA		65.6	f 8.58	f 9.02	f 6.10
10,383 W	297	10.30AM	s 2.15	s 10.19	13.5	D-R	5.3 RUPERT	Ms	60.3	s 8.48	s 8.51	5.55PM
4,905	600		s 2.28	s 10.34	19.6	D	6.1 HEYBURN	Bn	54.2	s 8.33	s 8.35	
24,174 WY	900		s 2.40	s 10.40	21.7	D	2.2 BURLEY	Bn	52.1	s 8.25	s 8.28	
865	-----		f	f	23.9		2.0 MILHOOK (Spur)		49.9	f	f	
2,012	-----		f 2.49	f 10.52	25.9		7.6 STARRH'S FERRY		47.9	f 8.13	f 8.10	
5,827	306		s 3.05	s 11.07	33.5	D	8.0 MILNER	Ni	40.3	s 8.00	s 7.55	
2,862 W			s 3.22	s 11.26	41.5	D	3.6 MURTAUGH	Mu	32.3	s 7.45	s 7.38	
2,014			f 3.31	f 11.34	45.1		4.6 BICKEL		28.7	f 7.35	f 7.27	
2,251			s 3.42	s 11.44	49.7	D	3.6 HANSEN	Ns	24.1	s 7.25	s 7.17	
7,480			s 3.51	s 11.52AM	53.3	D	2.7 KIMBERLY	Ky	20.5	s 7.15	s 7.08	
2,000			f	f	56.0		2.9 McMILLAN		17.8	f	f	
16,155 OWFY			s 4.05	s 12.10PM	58.9	DN-R	4.4 TWIN FALLS	Fa	14.9	s 7.00	s 6.55	
1,571			f 4.15	f 12.20	63.3		2.6 CURRY		10.5	f 6.41	f 6.32	
5,421			s 4.23	s 12.30	65.9	D	2.7 FILER	Fr	7.9	s 6.36	s 6.26	
1,398			f 4.29	f 12.37	68.6		5.2 PEAVEY		5.2	f 6.31	f 6.20	
8,172 WY			4.40PM	12.55PM	73.8	D-R	BUHL	Bo	0.0	6.20AM	6.10PM	
			Arrive Daily	Arrive Daily			(73.8)			Leave Daily	Leave Daily	Leave Daily

(0.30) Time Over District (2.55) (8.05)
27.0 Average Speed per Hour 25.3 28.9 (2.55) (8.15) (0.35)
25.8 22.7 28.1

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction.

WESTWARD—Ketchum Branch—EASTWARD.

Length of Sidings in feet, and location of Scales, Water, Fuel and Turning Stations.	SECOND CLASS			FIRST CLASS	Distance from Shoshone	Time Table No. 82 September 18, 1916			Distance from Ketchum	FIRST CLASS	SECOND CLASS	
	451	347	161	STATIONS		162	348	452				
	Freight	Mixed	Passenger			Passenger	Mixed	Freight				
	Leave Mon., Wednesday and Friday	Leave Daily Ex. Sunday	Leave Daily			Arrive Daily	Arrive Daily Ex. Sunday	Arrive Tues. Thurs. and Saturday				
29,286 PYFW	8.45AM	9.00AM	8.35AM	0.0	DN-R SHOSHONE 10.9 S	69.4	5.25PM	5.30PM	10.50AM			
210			f	10.9	MARLEY (Spur) 4.4	58.5	f					
5,686 YW	9.35	9.40AM	s 9.25	15.3	D-R RICHFIELD 6.6 RF	54.1	s 4.45	4.40PM	10.08			
1,788 W	10.15		f 9.45	21.9	PAGARI 7.8	47.6	f 4.28		9.45			
1,816	10.49		f 10.10	29.7	TIKURA 4.2	39.7	f 4.09		9.09			
250			f 10.22	33.9	PRIEST (Spur) 3.4	35.5	f					
1,767 W	11.27AM		s 10.35	37.3	D PICABO 4.5 Xn	32.1	s 3.50		8.39			
400			f 10.50	41.8	HAY SPUR 2.6	27.6	f					
764			f 10.59	44.4	GANNETT 2.3	25.0	f					
260			f 11.08	46.7	BALAAM 5.4	22.7	f					
2,156	12.30PM		s 11.25	52.1	D BELLEVUE 5.1 V	17.3	s 3.10		7.39			
3,714 PW	1.00 1.30		s 11.40	57.2	D HAILEY 2.8 Rf	12.2	s 2.50		7.18			
446			f 11.49	60.0	ZINC SPUR 3.2	9.4	f					
1,070			f 11.58AM	63.2	GIMLET (Spur) 6.2	6.2	f					
3,928 PYW	2.20PM		12.15PM	69.4	D-R KETCHUM 6.2 Ku	0.0	2.20PM		6.30AM			
	Arrive Mon., Wednesday and Friday	Arrive Daily Ex. Sunday	Arrive Daily				Leave Daily	Leave Daily Ex. Sunday	Leave Tues. Thurs. and Saturday			

(8.35) 12.4 (0.40) 22.9 (3.40) 18.9 Time over District (3.05) 22.5 (0.50) 18.4 (4.20) 16.0
 Average speed per hour
 (8.81)

WESTWARD—Hill City Branch—EASTWARD

Length of Sidings in feet, and location of Scales, Water, Fuel and Turning Stations.	SECOND CLASS			Distance from Richfield	Time Table No. 82 September 18, 1916			Distance from Hill City	SECOND CLASS
	347				348				
	Mixed				Mixed				
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		Arrive Daily Ex. Sunday				
5,686 YW	9.50AM		0.0	D-R RICHFIELD 4.5 RF	57.8	4.15PM			
972	10.06		4.5	RAWSON 4.9	53.0	4.03			
2,886	10.20		9.4	BURMAH 12.1	48.4	3.50			
2,490 W	10.55		21.5	MAGIC 9.7	36.3	3.20			
1,992	11.25		31.2	MACON 2.8	26.6	2.55			
3,006	11.35		34.0	BLAINE 5.7	23.8	2.45			
1,908	11.55AM		39.7	SELBY 4.1	18.1	2.25			
5,058 PW	12.30PM		43.8	D FAIRFIELD 7.9 FD	14.0	2.10			
3,058	12.55		51.7	CORRAL 6.1	6.1	1.50			
9,066 YFW	1.10PM		57.8	D-R HILL CITY 6.1 HC	0.0	1.30PM			
	Arrive Daily Ex. Sunday			(57.8)		Leave Daily Ex. Sunday			

(8.20) 17.3 Time over District (2.45) 21.0
 Average speed per hour
 (8.81)

WESTWARD—Oakley Branch—EASTWARD

Length of Sidings in feet, and location of Scales, Water, Fuel and Turning Stations.	SECOND CLASS		FIRST CLASS	Distance from Burley	Time Table No. 82 September 18, 1916			Distance from Oakley	FIRST CLASS	SECOND CLASS
	337	157	STATIONS		158					
	Mixed	Passenger			Passenger					
	Leave Daily Ex. Sunday	Leave Sunday			Arrive Sunday					
19,198 WY	11.00AM	11.00AM	0.0	D-R BURLEY 3.2 Bu	21.8	2.30PM				
823	11.10	f 11.10	3.2	BEEVILLE (Spur) 2.0	18.6	f 2.18				
1,617	11.17	f 11.17	5.2	PELLA 3.0	16.6	f 2.12				
791	11.26	f 11.26	9.1	KENYON (Spur) 7.4	12.7	f 2.05				
678	11.45	f 11.45	16.5	TROUT (Spur) 1.3	5.8	f 1.45				
1,750	11.50	f 11.50	17.8	MARION 3.3	4.0	f 1.40				
			21.1	IDA. SOU. R. R. CROSSING 0.7	0.7					
5,742 Y	11.59AM	11.59AM	21.8	D-R OAKLEY 0.7 Oa	0.0	1.30PM				
	Arrive Daily Ex. Sunday	Arrive Sunday		(21.8)		Leave Sunday				

(0.59) 22.2 (0.59) 22.2 Time over District (1.00) 21.8 (1.00) 21.8
 Average speed per hour
 (8.81)

Trains 347 and 348 stop on flag at M. P. 19.1, Hill City Branch.

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction.

WESTWARD—Payette Branch—EASTWARD

Length of Siding in feet, and location of Scales, Water, Fuel and Turning Stations.	SECOND CLASS		Distance from Payette	Time Table No. 82 September 18, 1916		Distance from Emmett	SECOND CLASS	
	377 Mixed	Leave Daily Ex. Sunday		STATIONS			378 Mixed	Arrive Daily Ex. Sunday
14,775 WYF	8.45AM	0.0	DN-R	PAYETTE 3.8	Ay	29.7	3.45PM	
350		3.7		INGARD (Spur) 0.1		26.3		
386	8.59	3.8		IEFFIE (Spur) 1.2		26.2	3.31	
1,088	9.05	5.0		FRUITLAND 1.8		24.7	3.25	
988	9.11	8.9		BUCKINGHAM 4.3		22.3	3.19	
1 070	9.30	11.1		NEW PLYMOUTH 6.2		18.6	3.00	
1.016	9.50	17.3		FALKS (Spur) 4.4		12.4	2.40	
250	10.05	21.7		LETHA 8.0		8.0	2.25	
2.400 TW	10.25AM	29.7	D-R	EMMETT JCT. (29.7)	Mx	0.0	2.05PM	
	Arrive Daily Ex. Sunday						Leave Daily Ex. Sunday	

(1.40) Time over District (1.40)
17.8 Average speed per hour 17.8

Trains 377 and 378 will stop on flag at Road Crossings, M. P., 9.0 and 13.9 Payette Branch.

WESTWARD—Homedale Branch—EASTWARD

Length of Siding in feet, and location of Scales, Water, Fuel and Turning Stations.	SECOND CLASS		Distance from Nyssa	Time Table No. 82 September 18, 1916		Distance from End of Track	SECOND CLASS	
	363 Mixed	Leave Tues. Thur. and Saturday		STATIONS			364 Mixed	Arrive Tues. Thurs. and Saturday.
11,728 W	1.30PM	0.0	D-R	NYSSA 6.7	SY	26.0	4.10PM	
2,606	1.45	6.7		KINGMAN 3.9		19.3	3.50	
1,518	2.00	10.6		ADRIAN 6.3		15.4	3.40	
1,994	2.15	16.9		NAPTON 4.5		9.1	3.25	
1,927	2.30	21.4		McCOARD 3.1		4.6	3.10	
8,466 PYW	2.40PM	24.5	D-R	HOMEDALE 1.5	HO	1.5	3.00PM	
		26.0		END OF TRACK (26.0)		0.0		
	Arrive Tues. Thur. and Sat.						Leave Tues. Thurs. and Saturday.	

(1.10) Time over District (1.10)
22.3 Average speed per hour 22.3

WESTWARD—Wilder Branch—EASTWARD

Length of Siding in feet, and location of Scales, Water, Fuel and Turning Stations.	SECOND CLASS		Distance from Caldwell	Time Table No. 82 September 18, 1916		Distance from Wilder
	363 Mixed	Leave Tues. Thur. and Saturday		STATIONS		
13,338 W	1.30PM	0.0	DN-R	CALDWELL 7.0	OW	11.3
1,075	1.45	7.0		GREENLEAF (Spur) 4.3		4.3
1,252	2.00	11.3		WILDER (Spur) (11.3)		0.0

Leased to and operated by Caldwell Traction Company.

WESTWARD—Boise Branch—EASTWARD

Length of Siding in feet, and location of Scales, Water, Fuel, and Turning Stations.	FIRST CLASS						Distance from Nampa	Time Table No. 82 September 18, 1916		Distance from Arrow Jct.	FIRST CLASS						
	179	177	175	173	171	169		STATIONS			170	172	174	176	178	180	
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger					Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	
47,021 POYWF	8.25PM	5.30PM	1.25PM	10.35AM	4.20AM	3.15AM	0.0	DN-R	NAMPA 0.7	Dispr D AU	25.5	2.45AM	3.50AM	7.55AM	1.00PM	4.50PM	7.45PM
1,712	f 8.39	f 5.44	f 1.38	f 10.52	f 4.33	f 3.33	0.7		IDA. NOR. JCT. 6.0		24.8						
5,778							6.7		SONNA 3.2		18.8	f 2.28	f 3.33	f 7.36	f 12.43	f 4.33	f 7.28
							9.9		BOISE VAL. TRAC. CROSSING 0.2		15.6						
2,046	s 8.48	s 5.53	s 1.47	s 10.59	s 4.42	s 3.41	10.1	D	MERIDIAN 2.6	Md	15.4	s 2.21	s 3.21	s 7.31	s 12.36	s 4.26	s 7.21
2,188	f 8.54	f 5.59	f 1.52	f 11.04	f 4.48	f 3.47	12.7		BEATTY 3.4		12.8	f 2.16	f 3.16	f 7.26	f 12.31	f 4.21	f 7.16
556	f 9.01	f 6.06	f 1.59	f 11.11	f 4.56	f 3.54	16.1		PERKINS 1.6		9.4	f 2.09	f 3.09	f 7.19	f 12.24	f 4.14	f 7.09
							17.7		FAIR GROUND SPUR 0.1		7.8	f	f	f	f	f	f
							17.8		BOISE VAL. TRAC. CROSSING 1.9		7.7						
							19.7		BOISE VAL. TRAC. CROSSING 0.1		5.8						
32,021 WTO	9.10PM	6.15PM	2.10PM	11.20AM	5.05AM	4.05AM	19.8	DN-R	BOISE 0.9	Bd	5.7	2.00AM	3.00AM	7.10AM	12.15PM	4.05PM	7.00PM
							20.7		BOISE VAL. TRAC. CROSSING 2.0		4.8						
							22.7		VERNON 2.8		2.8						
2,638							25.5		ARROW JCT. (Spur) (25.5)		0.0						
	Arrive Daily No. 6	Arrive Daily No. 5 & 19	Arrive Daily No. 4	Arrive Daily No. 86	Arrive Daily No. 18	Arrive Daily No. 17			Connections			Leave Daily No. 17	Leave Daily No. 18	Leave Daily No. 85	Leave Daily No. 4	Leave Daily No. 5 & 19	Leave Daily No. 6

(0.45) Time over District (0.45)
26.4 Average speed per hour 26.4

WESTWARD—Idaho Northern Branch—EASTWARD

Length of Siding in Feet, and Location of Scales, Water, Fuel, Phone, and Turning Stations.	SECOND CLASS		FIRST CLASS		Distance from Nampa	Time Table No. 82 September 18, 1916		Distance from Lakeport	FIRST CLASS		SECOND CLASS	
	385 Mixed	377 Mixed	165 Motor Passenger			STATIONS	166 Motor Passenger		386 Mixed	378 Mixed		
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		
47,021 POYWF	8.30AM			1.40PM	0.0	DN-R NAMPA Dispr D 0.7 AU	128.5	4.50PM		3.35PM		
	8.40			1.43	0.7	IDA. NOR. JCT. 5.3	127.8	4.47		3.30		
400	f 8.54			f 1.55	6.0	MADDENS (Spur) 2.8	122.5	f 4.35		f 3.15		
					8.8	GRAVEL (Spur) 0.4	119.7					
					9.2	BOISE VAL. TRAC. CROSSING 0.0	119.3					
1,096	s 9.10			s 2.04	9.2	D MIDDLETON KD	119.3	s 4.26		s 3.00		
1,202	f 9.35			f 2.28	18.8	JENNESS 2.4	109.7	f 4.03		f 2.28		
1,445					21.2	SAND 0.9	107.3					
400	f 9.50			f 2.43	22.1	BRAMWELL (Spur) 4.2	106.4	f 3.50		2.12		
	10.40	10.25AM		2.55	26.3	EMMETT JCT. 0.7	102.2	3.38		2.00	2.05PM	
4,964 TW	s 10.45	10.30AM		3.00PM	27.0	D-R EMMETT Mx	101.5	3.35PM		s 1.55	2.00PM	
2,526	f 11.05				31.7	PLAZA 9.3	96.8			f 1.25		
4,694 P	s 11.50AM				41.0	D MONTOUR Mr	87.5			s 12.50		
3,047 PW	s 12.20PM				49.6	D HORSESHOE BEND HB	78.9			s 12.20		
2,535	f 12.40				54.9	GARDENA 9.2	73.6			f 12.01PM		
2,081 PWTF	s 1.30				64.1	BANKS 11.3	64.4			s 11.25AM		
1,961 W	f 2.40				75.4	BIG EDDY 7.5	53.1			f 10.25		
3,940 PY	s 3.20				82.9	SMITH'S FERRY 12.2	45.6			s 9.50		
1,997 W	f 4.05				95.1	BELVIDERE 4.0	33.4			f 9.05		
3,210 P	s 4.50				99.1	D CASCADE CD	29.4			s 8.50		
641.6					100.8	TIE SPUR 3.3	27.7					
544	f				104.1	TIMOTHY (Spur) 3.9	24.4			f		
1,998	f 5.20				108.0	ARLING 7.2	20.5			f 8.15		
2,630 W	f 6.00				115.2	D DONNELLY DN	13.3			f 7.50		
1,108	s 6.20				120.6	NORWOOD 7.2	7.9			s 7.25		
	f				127.8	McCALL 0.7	0.7			f		
9,883 YWF	6.45PM				128.5	D-R LAKEPORT NE	0.0			7.00AM		
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday		128.5		Leave Daily Ex. Sunday		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	
	(10.15) 12.6	(0.5) 8.4		(1.20) 20.2		.....Time Over District.....		(1.15) 21.6		(8.35) 15.0	(0.5) 8.4
						.....Average Speed Per Hour.....					

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction.

WESTWARD—Oregon Eastern Branch—EASTWARD

Length of Sidings in feet, and location of Scales, Water, Fuel, and Turning Stations	SECOND CLASS			FIRST CLASS	Distance from Ontario	Time Table No. 82 September 18, 1916			Distance from Crane	FIRST CLASS	SECOND CLASS	
	373	371	191	STATIONS		192	372	374				
	Mixed	Mixed	Passenger			Passenger	Mixed	Mixed				
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily			Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday				
26,970 WY	10.00AM	12.20PM	7.00PM	0.0	DN-R ONTARIO N	92.9	8.40AM	11.35AM	3.30PM			
1,824 Y	10.07	12.27	7.07	1.9	MALHEUR JCT. 1.9	91.0	8.33	11.27	3.13			
1147	10.12	12.33	f 7.13	3.8	CAIRO 1.9	89.1	f 8.27	11.21	3.05			
622	10.15	12.36	f 7.16	5.1	LUSE 1.8	87.8	f 8.24	11.15	3.00			
			f 7.16	7.6	MAYBERG 2.5	85.3	f					
1,681	10.25	12.50	f 7.28	10.0	MALLETT 2.4	82.9	f 8.12	11.00	2.48			
8,192 WY	10.45AM	1.10	7.40PM	15.5	D-R VALE V	77.4	8.00AM	10.45	2.35PM			
2,789		1.35		23.5	HOPE 8.0	69.4		10.25				
3,000 W		2.15		34.8	LITTLE VALLEY 11.3	58.1		9.52				
6,500 PY		2.37		42.0	D HARPER HA	50.7		9.35				
				48.0	KIME 7.2	44.7						
8,000 W		3.27		51.4	NAMORF 3.4	41.8		9.07				
		4.00		56.4	BOHNA 5.0	36.8						
1,000		4.10		62.3	JONESBORO 5.7	30.6		8.35				
5,400 YPW		4.30		64.8	PEACH 2.5	28.1		8.25				
3,000		4.45		77.8	D JUNTURA JN	19.1		8.01				
3,000		5.20		86.8	WISNER 4.0	15.1		7.45				
6,200 WYF		5.40PM		92.9	D-R LONG RS	6.1		7.20				
					RIVERSIDE 6.1	0.0		7.00AM				
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily				Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			

(0.46) (5.20) (0.40) Time over District..... (0.40) (4.35) (0.55)
 20.7 17.4 28.2 Average speed per hour..... 23.2 20.2 16.9

WESTWARD—Murphy Branch—EASTWARD

Length of Sidings in feet, and location of Scales, Water, Fuel, Phone and Turning Stations.	SECOND CLASS		FIRST CLASS	Distance from Nampa	Time Table No. 82 September 18, 1916		Distance from Murphy	FIRST CLASS	SECOND CLASS
	357	185	STATIONS		186	358			
	Mixed	Motor Passenger			Motor Passenger	Mixed			
	Lv. Mon. Wed. and Friday	Leave Tues. Thur. and Saturday			Arrive Tues. Thurs. and Saturday	Arrive Mon. Wed. and Friday			
47,021 POYWF	8.30AM	8.30AM	0.0	DN-R NAMPA Dispr D AU	29.9	12.55PM	12.55PM		
2,122			1.7	MILL (Spur) 1.7	28.2	f			
1,030	9.05	f 9.05	8.9	BOWMONT 7.2	21.0	f 12.26	12.26		
835	9.25	f 9.25	14.7	MELBA 5.8	15.2	f 12.11PM	12.11PM		
772	9.45	f 9.45	19.6	WARREN'S (Spur) 4.9	10.3	f 11.59AM	11.59AM		
1,024	10.00	f 10.00	23.1	RIVA (Spur) 3.5	6.8	f 11.50	11.50		
2321 PYW	10.20AM	10.20AM	29.9	D-R MURPHY 6.8	0.0	11.30AM	11.30AM		
	Arr. Mon. Wed. and Friday	Arrive Tues. Thur. and Saturday				Leave Tues. Thurs. and Saturday	Leave Mon. Wed. and Friday		

(1.50) (1.50) Time Over District..... (1.25) (1.25)
 16.3 16.3 Average Speed Per Hour..... 21.1 21.1

WESTWARD—Homestead Branch—EASTWARD

Length of Sidings in feet, and location of Scales, Water, Fuel, and Turning Stations.	SECOND CLASS		Distance from Blake's Junction.	Time Table No. 82 September 18, 1916		Distance from Homestead	SECOND CLASS	
	383	381		382	384			
	Mixed	Mixed		Mixed	Mixed			
	Leave Tues. Thur. and Saturdays	Leave Mon. Wed. and Friday		Arrive Mon. Wed. and Friday	Arrive Tues. Thur. and Saturday			
	11.25AM	11.25AM	0.0	BLAKES JCT. 0.7	57.7	7.25PM	4.25PM	
1,175	11.30	11.30	0.7	BLAKES 3.9	57.0	7.20	4.20	
1,992	11.45	11.45	4.6	GYPSUM 4.1	58.1	7.05	4.05	
2,499	11.58AM	11.58AM	8.7	PREVOST 0.8	49.0	6.40	3.45	
			9.5	DAY 2.9	48.2			
2,515	12.12PM	12.12PM	12.4	HOME 1.6	45.3	6.25	3.25	
384			14.0	WEBAK (Spur) 1.3	49.7			
3,174 W	12.29	12.29	15.3	MINERAL 0.7	42.4	6.15	3.05	
			16.0	STILL 1.6	42.3			
			17.6	WINSLOW 2.0	40.7			
290			19.6	PHENEY 0.4	38.0			
			20.0	HACK 2.1	37.6			
2,579	12.49	12.49	22.1	PARK 1.9	35.5	5.50	2.45	
			24.0	TITUS 3.5	33.7			
2,506	1.05	1.05	27.5	STURGILL 5.4	30.2	5.30	2.30	
5,314	1.25PM	1.25	32.9	D ROBINETT Rb	24.8	5.15	2.15PM	
			37.0	ROMEO 2.7	20.7			
2,304		2.10	39.7	BROWNLEE 3.3	18.0	4.35		
			43.0	RETRAH 2.9	14.7			
2,558		2.28	45.9	EAGLE ISLAND 5.2	11.8	4.15		
225			51.1	MACFER 1.4	6.7			
3,315		2.46	52.5	OX BOW 1.2	5.2	4.00		
992		3.00	53.8	COPPERFIELD 4.1	3.9	3.50		
3,618 WT		3.10PM	57.7	D HOMESTEAD HS	0.0	3.30PM		
	Arrive Tues. Thurs. and Saturday	Arrive Mon. Wed. and Friday				Leave Mon. Wed. and Friday	Leave Tues. Thurs. and Saturday	

(2.00) (3.45) Time Over District..... (3.55) (2.10)
 16.4 15.4 Average Speed Per Hour 14.7 15.0

WESTWARD—Brogan Branch—EASTWARD

Length of Sidings in feet, and location of Scales, Water, Fuel, Phones and Turning Stations.	SECOND CLASS		Distance from Vale	Time Table No. 82 September 18, 1916		Distance from Brogan	SECOND CLASS	
	373	374		STATIONS	374			
	Mixed	Mixed			Arrive Daily Ex. Sunday			
	Leave Daily Ex. Sunday							
8,193 WY	11.00AM	0.0	D-R VALE V	23.3	1.35PM			
599	11.25	8.9	DENNIS (Spur) 2.6	14.4	1.10			
	11.32	11.5	LANCASTER 5.9	11.8	1.03			
1,509	11.50AM	17.4	JAMIESON 5.9	5.9	12.45			
4,437 WY	12.05PM	23.3	D-R BROGAN Bn	0.0	12.30PM			
	Arrive Daily Ex. Sunday				Leave Daily Ex. Sunday			

(1.05) Time over District..... (1.05)
 21.5 Average Speed per Hour..... 21.5

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction.

SPECIAL RULES

1. Passengers will not be carried on freight trains except persons in charge of live stock, employes with annual passes or employes on trip passes so endorsed by persons issuing them.

2. When a train has more than one locomotive each engineer must be provided with copies of all orders and CLEARANCE CARDS.

3. Enginemen will sound steam whistle, as provided in Rule 14(L), approaching tunnels, and where view is obstructed.

4. Referring to Rule No. 83: Conductors and Engineers of eastward and westward trains from Montpelier; westward from Pocatello, eastward from Kemmerer, and at Fossil and Blaser before going on single track, must carefully check registers at those points and shall fully identify trains between Montpelier, Pocatello and Kemmerer and end of double track.

5. Trains stopped by automatic block signals on single track will wait five minutes after flagman has started ahead before proceeding through the block. (See Rule 504.)

6. Extra trains on double track may be authorized by clearance card instead of by train order.

7. On branch lines the train order signal will not be kept burning at night after operator's office hours.

8. Poles adjacent to Davis Warehouse Spur, Boise Yard do not afford standard clearance. All employes to be governed accordingly.

9. Derails have been installed on all passing tracks. Train and enginemen must leave these derails in proper position.

10. All employes are prohibited from riding on pilots of engines. Engineers will be held responsible for the proper observance of this rule.

11. Attention of enginemen is called to the location of starting signals at various points along the line to control movements of trains from spurs, stock yards and beet loading tracks on to the main track. These signals are of the banjo, semaphore, and switch indicator type and they will indicate stop when trains are passing on the main track but as there is a track intervening between the signal and the main track the indications of these signals is to be observed only when proceeding from spur or loading track on to main track. When switch indicators are used at Crossovers or on spur tracks trainmen will be governed by indicator before throwing derail or main track switch.

12. The Ketchum Branch main track in Shoshone Yard, the North Side Branch main track in Bliss and Rupert yards, and the Oregon Eastern Branch main track between Malheur Jct. and Ontario may be used as passing tracks conforming to Rules 93 and 99.

13. All westward trains take siding at Banks and Big Eddy when meeting trains in opposite direction. Work trains between Banks and Big Eddy must place engine east of cars being handled. Meeting points must not be made at Sand or Bramwell.

14. At all stations where train order signal is located outside of siding switches all trains that must pass the switch used by opposing trains in taking siding, before reaching train order signal, must approach said switch under control and if train order signal is held in stop position must stop to clear switch until cause of stop signal has been ascertained.

At Soda Springs Westward trains use the second switch in taking siding.

15. On freight trains of twenty-five (25) or more cars, engines will be detached from train while taking water or fuel.

16. No train or engine will leave the following stations without a clearance:

Kemmerer.	McCammon.
Cumberland.	Minidoka.
Moyer Junction	Shoshone.
(Branch Trains Only.)	Nampa.

No train or Engine will leave Rupert on Twin Falls Branch without a clearance while Operator is on duty.

Town Ordinances Restricting the Speed of Trains.

Cokeville 10 miles per hour	Bancroft 10 miles per hour
Soda Springs 8 miles per hour	Mountain Home . . . 6 miles per hour
	Parma 10 miles per hour

17. In connection with Rule D-153, Trains must not pass between the platform and a train receiving or discharging passengers at a Station, and must not pass on the opposite side of such train without stopping and flagging by.

SPEED RESTRICTIONS.

26. The maximum speed of any train at any point must not exceed fifty (50) miles per hour except that mail train No. 5 may attain a speed of fifty-five (55) miles per hour between McCammon and Huntington where special speed restrictions do not forbid.

27. All trains must not exceed 15 miles per hour when using cross-overs or turn-outs and BE UNDER CONTROL THROUGH SIDINGS, INTERLOCKING PLANTS AND YARD LIMITS.

28. Freight trains must not exceed 35 miles per hour except where special speed restrictions are in effect.

Light engines backing up must not exceed a speed of 20 miles per hour.

29. Trains must not exceed the following speed per hour.

	Passenger	Freight and Mixed	Maximum wt of locomotive
First District			437,000
Between Waterfall and Sage	40 miles	25 miles	
Through Hodges Pass tunnel	6 miles	6 miles	
Second District			437,000
Between Blaser and McCammon	40 miles	25 miles	
Between Blaser and Popaz		Watch for rocks on track	
Third District			437,000
Over Bridge 217 at American Falls	20 miles	20 miles	
Between Ticeska and Glenn's Ferry	40 miles	25 miles	
Fourth District			437,000
Between Glenn's Ferry and Reverse	40 miles	25 miles	
On O. E. Branch Track between Malheur Jct. and Ontario	10 miles	10 miles	
Main Street Crossing, Nyssa, just west of depot	8 miles	8 miles	
Bridge 538-A between Old's Ferry and Huntington	20 miles	20 miles	
Between Glenn's Ferry and Hammett and between Old's Ferry and Huntington		Watch for rocks on track	
Branches.			
Kemmerer, Cumberland, Glencoe, Elko, Conroy, Bear River	20 miles	20 miles	343,000
Paris	35 miles	25 miles	285,200
Twin Falls	40 miles	25 miles	343,000
North Side	35 miles	25 miles	343,000
Bridge 66F, M. P. .67	10 miles	10 miles	
Marshfield	20 miles	20 miles	285,200
Oakley, Rogerson, between Shoshone and Hailey—Hill City	30 miles	30 miles	285,200
Between Hailey and Ketchum	20 miles	20 miles	218,000
Between Nampa and Mill Spur	15 miles	15 miles	290,650
Mill Spur and Murphy	30 miles	30 miles	218,000
Bridge 22-A, M. P. 21.7	15 miles	15 miles	
Between Nampa and Boise	40 miles	25 miles	359,700
Road Crossing, M. P. 18.7, just west of Fair Grounds		Under Control	
Boise and Arrow Jct.	20 miles	20 miles	238,000
Nampa Sugar Spur	20 miles	20 miles	290,600
Idaho Northern			278,700
Between Nampa and Jenness and Bramwell and Plaza	35 miles	25 miles	
Between Jenness and Bramwell	15 miles	15 miles	
Between Plaza and Belvedere	20 miles	20 miles	
Between Belvedere and Lake Port	40 miles	25 miles	
Between Plaza and Belvedere		Watch for rocks on track	
Between Payette and New Plymouth	30 miles	30 miles	218,000
Between New Plymouth and Emmett	20 miles	20 miles	218,000
Wildier and Homedale	20 miles	20 miles	290,600
Oregon Eastern.			
Between Ontario and Malheur Jct.	10 miles	10 miles	437,000
Malheur Jct. and Riverside	35 miles	25 miles	285,000
Between Hope and Riverside		Watch for rocks on track	
Brogan	25 miles	25 miles	285,000
Homestead	35 miles	25 miles	285,000
Between Blakes and Homestead		Watch for rocks on track	
Through all tunnels on Idaho Northern, Homestead and Oregon Eastern Branches	6 miles	6 miles	

SPECIAL RULES-Continued

30. Wrecking Derricks, Rotary Snow Plows and Crane 2038 should not be handled with less than one tender and one car between machine and locomotive.

Rotary Snow Plows 2012 and 2013 should not be hauled or operated over following trackage:

Bridge 5-C, M. P. 5, Bear River Branch; Bridge 66-F, M. P. 67, North Side Branch; Bridge 18-C, M. P. 18.5, Boise Branch.

Between Hailey and Ketchum; Magic and Hill City; Nampa and Murphy; Nampa and Lakeport; Caldwell and Wilder; Nyssa and Homedale; Payette and Emmett; Vale and Brogan; Blake's Jct. and Homestead.

TRAIN AND AIR INSPECTION.

42. At any point where an engine is detached from train or the train line is broken for any purpose, after air has again been coupled, the engineer, after having re-charged train line to the maximum pressure, will lap engineer's brake valve and sound one blast of the whistle. Trainmen will apply brakes by gently opening the angle cock at the rear of the last car in train, allowing only enough air to escape to apply brakes slowly and firmly, without making an emergency application. Angle cock will then be closed and the engineer will be given a signal to release the brakes. The engineer will then release brakes, and if they release promptly on rear of train, the train may proceed. If brakes do not release promptly on rear of train, it indicates there is an obstruction in the train pipe and this must be remedied before train starts.

Where a train has been standing for unusual length of time, the Engineer will, before proceeding, make full application of the air, in order to satisfy himself that brakes are working properly. Trainmen must notice this test either through gauge in the caboose or noting whether or not the brakes apply on the rear of train.

Passenger Trains—Brakemen or flagmen, after making the air brake test, will, by using the whistle cord on the retainer platform of rear car, sound four blasts of the air whistle and receive in answer two short blasts from whistle of engine before proceeding.

Running test must be made in addition to the regular terminal test. Conductors and engineers will be held equally responsible for the observance of this rule.

In addition to making inspection of train as often as possible as per Rule No. 820, every freight train must be inspected at the following points:

First District—Westward: Nutria, Kemmerer, Fossil, Cokeville. Eastward: Cokeville, Nugget, Kemmerer, Nutria.

Second District—Westward: Novene, Bancroft, McCammon. Eastward: McCammon, Bancroft, Strachan.

Third District—Eastward and Westward: American Falls, Minidoka, Owinza, Shoshone. Westward: Ticeska. Eastward: Bliss.

Fourth District—Eastward and Westward: Reverse, Orchard, Nampa, Nyssa, Weiser.

43. All Westward passenger trains will make running test of air brakes immediately after passing Hodges Pass Tunnel, at the east whistling post at Ticeska, and Jenness and all Eastward passenger trains will make running test of the air brakes at the west whistling post at Reverse.

44. All Westward freight trains before descending grades at Kemmerer, Ticeska, Jenness and Melba; all Eastward freight trains before descending grades at Reverse and Murphy will make rear end test of air brakes

and thorough inspection of train, and all retainers in descending these grades must be in operation and trainmen ride on top, setting hand brakes when necessary to control speed of train.

45. Idaho Northern Branch: All Eastward trains, before leaving Smith's Ferry, will make rear end test of air brakes and thorough inspection of train. Passenger trains will make running test of brakes at Mile Post 81. All trains will stop at Big Eddy, MP 69 and Banks for inspection of train and to permit wheels to cool. Retainers must be used on all cars in Eastward trains between MP 80 and 64, and trainmen will ride on top of freight and mixed trains. Eastward freight trains stop at MP80 and turn up all retainers before descending grade.

HUMAN STAFF SYSTEM.

38. On double track where either track is obstructed and it is necessary to move trains against the current of traffic, if unable to communicate with the Dispatcher, the first Conductor reaching point of obstruction will station one of his brakemen at each Crossover East and West of obstruction with written instructions to hold all trains. This conductor will then pilot trains between Crossovers in both directions, either by preceding train being piloted with his Engine, or riding on trains; this method to be known as the "Human Staff System" and the Dispatcher will have no control over such movements.

47. Automatic Block Signal No. 2139, located on Westward track, 800 feet East of Passenger Station, and Signal No. 2144, located on Eastward track opposite yard office, Pocatello Yard, have upper arms of special design with pointed ends which permits movements over a diverging route without stopping at these signals on receiving a proceed hand signal from Switchman or Herder. Trains moving over the main route will observe these signals as per Rule 504 as applied to double track signals.

INTERLOCKING PLANTS.

50. Interlocking plants are located at Idaho Junction, McCammon and Hodges Pass Tunnel (See Rules 661 to 672, inclusive, and Rule 630 of Transportation Department Book of Rules). Single track through Hodges Pass Tunnel is controlled by interlocking plant.

51. All main track superior routes running with traffic are governed by upper arm of 2 arm home signals. Diverging routes are governed by lower arm on 2 arm home signals. Back up and switching moves against traffic over interlocking plants, are governed by dwarf signals.

IDAHO JUNCTION TOWER.

52. Westward trains will be governed as follows: If the upper arm on the two arm interlocking home signal No. 2157, 700 feet East of the Junction, is in the proceed position it will allow trains to proceed West on Idaho Division main track to the next automatic Signal No. 2161. The whistle signal for the route is 0—, one short and one long.

53. If the middle arm on the three-arm Interlocking Home Signal No. 2157, 700 feet East of the Junction is in the proceed position it will allow trains to proceed on to the Seventh District main track. Whistle signal for Seventh District Westward is 0—0, one long and one short. If the lower arm of Signal No. 2157 is in the proceed position it will allow trains to proceed on to the Stock Yards track. The whistle signal for Stock Yards track Westward is 0—0—0, one short, one long and one short.

54. Eastward trains on the Idaho Division will be governed as follows:

The interlocking home signal No. 2160 on signal pole 500 feet West of Junction in the proceed position will allow trains to proceed to the next automatic signal No. 2158 and will be governed by the position of that signal.

55. Seventh District Eastward trains will be governed as follows:

The upper arm of the interlocking home signal No. 1352, 900 feet North of the Junction in the proceed position allows trains to proceed across Westward main track and on to Eastward main track to signal No. 2158. Whistle signal for this route is 0—0, one long and one short.

56. The lower arm of the interlocking home signal No. 1352, 900 feet North of the Junction in the proceed position allows trains to proceed onto and against traffic on the Westward double main track through interlocking plant only. Whistle signal for this route is 00—00, two short one long and two short.

57. Eastward Engines and trains from stock yards track will be governed by dwarf signals on stock yards track and these signals in proceed position will allow movement to any route obtainable from stock yards track. Whistle signal 0—0—0, one short, two long and one short, calls for route from stock yards track over crossover to Eastward main track. 00—00 two short one long and two short, calls for route from stock yards track onto and against traffic on Westward main track through limits of interlocking plant only.

58. AT McCAMMON the upper arm on Interlocking home signal No. 1916, 1600 feet West of station in the proceed position will allow Eastward trains to proceed on Eastward double main track to next automatic signal No. 1914.

The lower arm on interlocking home signal No. 1916, 1600 feet West of station in the proceed position will allow Eastward Sixth District trains to proceed onto the Utah main track.

59. The upper arm of interlocking signal No. 1913, 400 feet West of station in proceed position allows Westward Idaho Division trains to proceed to next automatic signal No. 1915.

60. The upper arm on the two arm interlocking signal No. 1113, 400 feet West of station in proceed position allows Westward Sixth District trains to proceed through crossover onto Westward Idaho Division main track to automatic signal No. 1915. The lower arm on the two arm interlocking signal No. 1113, 400 feet West of station in proceed position allows Westward Sixth District trains to proceed onto Idaho Division Eastward main track against traffic through limits of interlocking plant only.

AT HODGES PASS TUNNEL.

61. The upper arm on interlocking signal No. 438, 1000 feet West of tunnel in proceed position will allow Eastward trains to proceed onto single track through tunnel to next automatic signal No. 432.

62. The upper arm on interlocking signal No. 431, 700 feet East of tower in proceed position will allow Westward trains to proceed onto single track through tunnel to next automatic signal No. 437.

AT McCAMMON AND HODGES PASS TUNNEL.

63. Trains will be governed by position of signals which are semi-automatic and need not see signal change from stop to proceed.

RATING OF LOCOMOTIVES IN FREIGHT SERVICE, IN TONS OF 2,000 POUNDS.

Total weight of train exclusive of engine and tender, which the different classes of locomotives will haul in each direction between the stations shown, under favorable weather conditions: (A deduction of ten (10) per cent may be made for time freight trains.)

GRANGER AND HUNTINGTON.

CLASSIFICATION	ENGINE NUMBERS	KEMMERER AND GRANGER		KEMMERER AND MONTPELIER		MONTPELIER AND POCATELLO		POCATELLO AND GLENN'S FERRY			GLENN'S FERRY AND NAMPA		NAMPA AND HUNTINGTON		
		WESTWARD	EASTWARD	WESTWARD	EASTWARD	WESTWARD	EASTWARD	WESTWARD		EASTWARD		WESTWARD	EASTWARD	WEST W	EASTWARD
								POCATELLO TO SHOSHONE	SHOSHONE TO GLENN'S FERRY	GLENN'S FERRY TO POCATELLO	GLENN'S FERRY TO NAMPA				
T.W. 55 21 160 30	1850 & 1856					2500	1325			1350					
C. 51 21 154 28	500 to 502					2500	1325			1350					
C. 55 16-27 165 30	510 to 524					2500	1325			1350					
C. 57 16-27 172 30	525 to 539					2500	1325			1350	2500	1800	2500	2000	
C. 55 21 178 32	550 to 554	1750	2800	†2800	*1500	2800	1325	1900	2250	1415	2500	1800	2500	2000	
C. 57 22 184 30	560 to 571	1750	2800	†2800	*1500	2800	1425	1900	2250	1500	2500	1800	2500	2000	
C. 57 22 187 30	572 to 622	1750	2800	†2800	*1500	2800	1425	1900	2250	1500	2500	1800	2500	2000	
Mk. 57 23 205 30	2000 to 2034	1925	2800	†2800	*1675	2800	1550	2000	2250	1600	2500	2200	3000	2500	
Mk. 63 26 214 28	2500 to 2514	2000	2800	†2800	*1750	2800	1650	2100	2250	1650	2500	2500	3000	2500	

†With helper Kemmerer to Hodges Pass Tunnel. *With helper Fossil through Hodges Pass Tunnel. †With helper King Hill to Ticeska. ● With three helpers Medbury to Reverse.

CLASS.

- "E"—Eight Wheelers
- "A"—Atlantic Type.
- "P"—Pacific Type.
- "T"—Ten Wheeler.
- "M"—Moguls.
- "C"—Consolidation Engines.
- "TW"—Twelve Wheelers.
- "S"—Switch.
- "MK"—Mikado Type.

Example:—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers:

C-57 ²³/₃₀ 187

ALLOWANCE FOR EMPTY OR UNDER-LOADED CARS.

	For each Empty Car or Loaded Car weighing less than 40,000 lbs. (including light weight of car.)	For each Empty or Loaded Car weighing between 40,000 and 50,000 lbs. (including light weight of car.)
Granger to Montpelier	6000	3000
Montpelier to Granger	3000	3000
Montpelier to Pocatello	6000	3000
Pocatello to Montpelier	6000	3000
Pocatello to Glenn's Ferry	6000	3000
Glenn's Ferry to Pocatello	3000	3000
Glenn's Ferry to Huntington	3000	3000
Huntington to Glenn's Ferry	6000	3000
Vale to Riverside	6000	3000
Riverside to Vale	3000	3000
Nampa to Boise	3000	3000
Boise to Nampa	6000	3000
Nampa to Donnelly	6000	3000
Lakeport to Nampa	3000	3000
Nampa to Murphy	6000	3000
Murphy to Nampa	6000	3000
Shoshone to Ketchum	3000	3000
Shoshone to Hill City	3000	3000
Hill City to Shoshone	3000	3000
Ketchum to Shoshone	3000	3000
Moyer Junction to Cumberland	6000	3000
Cumberland to Moyer Junction	6000	3000
Minidoka to Twin Falls	6000	3000
Twin Falls to Minidoka	6000	3000
Ontario to Vale	6000	3000
Vale to Oregon	6000	3000
Vale to Brogan	6000	3000
Brogan to Vale	6000	3000
Blakes Jct. to Homestead	6000	3000
Homestead to Blakes Jct.	6000	3000
Twin Falls to Rogerson	6000	3000
Rogerson to Twin Falls	6000	3000
Caldwell to Homedale	6000	3000
Homedale to Caldwell	6000	3000
Montpelier to Paris	6000	3000
Alexander to Grace	3000	3000
Grace to Alexander	6000	6000
Paris to Montpelier	6000	3000
Payette to Emmett	6000	3000
Emmett to Payette	6000	3000

STANDARD CLOCKS:

- Granger
- Kemmerer
- Moyer Junction
- Cumberland
- Montpelier
- Paris
- McCammon
- Pocatello
- Minidoka
- Rupert
- Burley
- Oakley
- Twin Falls
- Buhl
- Rogerson
- Shoshone
- Ketchum
- Bliss
- Glenn's Ferry
- Nampa
- Boise
- Caldwell
- Ontario
- Payette
- Vale
- Brogan
- Emmett
- Lakeport
- Juntura
- Huntington

FOLLOWING YARDS ARE PROTECTED BY YARD LIMIT BOARDS:

- Granger
- Kemmerer
- Montpelier
- McCammon
- Pocatello
- American Falls
- Minidoka
- Rupert
- Burley
- Twin Falls
- Bliss
- Shoshone
- Richfield
- Glenn's Ferry
- Nampa
- Caldwell
- Nyssa
- Ontario
- Payette
- Weiser
- Blakes
- Emmett
- Boise
- Vale

REGISTERING STATIONS:

- GRANGER
- KEMMERER
- FOSSIL
- MOYER JCT. (Branch Trains only.)
- CUMBERLAND
- MONTPELIER
- PARIS
- BLASER
- MCCAMMON
- POCATELLO { Passenger Station
Yard Office
- MINIDOKA
- RUPERT
- BURLEY (Oakley Branch Trains only.)
- OAKLEY
- TWIN FALLS
- ROGERSON
- BUHL
- SHOSHONE
- RICHFIELD
- HILL CITY
- BLISS (Branch Trains only.)
- KETCHUM
- GLENN'S FERRY
- NAMPA
- EMMETT
- LAKEPORT
- MURPHY
- BOISE
- NYSSA (Branch Trains only.)
- ONTARIO (Branch Trains only.)
- PAYETTE (Branch Trains only.)
- VALE
- RIVERSIDE
- BROGAN
- HUNTINGTON
- ROBINET
- HMOSET

LOCATION OF OVERHEAD STRUCTURES.

Main Line:

M. P. 1.4 Bridge 1A, over Ham's Fork.
 M. P. 5.5 Bridge 5A, over Ham's Fork.
 M. P. 27.9 Bridge 27D, over Ham's Fork.
 M. P. 30.1 Bridge 30A, over Ham's Fork.
 M. P. 32.1 Bridge 32A, over Ham's Fork.
 M. P. 36.7 36E, Diamondville No. 2, overhead crossing.
 M. P. 39.5 Kemmerer, Coal Chute.
 M. P. 39.6 39C, Kemmerer, overhead wagon bridge.
 M. P. 43.2 No. 1, Hodge's Pass Tunnel, extending west 1,426 feet.
 M. P. 161.9 Bancroft Coal Chute.
 M. P. 272.3 Minidoka Coal Chute.
 M. P. 488.5 Bridge 488A, over Snake River.
 M. P. 489.3 Bridge 489A, over Snake River.
 M. P. 501.4 Bridge 501A, over Snake River.
 M. P. 501.9 Bridge 501B, over Snake River.

Kemmerer Branch:

M. P. 8.35 Quealey No. 6 Mine Tunnel

Amberland Branch:

M. P. 13.5 U. P. Mine No. 2, overhead crossing.

Bear River Branch:

M. P. 5.0 Bear River Bridge.

Twin Falls Branch:

M. P. 58.9 Twin Falls Coal Chute.

North Side Branch:

M. P. 47.9 Jerome Coal Chute.

Ketchum Branch:

M. P. 63.0 Bridge 441, over Wood River.

M. P. 67.0 Bridge 444, over Wood River.

Boise Branch:

M. P. 18.4 Bridge 915, over Boise River.

Murphy Branch:

M. P. 41.7 Nampa to Murphy over Snake River.

Idaho Northern Branch:

M. P. 33.95 Tunnel No. 2.

M. P. 39.24 Tunnel No. 3.

M. P. 49.2 Bridge over Payette River.

M. P. 77.4 Tunnel No. 4.

M. P. 83.80 Tunnel No. 5.

M. P. 89.0 Bridge over North Fork of Payette River.

Oregon Eastern Branch:

M. P. 12.4 Bridge over Malheur River.

M. P. 38.8 (Pole Mile Marker M. P. 53.64) Tunnel No. 6.

M. P. 55.7 (Pole Mile Marker M. P. 71.08) Tunnel No. 7.

Homestead Branch:

M. P. 3.99 Tunnel No. 8.

M. P. 31.40 Tunnel No. 9.

M. P. 51.50 Tunnel No. 10.

M. P. 51.60 Tunnel No. 11.

M. P. 52.10 Tunnel No. 12, Oxbow Tunnel. 16.5 ft. clearance above top of rail.)

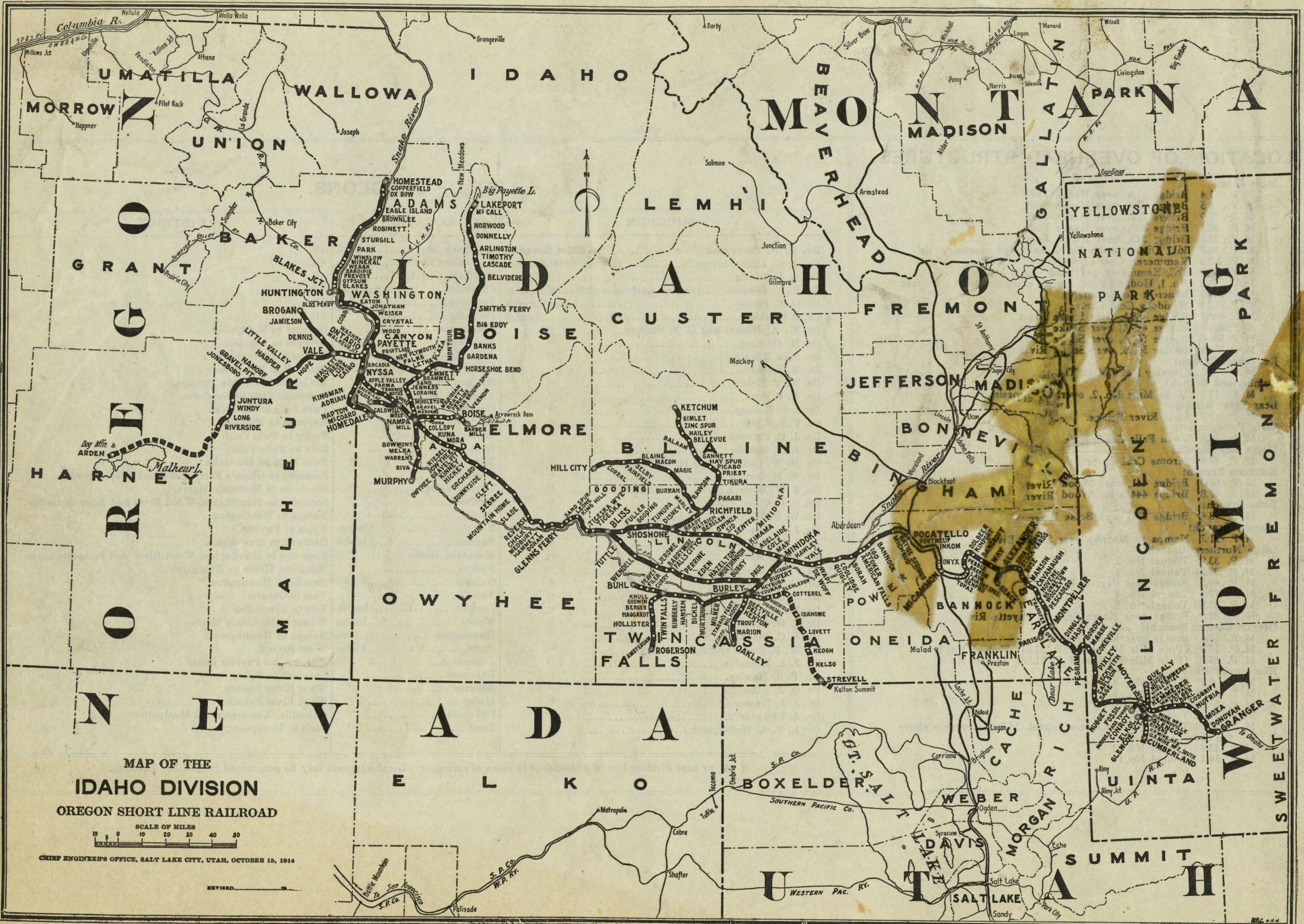
M. P. 53.8 Tunnel No. 13.

M. P. 54.4 Tunnel No. 14.

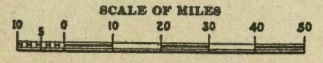
LIST OF SURGEONS.

SURGEON	LOCATION	DISTRICT
Dr. S. H. Pinkerton	Chief Surgeon	Salt Lake City..... Utah All.
Dr. J. C. Landenberger.....	Asst. Chief Surgeon	Salt Lake City..... " All.
Dr. G. B. Pfoutz.....	Oculist	Salt Lake City..... " All.
Dr. E. N. Roberts.....	Division Surgeon and Med. Examiner	Pocatello..... Idaho All.
Dr. O. B. Steeley.....	Local Surgeon	Pocatello..... " All.
Dr. J. Clothier.....	Oculist	Pocatello..... " All.
Dr. W. A. Hocker and D. N. Stafford.....	"	Kemmerer..... " Granger to Montpelier.
Dr. H. H. King.....	"	Montpelier..... Idaho Granger to Pocatello.
Dr. Ellis Kackley.....	"	Soda Springs..... " Pocatello to Montpelier.
Dr. R. J. Smith.....	"	Bancroft..... " Bancroft to Pocatello.
Dr. W. F. McDill.....	"	McCammon..... " McCammon to Soda Springs.
Dr. R. F. Noth.....	"	American Falls..... " American Falls to Shoshone.
Dr. J. B. Kenagy.....	"	Rupert..... " Twin Falls to Minidoka.
Dr. V. R. Killen.....	"	Heyburn..... " Heyburn to Minidoka.
Dr. J. C. Patterson.....	"	Burley..... " Burley to Twin Falls.
Dr. J. H. Murphy.....	"	Buhl..... " Buhl to Twin Falls.
Dr. H. W. Clouchek and H. W. Wilson.....	"	Twin Falls..... " Twin Falls to Minidoka.
Dr. W. H. Baugh.....	"	Shoshone..... " Pocatello to Glenn's Ferry and Wood River Branch.
Dr. J. W. Davis.....	"	Glenn's Ferry..... " Shoshone to Mountain Home.
Dr. S. J. Miller.....	"	Caldwell..... " Shoshone to Huntington, Wood River and Boise Branches.
Dr. W. E. Wardrop.....	"	Parma..... " Nampa to Huntington.
Dr. J. J. Sarazin.....	"	Nyssa..... Oregon Nyssa to Payette.
Dr. I. R. Woodward.....	"	Payette..... Idaho Caldwell to Huntington.
Dr. B. W. Mather.....	"	Mountain Home..... " Shoshone to Huntington, Wood River and Boise Branches.
Dr. J. H. Murray.....	"	Nampa..... " Mountain Home to Huntington.
Dr. G. A. Pogue.....	"	Ontario..... Ore Payette to Huntington.
Dr. J. C. Bartlett.....	"	Vale..... " Vale to Ontario.
Dr. W. E. Hedges.....	"	Juntura..... Oregon Vale to Riverside.
Dr. E. O. Finney.....	"	Weiser..... Idaho Weiser to Mountain Home.
Dr. S. C. Standard.....	"	Huntington..... Ore Nampa to Huntington.
Dr. W. F. Smith and J. L. Stewart.....	"	Boise..... Idaho Boise Branch.
Dr. J. L. Reynolds.....	"	Emmett..... " Murphy and Payette Lakes.
Dr. F. S. Hawley.....	"	Lakeport..... " Lakeport to Boise.
Dr. O. J. Allen.....	"	Bellevue..... " Wood River Branch.
Dr. J. J. Plumer.....	"	Hailey..... " Wood River Branch.
Dr. J. Edwards.....	"	Cokeville..... " Cokeville, Kemmerer and Montpelier.
Dr. L. T. A. Hottendorf.....	"	Paris..... " Paris to Montpelier.

A or near dividing line of districts, or in cases of emergency, Local Surgeons may be summoned from either direction.



MAP OF THE
IDAHO DIVISION
OREGON SHORT LINE RAILROAD



CHIEF ENGINEER'S OFFICE, SALT LAKE CITY, UTAH, OCTOBER 10, 1914

REVISED