

UNION PACIFIC SYSTEM

OREGON SHORT LINE RAILROAD COMPANY

105 EMPLOYEES' TIME TABLE

Idaho Division

To Take Effect Thursday, April 16, 1925

12.01 A. M. "Mountain Time."



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

H. V. PLATT,
General Manager.

G. L. WHIPPLE,
General Superintendent of Transportation.

R. A. PIERCE,
General Superintendent.

IDAHO DIVISION

E. C. MANSON,
Superintendent, **POCATELLO, IDAHO**

R. E. TITUS,
ASSISTANT SUPERINTENDENT, 4th Subdivision and Branches, **NAMPA, IDAHO**

O. B. CHALMERS,
TRAINMASTER, 3rd Sub-Division and Branches, **POCATELLO, IDAHO**

W. T. ENNIS,
TRAINMASTER, 4th Sub-Division and Branches, **NAMPA, IDAHO**

J. V. NEVINS,
CHIEF DISPATCHER, 3rd Sub-Division and Branches, **POCATELLO, IDAHO**

E. C. RIDDLE,
Night Chief Dispatcher, **POCATELLO, IDAHO**

J. B. DOLES,
CHIEF DISPATCHER, 4th Sub-Division and Branches, **NAMPA, IDAHO**

DISPATCHERS, 3RD SUB-DIVISION

F. B. Homan Pocatello, Idaho
R. S. Ashby Pocatello, Idaho
M. T. Craig Pocatello, Idaho
J. D. Rayle Pocatello, Idaho

DISPATCHERS, 4TH SUB-DIVISION

H. B. Magill Nampa, Idaho
L. A. Collins Nampa, Idaho
J. C. Menzies Nampa, Idaho
R. J. Satterlee Nampa, Idaho
L. L. Lynch Nampa, Idaho
C. E. Molander Nampa, Idaho
C. M. Sewall Nampa, Idaho

MILEAGE.

IDAHO DIVISION	Main Line ..	370.63		
	Branches ...		834.58	
	Total.....			1205.21
UTAH DIVISION	Main Line..	377.80		
	Branches ...		197.89	
	Total.....			575.69
MONTANA DIVISION	Main Line..	265.19		
	Branches ...		393.50	
	Total.....			658.69
	Total, Main Line	1013.62		
	Total, Branches.....		1425.97	
	Total			2439.59

Time per Mile	Miles per Hour
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' 12"	50
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
3' 9"	19
3' 20"	18
3' 31"	17
3' 45"	16
4'	15
5'	12
6'	10
7' 30"	8
10'	6

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CONDENSED TIME TABLE

WESTWARD—Granger and Huntington—EASTWARD

SECOND CLASS				FIRST CLASS					Distance from Granger	Time Table Nos. 105-211 April 16, 1925		Distance from Huntington	FIRST CLASS				SECOND CLASS	
255				17	5	25	23	STATIONS		18	26		6	24	256			
Time Freight				Passenger	Mail	Passenger	Passenger			Passenger	Passenger	Mail	Passenger	Time Freight				
Leave Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
				12.05AM	11.40AM	5.25AM	2.20AM	0.0	Lv. GRANGER Arr.	538.8	7.45PM	2.20AM	11.55AM	7.05AM				
				12.35PM	3.00PM	8.20	5.45	115.1	MONTPELIER	423.7	4.20	10.55PM	8.10	7.30PM				
				6.55	5.15	10.10	8.05	191.2	MCCAMMON	347.6	1.40	8.15	5.10	9.00AM				
				{ 8.25 10.55PM	{ 5.55 6.25	{ 10.45 11.25AM	{ 8.45 9.10	213.9	Arr. Lv. POCATELLO Lv. Arr.	324.9	{ 12.50 12.20PM	{ 7.30 6.55	{ 4.00 2.00	2.45AM	{ 7.10 4.35AM			
				3.05AM	8.08	12.44PM	10.40AM	272.3	MINIDOKA	266.5	10.40AM	5.10PM	12.15AM	1.05AM	11.45PM			
					1.00PM	4.30	1.00PM	331.2	Arr. TWIN FALLS Lv.	325.4	7.50	7.50AM	5.40PM	5.40PM				
				6.45AM	9.15	1.50	11.45AM	321.5	SHOSHONE	217.3	9.15	3.38PM	10.45	11.35	7.30			
				1.40PM	10.50PM	3.10	1.10PM	373.7	GLENN'S FERRY	165.1	7.17	1.29PM	8.35	9.30	3.15PM			
					1.12AM 1.27	6.55	3.19 3.30	448.3	BOISE	101.7	{ 5.00 4.45	10.59AM 10.54		7.10 6.55				
				8.40	2.10	5.06	4.15	456.6	NAMPA Lv.	82.2	4.10	10.20	5.50	6.20	6.00AM			
				11.10PM	3.35	6.09	5.30	498.6	ONTARIO	40.1	2.55	9.05	2.39	4.54	2.15AM			
				2.20AM	4.50AM	7.29PM	7.00PM	538.8	Arr. HUNTINGTON Lv.	0.0	1.50AM	7.55AM	1.30PM	3.45PM	11.30PM			
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(538.8)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
				(50.15) 10.7	(17.10) 32.0	(14.04) 33.3	(16.40) 33.0	(10.15) 32.8	.....Time Granger to Huntington.....	(17.55) 30.7	(18.25) 29.9	(22.25) 24.0	(11.00) 30.6	(55.35) 9.7	.....Average Speed Per Hour.....	

WESTWARD—Salt Lake and Butte—EASTWARD

SECOND CLASS				FIRST CLASS					Distance from Salt Lake	Time Table Nos. 211-307 April 16, 1925		Distance from Butte	FIRST CLASS				SECOND CLASS	
277				31	33	29	41	STATIONS		34	32		42	30	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				
				8.25PM	11.50PM	11.20PM	12.45PM	7.00AM	0.0	Lv. SALT LAKE CITY Arr.	433.3	7.15AM	8.15AM	6.10PM	11.00PM	7.50AM		
				10.40	1.15AM	12.30AM	2.10	8.35	36.3	OGDEN	397.0	6.15	7.15	5.10	10.00	5.40		
				11.40PM	1.55	1.05	2.45	9.25	57.4	BRIGHAM	375.9	5.10	6.30	4.15	9.00	4.00		
				1.20AM	2.55	2.00	3.40	10.30AM	85.2	CACHE JCT.	348.2	4.10	5.42	3.05	8.00	2.00AM		
				5.50	5.05	3.50	5.25	12.35PM	147.6	MCCAMMON	285.8	2.00	4.00	1.20	5.35	10.00PM		
				{ 6.50 8.10	{ 5.45 7.10	{ 4.30 7.30	{ 6.05 7.25	{ 1.15 1.45	170.2	Arr. Lv. POCATELLO Lv. Arr.	263.0	{ 1.15AM 9.10PM	{ 3.15 2.35	{ 12.40PM 11.00AM	{ 4.50 4.40	{ 8.20 6.20		
				10.05	8.05	8.25	8.15	2.37	194.4	BLACKFOOT	238.2	8.15	1.48	10.05	3.55	4.50		
				11.55AM	9.05AM	9.35AM	9.15PM	3.40	220.8	IDAHO FALLS	211.8	7.15	12.48AM	8.45	3.00	3.00PM		
						12.05PM		5.45PM	271.8	ASHTON Lv.	263.5	5.10		6.45AM				
						2.10PM			317.4	Arr. VICTOR Lv.	309.1	3.00PM						
									327.9	Arr. WESTYELLOWSTONE Lv.	319.6							
				9.55PM	12.50PM		1.10AM		316.2	LIMA	116.4		9.40PM		12.05PM	7.45AM		
				8.00AM	4.30		5.10		426.4	SILVER ROW	6.9		5.30		8.05	8.30PM		
				8.25AM	4.50PM		5.25AM		433.3	Arr. BUTTE Lv.	0.0		5.10PM		7.45AM	7.30PM		
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(433.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
				(36.00) 12.0	(17.00) 25.5	(14.50) 21.4	(16.40) 26.0	(10.45) 25.3	.....Time Salt Lake City to Butte.....	(16.15) 19.5	(15.05) 28.7	(11.25) 23.8	(15.15) 28.4	(36.20) 11.9	.....Average Speed Per Hour.....	

THIRD SUB-DIVISION—Pocatello and Glens Ferry—WESTWARD.

Length of Freighting Tracts in feet between clearance points, and location of Seales, Water, Fuel, Phones and Turning Stations. Other Tracts in Feet beyond Clearance Point.	SECOND CLASS										FIRST CLASS					Distances from Granger	Time Table No. 105	
											17	5	25	83	23		April 16, 1925	
											Passenger	Mail	Passenger	Passenger	Passenger		STATIONS	
											Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		DN-R POCATELLO Po. Dispr H Ca	
											10.55PM	6.25PM	11.25AM	9.10AM	8.40AM	5.00AM	213.9	5.6
											11.35	6.45	11.40	9.28	f 8.58	5.16	219.5	4.8
											11.55PM	6.54	11.48	9.36	f 9.07	5.24	224.3	2.6
											12.05AM	6.58	11.52	9.41	f 9.12	5.28	226.9	3.2
											12.25	s 7.10	11.59AM	s 9.50	s 9.25	s 5.38	230.1	3.2
											12.35	7.18	12.06PM	9.57	f 9.32	5.45	233.3	4.6
											12.57	7.27	12.12	10.03	f 9.39	5.52	237.9	1.2
											1.10	7.32	12.15	10.07	f 9.44	5.56	239.1	1.3
											1.31	7.40	12.21	10.14	f 9.53	6.03	240.4	1.8
											2.05	7.45	12.25	10.18	f 9.59	6.08	242.2	1.8
											2.15	7.51	12.30	10.23	f 10.06	6.13	242.2	4.9
											2.30	7.56	12.34	10.27	f 10.11	6.17	247.1	2.9
											3.05	s 8.03	s 12.44	s 10.40	10.20AM	s 6.38	250.0	5.9
											3.20	8.08	12.44	10.40	10.20AM	s 6.38	255.9	3.9
											3.35	8.14	12.50	10.46	f 6.45	6.08	259.8	3.9
											3.55	8.19	12.55	10.51	f 6.50	6.13	264.1	4.3
											4.20	8.24	1.00	10.56	f 6.55	6.17	267.3	3.2
											4.40	8.29	1.06	11.02	f 7.04	6.17	267.3	5.0
											4.50	8.37	1.14	11.09	f 7.13	6.17	272.3	5.0
											5.10	8.42	1.18	11.14	f 7.18	6.17	272.3	3.8
											5.30	8.47	1.23	11.19	f 7.25	6.38	276.1	3.8
											5.50	8.54	1.29	11.26	f 7.34	6.45	280.0	3.9
											6.05	8.59	1.35	11.31	s 7.42	6.50	284.2	4.2
											6.45	9.04	1.40	11.36	f 7.47	6.55	289.0	4.8
											7.00	s 9.15	s 1.50	s 11.45	s 8.00	7.04	295.7	6.7
											7.20	9.21	1.56	11.51	f 8.07	7.13	299.2	3.5
											7.48	9.28	2.02	11.58AM	f 8.17	7.18	299.2	4.2
											8.17	s 9.40	2.10	s 12.08PM	s 8.31	7.25	303.4	4.2
											8.50	9.48	2.18	12.15	f 8.39	7.25	309.2	4.7
											9.29	s 10.00	2.25	s 12.25	s 8.50	7.34	313.9	4.0
											10.10	10.09	2.33	12.34	f 8.59	7.42	317.9	3.6
											10.35	10.16	2.40	12.41	f 9.06	7.47	321.5	4.2
											11.20AM	f 10.26	2.49	12.50	f 9.16	7.50	325.7	5.1
											Arrive Daily	10.40PM	3.05PM	1.00PM	9.25AM	7.50	330.8	6.7
											Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	7.50	337.5	6.7
											Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	8.50	344.2	6.2
											Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	8.59	350.4	6.8
											Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	8.59	357.2	1.2
											Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	9.06	358.4	1.2
											Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	9.16	361.1	2.7
											Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	9.16	366.8	5.7
											Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	9.25AM	370.7	3.9
											Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	9.25AM	373.7	3.0
											Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	9.25AM	378.7	3.0

DN-R POCATELLO Po. Dispr H Ca	5.6	213.9
BATISE SPRINGS (Spur)	4.8	219.5
MICHAUD	2.6	224.3
SCHILLER	3.2	226.9
BANNOCK	3.2	230.1
IGO	4.6	233.3
STOKER	1.2	237.9
DN AMERICAN FALLS Af	1.3	239.1
MARTHA (Spur)	1.8	240.4
BORAH	4.9	242.2
COOLIDGE	2.9	247.1
QUIGLEY	5.9	250.0
DN WAPI W	3.9	255.9
DE WOFF	4.3	259.8
CHYBO	3.2	264.1
HAWLEY	5.0	267.3
DN-R MINIDOKA Rt	3.8	272.3
MAX	3.9	276.1
COLE	4.2	280.0
ADELAIDE	4.8	284.2
D KIMAMA Km	6.7	289.0
SENER	3.5	295.7
SID	4.2	299.2
DN OWINZA Wa	5.8	303.4
BESSLEN	4.7	309.2
D DIETRICH Hd	4.0	313.9
BRADY	3.6	317.9
DN-R SHOSHONE X	4.2	321.5
DISNEY	5.1	325.7
TUNUPA	6.7	330.8
DN GOODING Gd	6.7	337.5
FULLER	6.2	344.2
DN BLISS Is	6.8	350.4
TICESKA	1.2	357.2
TICESKA WYE	2.7	358.4
BLACKBURN	5.7	361.1
DN KING HILL Kh	3.9	366.8
SANDBANK	3.0	370.7
DN-R GLENS FERRY Gf	3.0	373.7

(12.25)
12.9

(4.15)
37.6

(3.40)
43.6

(3.50)
41.7

(1.40)
35.0

(4.25)
36.2

Time.....
Average Speed Per Hour.....

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction (See Rule 72). First class Trains clear Train No. 5, five minutes.

THIRD SUB-DIVISION—Glenns Ferry and Pocatello—EASTWARD.

Time Table No. 105

April 16, 1925

FIRST CLASS

SECOND CLASS

BLOCK SIGNALS

STATIONS	Distance from Huntington	FIRST CLASS					SECOND CLASS									
		18	26	84	6	24										
		Passenger	Passenger	Passenger	Express	Passenger										
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily												
DN-R POCATELLO ^{Dispr H} Po. Ca	324.9	12.20PM	6.55PM	9.45PM	2.00AM	2.45AM										
5.6																
BATISE SPRINGS (Spur)	319.3			f												
4.8																
MICHAUD	314.5	11.56AM	6.31	f 9.25	1.39	2.23										
2.6																
SCHILLER	311.9			f												
3.2																
BANNOCK	308.7	11.48	6.20	f 9.15	1.29	2.13										
3.2																
IGO	305.5	11.41	6.15	f 9.10	1.24	2.08										
4.6																
STOKER	300.9															
1.2																
DN AMERICAN FALLS Af	299.7	s 11.31	s 6.05	s 9.00	s 1.15	s 1.59										
1.3																
MARTHA (Spur)	298.4															
1.8																
BORAH	296.6	11.22	5.55	f 8.51	1.05	1.50										
4.9																
COOLIDGE	291.7	11.15	5.48	f 8.44	12.57	1.43										
2.9																
QUIGLEY	288.8	11.11	5.44	f 8.40	12.52	1.38										
5.9																
DN WAPI W	282.9	11.03	f 5.36	f 8.30	12.43	1.31										
3.9																
DE WOFF	279.0	10.57	5.31	f 8.24	12.36	1.25										
4.3																
CHYBO	274.7	10.52	5.25	f 8.18	12.30	1.18										
3.2																
HAWLEY	271.5	10.47	5.20	f 8.13	12.24	1.13										
5.0																
DN-R MINIDOKA Rt	266.5	s 10.40	s 5.10	8.03PM	s 12.15AM	s 1.05										
3.8																
MAX	262.7	10.24	f 4.53		11.58PM	f 12.53										
3.9																
COLE	258.8	10.19	f 4.48		11.52	f 12.48										
4.2																
ADELAIDE	254.6	10.13	f 4.42		11.47	f 12.42										
4.8																
D KIMAMA Km	249.8	10.06	f 4.34		f 11.40	f 12.34										
6.7																
SENER	243.1	9.58	f 4.25		11.31	f 12.24										
3.5																
SID	239.6	9.53	f 4.20		11.26	f 12.18										
4.2																
DN OWINZA Wa	235.4	9.47	f 4.14		11.20	f 12.11										
5.8																
BESSLEN	229.6	9.38	f 4.04		11.10	f 12.01AM										
4.7																
D DIETRICH Hd	224.9	9.32	s 3.55		f 11.02	f 11.52PM										
4.0																
BRADY	220.9	9.26	f 3.45		10.55	f 11.44										
3.6																
DN-R SHOSHONE X	217.3	s 9.15	s 3.38		s 10.45	s 11.35										
4.2																
DISNEY	213.1	8.58	f 3.18		10.27	f 11.17										
5.1																
TUNUPA	208.0	8.45	f 3.10		10.18	f 11.07										
6.7																
DN GOODING Gd	201.3	s 8.31	s 3.00		s 10.07	s 10.56										
6.7																
FULLER	194.6	8.17	f 2.40		9.48	f 10.40										
6.2																
DN BLISS Is	188.4	s 8.06	s 2.25		s 9.33	s 10.30										
6.8																
TICESKA	181.6	7.52	f 2.05		9.15	f 10.09										
1.2																
TICESKA WYE	180.4															
2.7																
BLACKBURN	177.7	7.40	1.54		9.03	9.55										
5.7																
DN KING HILL Kh	172.0	7.30	f 1.40		f 8.50	f 9.45										
3.9																
SANDBANK	168.1															
3.0																
DN-R GLENN'S FERRY Gf	165.1	7.17AM	1.29PM		8.35PM	9.30PM										
(159.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily										

Time	(5.03)	(5.26)	(1.42)	(5.25)	(5.15)	(13.20)
Average Speed Per Hour	31.6	29.1	34.4	29.5	30.4	12.0

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule 72.) First class trains clear Train No. 5, five minutes.

WESTWARD—FOURTH SUB-DIVISION—Glenn's Ferry and Huntington.—EASTWARD

Length of Passing Tracks in feet between stations, location of water, fuel, phones & turning stations, beyond clearance point.	SECOND CLASS							FIRST CLASS							Distance from Granger	Time Table No. 105 April 16, 1925		Distance from Huntington	FIRST CLASS					SECOND CLASS		
	255		17		5		93		25		23		18			26			94		6		24		256	
	Time Freight	Leave Daily	Passenger	Leave Daily	Mail	Leave Daily	Passenger	Leave Daily	Passenger	Leave Daily	Passenger	Leave Daily	Passenger	Arrive Daily		Passenger	Arrive Daily		Passenger	Arrive Daily	Passenger	Arrive Daily	Passenger	Arrive Daily	Time Freight	Arrive Daily
60,118 PFTW	1.40PM		10.50PM		3.10PM					1.10PM		9.35AM	373.7	DN-R GLENN'S FERRY	165.1	7.07AM	1.19PM			8.25PM	9.20PM		1.10PM			
2,712 509 P Eastward only											f		377.7	DORAN	161.1	6.59	f 1.10		f	8.12	9.12		12.50			
3,499 507 P	2.05		11.08		3.23				1.23	f	9.48	382.8	DN HAMMETT	156.0	6.51	f 1.02		f	8.02	9.05		12.40PM				
8,515 1,617 IPY	3.41		11.40		3.41				1.45	f	10.10	391.5	DN REVERSE	147.3	6.37	f 12.48		f	7.46	8.51		11.50AM				
2,987 P	4.15		11.47		3.47				1.51	f	10.16	396.9	SLADE	141.9	6.31	f 12.42		f	7.39	8.46		11.28				
7,104 3,765 WP	4.31		s 11.59PM		3.54			s	2.03	s	10.28	401.5	DN MOUNTAIN HOME	137.3	s 6.25	s 12.35		s	7.32	s 8.40		10.58				
7,306 P	4.50		12.08AM		4.00				2.11	f	10.36	407.4	SEBREE	131.4	6.12	f 12.22		f	7.19	8.29		10.36				
3,915 330 PW	5.05		12.15		4.06				2.20	f	10.45	412.6	CLEFT	126.2	6.04	f 12.14		f	7.10	8.21		10.10				
3,010 310 P	5.20		12.23		4.13				2.28	f	10.53	418.8	SUNNYSIDE	120.0	5.56	f 12.05PM		f	7.02	8.12		9.55				
9,497 2,286 IFPWY	5.40		12.31AM		4.18	3.00PM	f	2.35PM	f	11.00AM	422.9	DN-R ORCHARD	115.9	5.50AM	f 11.59AM	11.30AM	f	6.56	8.05PM		9.10					
3,504 517 P	5.55		Arrive Daily		4.22	f	3.06	Arrive Daily	Arrive Daily	Arrive Daily	426.9	HICKEY	111.9	Leave Daily	Leave Daily	f 11.20	f	6.49	Leave Daily		8.50					
4,081 P	6.10				4.26	f	3.12				430.7	ELY	108.1			f 11.14	f	6.43			8.30					
1,706											431.7	ADGER (Spur)	107.1													
3,896 726 PW	6.38		Via Boise Main Line		4.30	f	3.18	Via Boise Main Line	Via Boise Main Line	Via Boise Main Line	434.7	OWYHEE	104.1	Via Boise Main Line	Via Boise Main Line	f 11.08	f	6.38	Via Boise Main Line		8.10					
3,513 P	6.50				4.34	f	3.23				438.6	KIESEL	100.2			f 11.01	f	6.31		7.50						
3,901 333 P	7.01				4.38	f	3.29				442.5	MORA	96.3			f 10.55	f	6.23		7.30						
3,914 1,246 P	7.15				4.43	s	3.40				446.6	DN KUNA	92.2			s 10.48	s	6.15		7.05						
4,104 437 P	7.30		Leave Daily		4.49	f	3.48	Leave Daily	Leave Daily	Leave Daily	451.8	COLLOPY	87.0	Arrive Daily	Arrive Daily	f 10.38	f	6.04	Arrive Daily		6.35					
14,370 60,163 OYFWTP	8.40		2.10AM	s	4.55 5.06	4.00PM		4.15PM	12.40PM	456.6	DN-R NAMPA	82.2	s 4.05AM	s 10.15AM	10.30AM	s	5.50 4.00	s	6.15PM		6.00					
3,010 P	8.55		2.20		5.12			4.23	f	12.46	456.7	BOISE VAL. TRAC. CROSS	82.1													
3,911 8,906 WP	9.10		s 2.31	s	5.20			s 4.33	s	12.56	465.5	MOSS	78.0		3.56	10.07		f	3.51	6.07		5.00				
3,494 P	9.25										465.8	DN CALDWELL	73.3	s 3.48	s 10.00		s	3.42	s	6.00		4.45				
4,572 P 473	9.40										469.2	BOISE VAL. TRAC. CROSS	73.0													
3,011 931 P	9.55										472.4	ENROSE	69.6		3.38	f 9.50		f	3.31	5.47		4.30				
3,904 4,470 P	10.10		f 2.56		5.41			f 4.57	s	1.22	480.8	D NOTUS	66.4		3.33	f 9.45		f	3.24	f	5.42		4.15			
1,479											485.8	TUCKER	62.7		3.28	f 9.40		f	3.16	5.35		4.00				
5,710 6,076 PYW	10.35		f 3.10		5.51			f 5.11	s	1.35	488.3	D PARMA	58.0		3.21	s 9.33		s	3.09	s	5.24		3.37			
2,407 1,722 P	10.50				5.56			5.17	f	1.41	491.6	APPLE VALLEY	53.0			f		f								
15,690 9,667 YP	11.10		s 3.35	s	6.09			s 5.30	s	1.55	498.6	DN NYSSA	50.5	3.10	s 9.22		s	2.57	s	5.11		3.10				
1,556											500.8	ARCADIA	47.2	3.05	f 9.15		f	2.49	5.04		2.40					
5,348 10,956 WP	11.25		s 3.45	s	6.22			s 5.42	s	2.07	502.5	DN ONTARIO	40.2	s 2.55	s 9.05		s	2.39	s	4.54		2.15				
4,105 1,059 P	11.45PM										502.1	WASHOE (Spur)	38.0			f		f								
1,262											506.1	PAYETTE JCT.	36.7													
8,000 5,419 WP	12.20AM		s 4.10	s	6.49			s 6.12	s	2.30	515.8	DN PAYETTE	36.3	s 2.45	s 8.53		s	2.29	s	4.44		2.00				
885											520.2	WOOD	32.7		f		f									
3,878 548 P	12.45		4.19		6.59			6.23	f	2.43	521.9	CRYSTAL	29.6	2.34	f 8.41		f	2.18	4.31		1.30					
3,506 P	1.10		4.27		7.05			6.32	f	2.50	525.6	FELTHAM	26.0		f		f									
3,928 714 PW	1.34		4.35		7.11			6.40	f	2.57	529.9	DN WEISER	23.0	s 2.25	s 8.31		s	2.08	s	4.22		1.10				
4,210 P	1.57		4.41		7.18			6.47	f	3.04	533.9	JONATHAN	18.6		f		f									
24,931 OTFWYP	2.20AM		4.50AM		7.29PM			7.00PM	3.15PM	537.0	EATON	16.9	2.14	f 8.20		f	1.55	4.09		12.45						
	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	538.8	COBB	13.2	2.09	f 8.15		f	1.49	4.04		12.20AM						
	(12.40) 13.0		(6.00) 29.4	(4.19) 38.2	(1.00) 33.7	(5.50) 30.2	(5.40) 31.1	Average Speed Per Hour.....		(5.17) 33.4	(5.24) 32.6	(1.00) 33.7	(6.55) 23.9	(5.35) 31.6	(13.40) 12.1											

Westward trains are superior to trains of the same class in opposite direction. (See Rule 72) First Class Trains Clear Train No. 5, Five Minutes.

WESTWARD—North Side Branch—EASTWARD.

Length of Passing Tracks in feet between clearance points, and location of Scales, Water, Fuel, Phones and Turning Stations. Other Tracks in Feet beyond Clearance Points.	FIRST CLASS		Time Table No. 105		FIRST CLASS	
	151 Passenger		April 16, 1925		152 Passenger	
	Leave Daily	Distance from Rupert	STATIONS	Distance from Bliss	Arrive Daily	
5,544	9.40AM	0.0	D-R RUPERT Ms	73.6	4.02PM	
979	f	3.5	3.5 TRAVERS	70.1	f	
3,614	s 9.53	5.8	2.3 PAUL DM	67.8	s 3.42	
1,107	f 9.58	7.9	2.1 BUDGE	65.7	f 3.35	
2,705	f 10.15	15.9	8.0 SCHODDE	57.7	f 3.18	
1,141	f	19.6	3.7 McHENRY	54.0	f	
276	f 10.28	22.1	2.5 WORTHINGTON (Spur)	51.5	f 3.04	
3,309	s 10.34	24.0	1.9 HAZELTON On	49.6	s 3.00	
3,140	s 10.45	28.1	4.1 EDEN DX	45.5	s 2.48	
2,704	f 10.58	34.6	6.5 PERRINE	39.0	f 2.32	
1,354	f 11.13	40.6	6.0 FALLS CITY	33.0	f 2.18	
703	f 11.18	42.6	2.0 BARRYMORE	31.0	f 2.12	
650		44.7	2.1 SNYDER (Spur)	28.9		
2,710	s 11.33	47.9	3.2 JEROME Jo	25.7	s 2.00	
797	f 11.43	52.8	4.9 APPLETON	20.8	f 1.47	
2,704	s 11.55AM	56.7	3.9 WENDELL Nd	16.9	s 1.40	
2,718	f 12.14PM	66.2	9.5 TUTTLE	7.4	f 1.18	
8,744	12.30PM	73.6	7.4 DN-R BLISS Is	0.0	1.00PM	
	Arrive Daily		(73.6)		Leave Daily	
	(2.50)	Time.....		(3.02)		
	26.0	Average Speed Per Hour.....		24.3		

WESTWARD—Twin Falls Branch—EASTWARD.

Length of Passing Tracks in feet between clearance points, location of Scales, Water, Fuel, Phones and Turning Stations. Other Tracks in Feet beyond Clearance Points.	FIRST CLASS			Distance from Minidoka	Time Table No. 105			Distance from Burley	FIRST CLASS		
	155 Passenger				April 16, 1925				156 Passenger		
	Leave Daily	83 Passenger	151 Passenger		STATIONS	Arrive Daily	152 Passenger		84 Passenger		
27,827	2.15PM	10.50AM	9.00AM	0.0	DN-R MINIDOKA Rt	73.8	9.55AM	4.40PM	7.50PM		
3,693	f 2.29	f 11.05	f 9.15	8.3	8.3 ACEQUIA	65.5	f 9.40	f 4.20	f 7.33		
500				11.8	3.5 MART (Spur)	62.0					
5,544	s 2.42	s 11.20	9.30AM	13.5	1.7 D-R RUPERT Ms	60.3	s 9.30	4.10PM	s 7.23		
633				14.7	1.2 VILMAY (Spur)	59.1					
252	f			16.9	2.2 TILECO (Spur)	56.9	f				
622				17.3	0.4 AMALGA (Spur)	56.5					
1,698	s 2.52	s 11.31		19.6	2.3 D HEYBURN Bn	54.2	s 9.18		s 7.08		
5,701	s 3.07	s 11.45		21.7	2.1 D BURLEY Bu	52.1	s 9.10		s 7.03		
586	f	f		23.2	1.5 McPEEK (Spur)	50.6	f		f		
3,175	f	f		23.9	0.7 MILHOOK (Spur)	49.9	f		f		
2,715	f 3.15	f 11.53AM		25.9	2.0 STARRH'S FERRY	47.9	f 8.53		f 6.44		
2,887	f 3.29	f 12.04PM		33.5	7.6 MILNER	40.3	f 8.40		f 6.33		
3,604	s 3.42	s 12.17		41.4	7.9 D MURTAUGH Mu	32.4	s 8.28		s 6.20		
2,720	f 3.50	f 12.24		45.1	3.7 BICKEL	28.7	f 8.18		f 6.10		
				47.9	2.8 BILLS (Spur)	25.9					
2,127	s 4.00	s 12.32		49.7	1.8 D HANSEN Ns	24.1	s 8.10		s 6.00		
2,027	s 4.08	s 12.40		53.3	3.6 D KIMBERLY Ky	20.5	s 8.00		s 5.52		
				54.4	1.1 SULLY (Spur)	19.4					
1,716	f	f		56.4	2.0 McMILLAN	17.4	f		f		
2,965	s 4.30	s 1.00		58.9	2.5 D-R TWIN FALLS Fo.	14.9	s 7.50		s 5.40		
1,271	f 4.38	f 1.08		63.3	4.4 CURRY	10.5	f 7.34		f 5.20		
1,707	s 4.43	s 1.16		65.9	2.6 D FILER Fr	7.9	s 7.27		s 5.13		
1,937	f 4.50	f 1.22		68.5	2.6 PEAVEY	5.3	f 7.20		f 5.08		
				71.3	2.8 CEDAR	2.5	f		f		
1,495	5.00PM	1.35PM		73.8	2.5 D-R BUHL Bo	0.0	7.10AM		5.00PM		
	Arrive Daily	Arrive Daily	Arrive Daily		(73.8)		Leave Daily	Leave Daily	Leave Daily		
	(2.45)	(2.45)	(0.30)	Time.....		(2.45)	(0.30)	(2.50)			
	26.8	26.8	27.0	Average Speed Per Hour.....		26.8	27.0	26.0			

WESTWARD—Rogerson Branch—EASTWARD

Length of Passing Tracks in feet between clearance points, and location of Scales, Water, Fuel, Phones and Turning Stations. Other Tracks in Feet beyond Clearance Points.	SECOND CLASS		Time Table No. 105		SECOND CLASS	
	No. 339 Mixed		April 16, 1925		No. 340 Mixed	
	Leave Daily Ex. Sunday	Distance from Twin Falls	STATIONS	Distance from Rogerson	Arrive Daily Ex. Sunday	
2,965	1.10PM	0.0	D-R TWIN FALLS Fo	28.8	4.35PM	
470	f	5.4	5.4 KNULL (Spur)	23.4	f	
649	s 1.35	7.0	1.6 GODWIN	21.8	s 4.15	
1,663	s 1.50	11.0	4.0 BERGER	17.8	s 4.00	
147	f	14.4	3.4 HAGGARDT (Spur)	14.4	f	
2,351	s 2.20	19.4	5.0 HOLLISTER Hr	9.4	s 3.37	
1,194	f 2.30	23.3	3.9 AMSTERDAM (Spur)	5.5	f 3.25	
1,196	2.45PM	28.8	5.5 D-R ROGERSON Rg	0.0	3.05PM	
	Arrive Daily Ex. Sunday		(28.8)		Leave Daily Ex. Sunday	
	(1.35)	Time.....		(1.30)		
	18.2	Average Speed Per Hour.....		19.2		

WESTWARD—Raft River Branch—EASTWARD

Length of Passing Tracks in feet between clearance points, location of Scales, Water, Fuel, Phones and Turning Stations. Other Tracks in Feet beyond Clearance Points.	SECOND CLASS		Distance from Burley	Time Table No. 105		Distance from Idaho	SECOND CLASS	
	387 Mixed			April 16, 1925			390 Mixed	
	Leave Daily Ex. Saturday and Sunday	389 Mixed		STATIONS	Arrive Saturday		388 Mixed	Arrive Daily Ex. Saturday and Sunday
5,701	9.20AM	7.00AM	0.0	D-R BURLEY BU	27.6	10.40AM	10.50AM	
1,821	f	f	3.1	3.1 UNITY (Spur)	24.5	f	f	
837	f	f	6.0	2.9 SPRINGDALE	21.6	f	f	
2,679	10.00AM	s 7.40	9.0	3.0 DECLO	18.6	s 10.00	10.10AM	
543			11.0	2.0 BENNING	16.6			
636			15.1	4.1 GLENLEDON	12.5	f		
1,072			19.6	4.5 COTTERELL	8.0	f		
1,711		8.40AM	27.6	8.0 IDAHOME	0.0	8.50AM		
	Arrive Daily Ex. Saturday and Sunday	Arrive Saturday		(27.6)		Leave Saturday	Leave Daily Ex. Saturday and Sunday	
	(0.40)	(1.40)	Time.....		(1.50)	(0.40)		
	13.5	16.6	Average Speed Per Hour.....		15.	13.5		

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule 72.)

WESTWARD—Ketchum Branch—EASTWARD.

Length of Passing Tracts in feet between clearance points, and location of Seals, Water, Fuel, Phones and Turning Stations. Other Tracts in Feet beyond Clearance Points.	SECOND CLASS		FIRST CLASS	Distance from Shoshone	Time Table No. 105 April 16, 1925			Distance from Ketchum	FIRST CLASS		SECOND CLASS	
	451	347	161		162	452	348					
	Freight	Mixed	Passenger		Passenger	Freight	Mixed					
	Leave Mon. Wed. & Fri.	Leave Daily Ex. Sunday	Leave Daily	STATIONS	Arrive Daily	Arr. Tues. Thurs. & Sat.	Arrive Daily Ex. Sunday					
13,267 PTYFW	10.10AM	10.00AM	9.25AM	0.0	DN-R SHOSHONE 11.0 X	69.4	3.30PM	11.50AM	5.40PM			
62			f 10.00	11.0	MARLEY 4.3 (Spur)	58.4	f 11.00					
2,239 YW	11.00	10.40AM	s 10.00	15.3	D-R RICHFIELD 6.6 Rf	54.1	s 2.55	11.13	5.00PM			
1,518 PW	11.20		f 10.15	21.9	PAGARI 7.8	47.5	f 2.38	10.55				
1,549	11.40AM		f 10.35	29.7	TIKURA 4.2	39.7	f 2.20	10.35				
505			f 10.45	33.9	PRIEST 3.4 (Spur)	35.5	f 2.10					
2,961 W	12.20PM		s 10.56	37.3	D BURLE PICABO 4.5 Xn	32.1	s 2.02	9.55				
271			f 11.10	41.8	HAY SPUR 2.6	27.6	f 1.50					
521			f 11.18	44.4	GANNETT 2.3	25.0	f 1.42					
116			f 11.24	46.7	BALAAM 5.4 (Spur)	22.7	f 1.36					
1,564 340	1.25		s 11.40	52.1	D BELLEVUE 5.1 V	17.3	s 1.25	8.50				
956 PW	2.10		s 11.55AM	57.2	D HAILEY 2.8 Ri	12.2	s 1.10	8.20				
325			f 12.02PM	60.0	ZINC SPUR 3.2	9.4	f 12.57					
927			f 12.10	63.2	GIMLET 6.2 (Spur)	6.2	f 12.49					
1,720 PYW	3.30PM		12.25PM	69.4	D-R KETCHUM 6.2 Ku	0.0	12.35PM	7.30AM				
	Arr Mon. Wed. & Fri.	Arrive Daily Ex. Sunday	Arrive Daily		(69.4)		Leave Daily	Leave Tues. Thurs. & Sat.	Leave Daily Ex. Sunday			

(5.20) 13.0 (0.40) 23.0 (3.00) 23.1Time..... (2.55) (4.20) (0.40)
.....Average Speed Per Hour..... 23.8 16.0 23.0

WESTWARD—Hill City Branch—EASTWARD

Length of Passing Tracts in feet between clearance points, and location of Seals, Water, Fuel, Phones and Turning Stations. Other Tracts in Feet beyond Clearance Points.	SECOND CLASS		Distance from Richfield	Time Table No. 105 April 16, 1925			Distance from Hill City	SECOND CLASS	
	347	348		347	348				
	Mixed	Mixed		Mixed	Mixed				
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	STATIONS	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		
2,239 YW	10.50AM		0.0	D-R RICHFIELD 4.5 RF	57.8	4.45PM			
672	f 11.03		4.5	RAWSON 4.9	53.3	f 4.33			
1,663 622	f 11.18		9.4	BURMAH 9.7	48.4	f 4.20			
	f 11.36		19.1	KAYSLEY 2.4	38.7	f 3.57			
2,187 PW	f 11.46AM		21.5	MAGIC 9.7	36.3	f 3.50			
1,691	f 12.10PM		31.2	MACON 2.3	26.6	f 3.25			
1,693 713 P	f 12.20		34.0	BLAINE 5.7	23.8	f 3.15			
1,005	f 12.35		39.7	SELBY 4.1	18.1	f 2.55			
2,207 2,032 PW	s 1.01		48.8	D FAIRFIELD 7.9 FD	14.0	s 2.40			
1,695 746	f 1.25		51.7	CORRAL 6.1	6.1	f 2.20			
2,580 4,100 YFW	1.40PM		57.8	D-R HILL CITY 6.1 HC	0.0	2.00PM			
	Arrive Daily Ex. Sunday			(57.8)		Leave Daily Ex. Sunday			

(2.50) 20.4Time..... (2.45) 21.0
.....Average Speed Per Hour.....

WESTWARD—Oakley Branch—EASTWARD

Length of Passing Tracts in feet between clearance points, and location of Seals, Water, Fuel, Phones and Turning Stations. Other Tracts in Feet beyond Clearance Points.	SECOND CLASS		Distance from Burley	Time Table No. 105 April 16, 1925			Distance from Oakley	SECOND CLASS	
	337	338		337	338				
	Mixed	Mixed		Mixed	Mixed				
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	STATIONS	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		
5,701 26,171 WY	12.05PM		0.0	D-R BURLEY 3.2 Bu	21.8	2.30PM			
661	f 12.12		3.2	BEETVILLE 2.0 (Spur)	18.6	f 2.20			
1,317	f 12.19		5.2	PELLA 3.9	16.6	f 2.13			
633	f 12.29		9.1	KENYON 4.3 (Spur)	12.7	f 2.05			
491	f		13.4	CHURCHILL 3.0 (Spur)	8.4	f			
1,255	f 12.44		16.4	TROUT 1.4	5.4	f 1.40			
1,450	f 12.48		17.8	MARION 4.0	4.0	f 1.35			
1,102 3,308 Y	1.00PM		21.8	D-R OAKLEY 4.0 Oa	0.0	1.20PM			
	Arrive Daily Ex. Sunday			(21.8)		Leave Daily Ex. Sunday			

(0.55) 23.8Time..... (1.10) 18.7
.....Average Speed Per Hour.....

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule 72)

WESTWARD—Payette Branch—EASTWARD

Length of Passing Tracts in feet between clearance points, and location of Seals, Water, Fuel, Phones and Turning Stations. Other Tracts in Feet beyond Clearance Points.	SECOND CLASS		Distance from Emmett Jct.	SECOND CLASS	
	377 Mixed			378 Mixed	
	Leave Daily Ex. Sunday	Distance from Payette		Arrive Daily Ex. Sunday	Distance from Emmett Jct.
5,348 10,956 PWFY	0.0	DN-R PAYETTE 0.4	28.7		
P 8.00AM	0.4	PAYETTE JCT. 2.9	28.8	3.20PM	
496	3.3	INGARD (Spur) 0.2	25.4		
327 f 8.14	3.5	HIFIE 1.1	25.2	f 3.05	
1,296 640 s 8.20	4.6	FRUITLAND 1.8	24.1	s 3.00	
1,170 f 8.26	6.4	BUCKINGHAM 4.3	22.3	f 2.55	
1,147 776 s 8.45	10.7	NEW PLYMOUTH 6.2	18.0	s 2.37	
374 f 9.05	16.9	FALKS (Spur) 4.4	11.8	f 2.20	
723 f 9.20	21.3	LETHA 7.4	7.4	f 2.08	
9.40AM	28.7	EMMETT JCT. (28.7)	0.0	1.50PM	
Arrive Daily Ex. Sunday				Leave Daily Ex. Sunday	

(1.40) Time (1.30)
17.2 Average Speed Per Hour 19.

WESTWARD—Wilder Branch—EASTWARD

Length of Passing Tracts in feet between clearance points, and location of Seals, Water, Fuel, Phones and Turning Stations. Other Tracts in Feet beyond Clearance Points.	SECOND CLASS		Distance from Caldwell	Time Table No. 105		Distance from Wilder	SECOND CLASS	
	361 Mixed			April 16, 1925			362 Mixed	
	Leave Daily Ex. Sunday	Distance from Caldwell		Arrive Daily Ex. Sunday	Distance from Wilder		Leave Daily Ex. Sunday	Distance from Wilder
3,911 8,906 W	0.0	DN-R CALDWELL 0.1	0.0	11.3	3.20PM			
	0.1	BOISE VAL. TRAC. CROSSING 3.2	0.1	11.2				
451 f 1.42	3.3	SHELP (Spur) 4.0	3.3	8.0	f 3.03			
1,128 f 1.58	7.3	GREENLEAF (Spur) 3.2	7.3	4.0	f 2.47			
477 f 2.10	10.5	ALLENDALE 0.8	10.5	0.8	f 2.35			
1,098 3,274	11.3	WILDER 11.3	11.3	0.0	2.30PM			
					Leave Daily Ex. Sunday			

(0.45) Time (0.50)
15.1 Average Speed Per Hour 13.6

WESTWARD—Homedale Branch—EASTWARD

Length of Passing Tracts in feet between clearance points, and location of Seals, Water, Fuel, Phones and Turning Stations. Other Tracts in Feet beyond Clearance Points.	SECOND CLASS		Distance from Nyssa	Time Table No. 105		Distance from Erb	SECOND CLASS	
	363 Mixed			April 16, 1925			364 Mixed	
	Leave Mon. and Friday	Distance from Nyssa		Arrive Mon. and Friday	Distance from Erb		Leave Mon. and Friday	Distance from Erb
5,710 6,076 WYP	0.0	D-R NYSSA 4.4	38.1	5.10PM				
410 f	4.4	DUNAWAY (Spur) 2.3	28.7	f				
2,206 f 1.45	6.7	KINGMAN 1.4	26.4	f 4.50				
477 f 1.50	8.1	OVERSTREET 2.5	25.0	f 4.45				
1,198 f 1.55	10.6	ADRIAN 6.3	22.5	f 4.39				
1,694 f 2.10	16.9	NAPTON 4.5	16.2	f 4.25				
1,627 f 2.20	21.4	McCOARD 3.0	11.7	f 4.15				
2,698 4,623 PYW	24.4	D-R HOMEDALE 3.1	8.7	s 4.05				
f 2.50	27.5	STACEY 3.5	5.6	f 3.50				
f 3.05	31.0	CLAYTONIA 2.1	2.1	f 3.40				
935 1,870 PY	33.1	ERB (33.1)	0.0	3.30PM				
Arrive Mon. and Friday				Leave Mon. and Friday				

(1.45) Time (1.40)
19.0 Average Speed Per Hour 19.9

WESTWARD—Boise Main Line—EASTWARD

Length of Passing Tracts in feet between clearance points, and location of Seals, Water, Fuel, Phones and Turning Stations. Other Tracts in Feet beyond Clearance Points.	FIRST CLASS				Distance from Orchard	Time Table No. 105				Distance from Nampa	FIRST CLASS			
	April 16, 1925					April 16, 1925								
	25 Passenger	23 Passenger	91 Passenger	17 Passenger		18 Passenger	26 Passenger	92 Passenger	24 Passenger					
9,844 7,486 FPWY	2.35PM	11.00AM		12.31AM	0.0	DN-R ORCHARD 7.4	44.9	5.50AM	11.59AM		f 8.05PM			
3,843 850 P	2.47	f 11.15		12.43	7.4	LEONE 5.6	37.5	5.40	f 11.45		7.50			
3,851 458 P	2.57	f 11.28		12.51	13.0	BLACK'S CREEK 5.7	31.9	5.32	f 11.28		7.42			
3,874 P	3.07	f 11.38		1.00	18.7	SHAFFER 3.4	26.2	5.17	f 11.16		7.27			
859	3.13	f 11.45		1.06	22.1	HILLCREST 3.3	22.8	5.07	f 11.06		7.17			
5,259 1,702 WYP	3.19	11.49	7.10AM	1.12	25.4	DN-R BOISE 2.4	19.5	5.00	10.59	4.50PM	7.10			
P 3.30	s 11.59AM		s 1.27	27.8	BOISE JCT. 0.6	17.1	s 4.45	s 10.54		s 6.55				
1,887 P	3.35	12.04PM	7.15	1.31	28.4	PERKINS 3.2	16.5	4.38	f 10.48	f 4.40	6.48			
1,759 P	3.37	f 12.06	f 7.17	1.32	31.6	BEATTY 2.7	13.3	4.32	f 10.42	f 4.34	6.43			
3,869 4,062 P	f 3.47	s 12.16	s 7.32	f 1.42	34.3	D MERIDIAN 3.4	10.6	4.27	s 10.37	s 4.29	s 6.38			
1,411 P	3.52	f 12.22	f 7.38	1.48	37.7	SONNA 1.5	7.2	4.22	f 10.30	f 4.22	6.32			
514					39.2	NOBLE (Spur) 2.8	5.7							
					42.0	NAMPA LOOP JCT. 2.6	2.9							
					44.6	MAIN LINE JCT. 0.3	0.3							
14,370 60,168 POYWFT	4.05PM	12.35PM	7.55AM	2.05AM	44.9	DN-R NAMPA Dispr D Q	0.0	4.10AM	10.20AM	4.10PM	6.20PM			
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily	Leave Daily			

(1.30) Time (1.40) (1.39) (0.40) (1.45)
29.9 Average Speed Per Hour 26.9 27.2 29.3 26.5

WESTWARD—Boise Branch—EASTWARD

Length of Passing Tracts in feet between clearance points, and location of Seals, Water, Fuel, Phones and Turning Stations. Other Tracts in Feet beyond Clearance Points.	FIRST CLASS		Distance from Boise Jct.	Time Table No. 105		Distance from Arrow Jct.
	April 16, 1925			April 16, 1925		
	18 Passenger	26 Passenger		92 Passenger	24 Passenger	
P 1,804			0.0	DN-R BOISE JCT. 1.0	8.3	
1,205 373			1.0	AIR GROUND 0.1	7.3	
WTOP 29,936			1.1	BOISE VAL. TRAC. CROSSING 2.0	7.2	
			3.1	D-R BOISE FREIGHT 0.9	5.2	
			4.0	BOISE VAL. TRAC. CROSSING 0.9	4.8	
2,502			4.9	PENITENTIARY SPUR 1.3	3.4	
650			6.2	VERNON (Spur) 2.1	2.1	
5,706			8.3	ARROW JCT. (8.3)	0.0	

..... Time
..... Average Speed Per Hour

Westward trains are Superior to trains of the same class in the Opposite Direction, (See Rule 72).

WESTWARD—Idaho Northern Branch—EASTWARD

Length of Passing Tracks in feet between clearance points, and location of Seals, Water, Fuel, Phones and Turning Stations. Other Tracks in Feet beyond Clearance Points.	SECOND CLASS		Distance from Nampa	Time Table No. 105 April 16, 1925		Distance from McCall	SECOND CLASS	
	385	377		378	386			
	Mixed	Mixed		Mixed	Mixed			
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		STATIONS	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday	
14,370 60,168 POYWF	8.30AM		0.0	DN-R NAMPA Dispr D Q	128.7		3.10PM	
	8.40		0.7	IDA. NOR. JCT.	128.0		3.00	
245	f 8.54		6.0	MADDENS (Spur)	122.7	f	2.45	
1,446			8.8	GRAVEL (Spur)	119.9			
			9.2	BOISE VAL. TRAC. CROSSING	119.5			
1,760	s 9.10		9.2	D MIDDLETON KD	119.5	s	2.35	
904	f 9.35		18.8	JENNESS	109.9	f	2.05	
642			21.2	SAND	107.5			
259	f 9.50		22.1	BRAMWELL (Spur)	106.6	f	1.55	
	10.02	9.40AM	26.3	EMMETT JCT.	102.4	1.50PM	1.40	
3,307 20,150 PYW	s 10.30	9.45AM	26.9	D-R EMMETT Mx	101.8	1.45PM	s 1.35	
2,227	f 10.42		31.7	PLAZA	97.0	f	1.10	
311			33.0	BLACK CANYON (Spur)	95.7			
2,227 1,852 P	s 11.25AM		41.0	D MONTOUR Mr	87.7	s	12.40	
450			42.3	LARKIN	86.4			
1,698 752 PW	s 12.15PM		49.6	D HORSESHOE BEND HB	79.1	s	12.15PM	
1,699 391	f 12.35		54.9	GARDENA	73.8	f	11.55AM	
1,431 759 WTFP	s 1.15		64.1	D BANKS AB	64.6	s	11.30	
607	f 1.45		69.3	MAINS	59.4	f	10.30	
517			72.8	FARRELL (Spur)	55.9			
1,669 WP	f 2.20		75.4	BIG EDDY	53.3	f	10.10	
1,667 1,511 PY	s 2.55		82.9	D SMITHS FERRY SF	45.8	s	9.40	
			85.0	HAWTHORN (Spur)	43.7			
3,058 1,176 P	s 3.30		93.0	DR CABARTON CB	35.7	s	9.05	
1,699 W	f 3.40		95.1	BELVIDERE	33.6	f	8.50	
1,699 5,007 PY	s 4.15		99.1	D CASCADE CD	29.6	s	8.35	
844			100.8	TIE SPUR	27.9			
426			104.1	TIMOTHY (Spur)	24.6			
1,698	f 4.45		108.0	ARLING	20.7	f	7.55	
1,730 456 W	s 5.15		115.2	D DONNELLY DN	13.5	s	7.35	
810	f 5.30		120.6	NORWOOD	8.1	f	7.20	
1,069			127.4	CHRISMAN	1.3			
1,677 4,766 YWFP	6.00PM		128.7	D-R MCCALL NE	0.0		7.00AM	
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		128.7		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	
	(9.30)	(0.5)				(0.5)	(8.10)	
	13.5	7.2				7.2	15.8	
	Average Speed Per Hour.....							

WESTWARD—Murphy Branch—EASTWARD

Length of Passing Tracks in feet between clearance points, and location of Seals, Water, Fuel, Phones and Turning Stations. Other Tracks in Feet beyond Clearance Points.	SECOND CLASS		Distance from Nampa	Time Table No. 105 April 16, 1925		Distance from Murphy	SECOND CLASS	
	357	358						
	Mixed	Mixed						
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		STATIONS	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday	
14,370 60,168 POYWF	8.30AM		0.0	DN-R NAMPA Dispr D Q	29.9		12.25PM	
700	f 8.45		4.5	DEAL	25.4	f	12.10PM	
1,393	f 9.05		8.9	BOWMONT	21.0	f	11.56AM	
	f 9.11		11.5	WESTMA (Spur)	18.4	f	11.48	
1,504 535	s 9.25		14.7	MELBA	15.2	s	11.41	
1,705	f 9.33		17.0	STODDARD	12.9	f	11.35	
1,199 788	f 9.45		19.6	WARRENS	10.3	f	11.29	
694	f 10.00		23.1	RIVA	6.8	f	11.20	
1,043 2,466 YW	10.20AM		29.9	R MURPHY	0.0		11.01AM	
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		(29.9)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	
	(1.50)					(1.24)		
	16.3					21.4		
	Average Speed Per Hour.....							

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72.

WESTWARD—Oregon Eastern Branch—EASTWARD

Length of Passing Tracks in feet between clearance points, and location of Scales, Water, Fuel, Phones and Turning Stations. Other Tracks in Feet beyond Clearance Points.	SECOND CLASS			Distance from Ontario	Time Table No. 105 April 16, 1925			Distance from Burns	SECOND CLASS		
	369 Mixed	371 Mixed	373 Mixed		STATIONS				374 Mixed	372 Mixed	370 Mixed
	Leave Tues., Thursday and Sat.	Leave Mon., Wednesday and Friday	Leave Tues., Thursday and Sat.						Arrive Tue., Thursday and Sat.	Arrive Tue., Thursday and Sat.	Arrive Mon., Wednesday and Friday
	10.00AM	10.00AM	8.00AM						12.20PM	3.50PM	3.50PM
15,690				0.0	DN-R	ONTARIO	ON	156.7			
9,667 FWY				1.9		MALHEUR JCT.		154.8			
1,324 PY				2.5		ALFA		154.2	f		
388				3.8		CAIRO		152.9	f	12.01PM	f 3.35
847	f 10.10	f 10.10	f 8.10	5.1		LUSE		151.6	f	11.55AM	f 3.30
334	f 10.15	f 10.15	f 8.15	7.6		MAYBERG		149.1	f		f
	f	f	f	10.0		MALLETT		146.7	f	11.45	f 3.20
1,381	f 10.25	f 10.25	f 8.25	15.5	D-R	VALE	V	141.2		11.30AM	s 3.05
6,497 8,415 PWY	s 11.00	s 11.00	8.35AM	23.5		HOPE		133.2			f 2.34
2,481	f 11.20	f 11.20		27.7		BALLWOOD (Spur)		129.0			f
262	f	f		34.8		LITTLE VALLEY		121.9			f 2.04
2,693 W	f 11.47AM	f 11.47AM		42.0	D	HARPER	HA	114.7			s 1.43
2,682 2,807 P	s 12.20PM	s 12.20PM		48.0		KIME		108.7			f
	f	f		51.3		NAMORF		105.4			f 1.11
2,663 W	f 1.11	f 1.11		56.4		BOHNA		100.3			f
	f	f		62.1		JONESBORO		94.6			f 12.39
483 702	f 1.43	f 1.43		64.6		PEACH		92.1			f
	f	f		67.7		GWINN		89.0			f 12.20
512	f 2.00	f 2.00		73.6	D	JUNTURA	JN	88.1			s 12.05PM
2,728 3,223 YPW	s 2.45	s 2.45		77.6		WISNER		79.1			f 11.33AM
2,696	f 2.57	f 2.57		86.6		LONG		70.1			f 11.06
2,882	f 3.24	f 3.24		92.7		RIVERSIDE		64.0			s 10.41
2,609 4,146 PWY	s 3.50	s 3.50		96.2		McRAE		60.5			f
	f	f		98.5		FORT		58.2			f
	f	f		102.8		DUNNEAN		53.9			f 10.10
1,708	f 4.21	f 4.21		110.2		VENATOR		46.5			f 9.50
1,702 PW	f 4.41	f 4.41		117.9		CIRCLE BAR		38.8			f 9.25
1,702	f 4.58	f 4.58		126.6	D-R	CRANE	Cr.	30.1			9.00AM
1,716 3,580 FWYP	s 5.30	5.30PM		133.1		ALBRITTON		23.6			f 8.35
2,005	f 5.43			138.4		LAWEN		18.3			f 8.22
1,990	f 5.55			143.4		REDESS		13.3			f 8.10
1,964	f 6.07			150.6		RODEO		6.1			f 7.50
	f 6.25			154.1		HERRICK		2.6			f
	f			156.7	D-R	BURNS	BR	0.0			7.30AM
1,163 WYF	7.00PM					(156.7)					
	Arrive Tue., Thursday and Sat.	Arrive Mon., Wednesday and Friday	Arrive Tue., Thursday and Sat.					Leave Tue., Thursday and Sat.	Leave Tue., Thursday and Sat.	Leave Mon., Wednesday and Friday	
	(9.00)	(7.30)	(0.35)					(0.50)	(6.50)	(8.20)	
	17.4	16.9	26.6					18.6	18.5	18.8	

.....Time..... (9.00) (7.30) (0.35)Average Speed Per Hour..... (0.50) (6.50) (8.20)

WESTWARD—Homestead Branch—EASTWARD

Length of Passing Tracks in feet between clearance points, and location of Scales, Water, Fuel, Phones and Turning Stations. Other Tracks in Feet beyond Clearance Points.	SECOND CLASS			Distance from Blakes Junction	Time Table No. 105 April 16, 1925			Distance from Homestead	SECOND CLASS		
	383 Mixed	381 Mixed			STATIONS				384 Mixed	382 Mixed	
	Leave Tues., Thursday and Sat.	Leave Mon., Wednesday and Friday							Arrive Tues., Thursday and Sat.	Arrive Mon., Wednesday and Friday	
	8.15AM	8.15AM							2.40PM	4.20PM	
				0.0		BLAKES JCT.	57.8				
	f 8.20	f 8.20		0.7		BLAKES	57.1	f 2.35	f 4.15		
1,071 1,418	f 8.35	f 8.35		4.6		GYP SUM	53.2	f 2.20	f 4.00		
	f	f		7.3		REALORE (Spur)	50.5	f	f		
1,358	f 8.48	f 8.48		8.7		PREVOST	49.1	f 1.55	f 3.35		
	f	f		9.5		DAY	48.3	f	f		
2,215	f 8.52	f 8.52		12.4		SUN	45.4	f 1.40	f 3.20		
	f	f		14.0		HOME	43.8	f	f		
2,203 505 W	f 9.09	f 9.09		15.3		MINERAL	42.5	f 1.30	f 3.10		
	f	f		16.0		STILL	41.8	f	f		
	f	f		17.6		WINSLOW	40.2	f	f		
	f	f		19.6		PHENEY (Spur)	38.2	f	f		
	f	f		20.0		HACK	37.8	f	f		
2,280	f 9.25	f 9.25		22.1		PARK	35.7	f 1.05	f 2.45		
	f	f		24.0		TITUS	33.8	f	f		
2,203	f 9.45	f 9.45		27.5		STURGILL	30.3	f 12.45	f 2.25		
1,766 2,719 PT	10.15AM	s 10.15		32.9	D-R	ROBINETTE	24.9	12.30PM	s 2.10		
		f		37.0		ROMEO	20.8		f		
1,705		f 10.55		39.7		BROWNLEE	18.1		f 1.35		
		f		48.0		RETRAH	14.8		f		
2,258		f 11.13		45.9		EAGLE ISLAND	11.9		f 1.15		
		f		51.1		MACFER (Spur)	6.7		f		
836 1,047		f 11.35AM		52.5		OX BOW	5.3		f 1.00		
694		f		53.7		COPPERFIELD	4.1		f		
1,349 WT 1,431		12.05PM		57.8	R	HOMESTEAD	0.0		12.30PM		
						(57.8)					
	(2.00)	(3.50)		Time.....				(2.10)	(3.50)		
	16.5	15.1		.....Average Speed Per Hour.....				15.2	15.1	

WESTWARD—Brogan Branch—EASTWARD

Length of Passing Tracks in feet between clearance points, and location of Scales, Water, Fuel, Phones and Turning Stations. Other Tracks in Feet beyond Clearance Points.	SECOND CLASS			Distance from Vale	Time Table No. 105 April 16, 1925			Distance from Brogan	SECOND CLASS		
	373 Mixed				STATIONS				374 Mixed		
	Leave Tues., Thursday and Sat.								Arrive Tue., Thursday and Sat.		
	8.50AM								11.10AM		
6,497 8,415 WY				0.0	D-R	VALE	V	23.3			
	f 9.15			8.9		DENNIS (Spur)	14.4	f 10.50			
705	f 9.23			11.5		LANCASTER	11.8	f 10.40			
1,202	f 9.38			17.4		JAMIESON	5.9	f 10.25			
1,708 1,804 PWY	9.50AM			23.3	D-R	BROGAN	Bn	0.0	10.10AM		
	Arrive Tue., Thursday and Sat.					(23.3)			Leave Tue., Thursday and Sat.		
	(1.00)			Time.....				(1.00)			
	23.3			.....Average Speed Per Hour.....				23.3		

.....Time..... (1.00)Average Speed Per Hour..... (1.00)

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72

SPECIAL RULES

1. Passengers will not be carried on freight trains except persons in charge of live stock, and caretakers of other property as provided for in published tariffs; or persons presenting special permit issued by the General Manager; annual and term passes issued in favor of officers and employes, unless endorsed otherwise, and trip passes in favor of employes when so endorsed by officer issuing them will be honored on freight trains between stations at which such trains stop when employes are traveling on company business. Other passes are not good for transportation on freight trains except when so endorsed or accompanied by special permit issued by the General Manager.

2. If a Home Block Signal fails to indicate stop or a Distant Block Signal fails to indicate caution when a block is entered, a member of the crew must be left at the signal; the Train Dispatcher must be notified from the first available point of communication and report must be sent to the Superintendent by wire. The employe left at the signal must stop and notify all trains moving in the direction governed by that signal and must remain there until relieved by an employe of the Signal Department or by official instructions.

3. Referring to Rule No. 83: Conductors and Enginemen of westward trains must carefully check register at Pocatello and must fully identify trains between Pocatello and end of double track, Michaud.

Conductors and Enginemen of eastward and westward trains will carefully check register at Glenn's Ferry and must fully identify trains between Glenn's Ferry and end of double track at King Hill and Reverse.

4. All main line switches and all switches leading to or from branch main lines (including all switches diverging within yard limits) must be left set and locked for main line (or main line of branch when diverging from branch main line) when not in actual use.

This includes switches leading to Twin Falls branch, Minidoka, North Side Branch, Rupert and Bliss; Raft River and Oakley Branches, Burley; Rogerson Branch, Twin Falls; Ketchum Branch, Shoshone; Hill City Branch, Richfield; Murphy, Boise and Idaho Northern Branches, Nampa; Wilder Branch, Caldwell; Homedale Branch, Nyssa; Oregon Eastern Branch, Ontario and Malheur Junction; Brogan Branch, Vale; Payette Branch, Payette and Emmet Junction; and Homestead Branch, Blake's Junction.

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

6. Referring to Rule 511-B. Switch indicators, semaphore or disc are used as starting signals and will be observed only by trains on siding or diverging routes before occupying main track. Trainmen will be governed by indicator before throwing derail or main track switch.

7. 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.

8. 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 prepared to stop and if train order signal is held in stop position must stop to clear switch until cause of stop signal has been ascertained.

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

10. When roadway machines, such as ditchers, pile drivers, steam shovels and steam derricks, are being operated on double track or near tracks immediately adjacent to the main track, great care must be exercised to see that the boom, derrick or other parts of the machines are not swung foul of main track while trains are passing.

To afford protection to traffic on parallel tracks, conductors and engineers in charge of work trains handling these implements where the machine is swinging around fouling, will protect traffic on the track being fouled, in accordance with rule 99.

11. Mallet engines used to help freight trains Hammett to Reverse will be cut in behind two-thirds of tonnage, as near as possible, but ahead of wood frame equipment.

When necessary to couple smaller helper engines with Mallets they should be placed behind Mallets.

12. Westward freight trains will not take water at Orchard except in emergency cases.

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

Minidoka	Shoshone
Nampa	Boise

No train or Engine will leave Homedale on Homedale Branch, New Plymouth on Payette Branch, Robinette on Homestead Branch, Twin Falls on Twin Falls Branch, Boise Freight on Boise Branch, or Vale on Oregon Eastern Branch without a clearance while Operator is on duty.

Trains may leave Declo, Idaho, Murphy, Wilder, Homestead, Erb and Melba without clearance card account not train order offices.

In connection with movement of helper engines Reverse to Hammett, when provided with return orders Reverse to Hammett, enginemen will not be required to call dispatcher or operator at Reverse for clearance.

14. Derail located on main track just East of depot at Murphy must be set at derail position only when passenger equipment is at the depot.

15. O. S. L. trains in Huntington yard will be governed by O.-W. R. & N. time table.

16. No. 25 stop Stations Pocatello to Huntington to discharge passenger from points Cheyenne and east.

No. 17 stop Stations Pocatello to Huntington to discharge passengers from points east and north of Pocatello and Revenue passengers from Twin Falls Branch.

No. 6 will handle revenue passengers from and to stations Nampa to Glenn's Ferry. Revenue passengers for stations east of Glenn's Ferry will transfer to train No. 24 at Glenn's Ferry.

Nos. 377 and 378 stop on signal at Road Crossing, M. P. 9, and 13.9, Payette Branch.

17. Regular trains may register by ticket form 2642 at Orchard as per rule 83 (B).

SPEED RESTRICTIONS.

31. The maximum speed of passenger trains must not exceed 60 miles per hour with Pacific type engine and 50 miles per hour with Mikado or freight engine.

The maximum speed of freight trains must not exceed 35 miles per hour.

When picking up 19 train orders, trains must not exceed 20 miles per hour until entire train has passed train order office.

32. Passenger trains must not exceed 40 miles per hour and freight trains 25 miles per hour around curves indicated by curve warning signals.

33. Mallet engines running backward must not exceed a speed of 15 miles per hour, or 20 miles per hour running forward. Other engines running backward must not exceed 20 miles per hour.

2-10-2 Type engines, with or without train, must not exceed a speed of thirty (30) miles per hour.

34. When within yard limits a maximum speed of 30 miles an hour by first class trains and 15 miles an hour by other trains and engines must not be exceeded. Speed will be as much slower as rules or conditions may otherwise require.

35. Trains must not exceed the following speed per hour:

	Passenger	Freight and Mixed	Maximum Weight of Locomotive & Loaded Tender
THIRD SUBDIVISION 704,700			
Between M.P. 238 and M.P. 240, American Falls	25 miles	15 miles	
Gooding City Limits	10 miles	10 miles	
Between Ticeska Wye and M.P. 365....	35 miles	25 miles	
Curve M.P. 371 West of Sand Bank...	30 miles	25 miles	
FOURTH SUBDIVISION 704,700			
Between Hammett and Reverse	45 miles	25 miles	
Mountain Home town limits	20 miles	20 miles	
Parma town limits	15 miles	15 miles	
Washoe Spur		6 miles	
Payette Wye			347,850
Bridge 538-A, between Old's Ferry and Huntington	25 miles	25 miles	
Between Glens Ferry and Hammett between Old's Ferry and Huntington			Watch for rocks on track
1st Class trains			
Caldwell town limits	15 miles		
Main St. crossing, Nyssa, just west of depot	15 miles		
Ontario, crossings east and west of depot	15 miles		
Passenger			
BOISE MAIN LINE			
Through Tunnel M. P. B168.....	20 miles	20 miles	
BRANCHES—THIRD SUB-DIVISION			
Twin Falls Branch	40 miles	30 miles	374,140
Bridge 20-A Twin Falls Branch.....	25 miles	25 miles	
Raft River Branch	25 miles	20 miles	285,200
Oakley Branch	35 miles	25 miles	374,140
Ketchum Branch	30 miles	25 miles	312,100
Bellevue Town Limits	7 miles	7 miles	
Hill City Branch	35 miles	25 miles	285,200
Rogerson Branch	25 miles	20 miles	285,200
North Side Branch	30 miles	20 miles	348,950
BRANCHES—FOURTH-SUB-DIVISION			
Murphy Branch	30 miles	25 miles	218,300
Bridge 22.4	15 miles	15 miles	
Between Boise Frt. and Arrow Jct....	10 miles	10 miles	232,620
Idaho Northern Branch	35 miles	35 miles	374,140
Heavy Consolidation Engines 595 Class.	25 miles	25 miles	
Between Jenness and Bramwell	15 miles	15 miles	
Between Plaza and Banks	20 miles	20 miles	
Between Banks and Cabarton	15 miles	15 miles	
Between Cascade and M.P. 101.....	20 miles	20 miles	
Over sink hole M.P. 33.3.....	10 miles	10 miles	
Over Bridge 35.3.....	10 miles	10 miles	
Over Bridge 36.6	10 miles	10 miles	
Over Shoo-fly M.P. 44.3	10 miles	10 miles	
Through all tunnels	10 miles	10 miles	
Between M.P. 60 and 92			Watch for rocks on track
Wilder Branch	30 miles	20 miles	295,630
Homedale Branch	35 miles	25 miles	312,100
Oregon Eastern Branch	35 miles	35 miles	374,140
Between M.P. 29 and 39	20 miles	20 miles	
Between M.P. 47 and 107	20 miles	20 miles	
Between M.P. 118 and 125	20 miles	20 miles	
Over Bridge 120.88	5 miles	5 miles	
Between M.P. 29 and 92			Watch for rocks on track
Through all tunnels	10 miles	10 miles	
Brogan Branch	35 miles	25 miles	374,140
Payette Branch	35 miles	25 miles	374,140
Between Payette & New Plymouth....	25 miles	25 miles	
16 degree curve Payette Jct.	10 miles	10 miles	
Homestead Branch	30 miles	20 miles	374,140
All Points			Watch for rocks on track
Through all tunnels	10 miles	10 miles	

SPECIAL RULES-(Continued)

36. Wrecking Derricks, Rotary Plows and McMyler Cranes should not be handled with less than one tender and one car between machine and locomotive over Raft River, North Side, Ketchum, Murphy, Boise, Wilder and Homestead Branches. Rotary Plows 201, 2012, and 2013 should not be handled over Murphy or Wilder Branches.

Trains handling roadway machines, such as Ditchers, Pile Drivers, Steam Shovels and Rotary Snow Plows must not exceed a speed of twenty-five (25) miles an hour.

37. Where a train is being operated with an engine of maximum weight, a helper engine must not be coupled directly to the road engine when crossing over truss bridges.

TRAIN AND AIR INSPECTION.

41. Before descending heavy grades designated in special rules, or at any point where engine is detached from the train, or the brake pipe parted for any purpose, or air pump shut off, or any repairs made to locomotive or brake equipment, after air hose has been coupled and standard pressure obtained, the engineman will apply brakes with automatic brake valve, making a 15-pound reduction, giving one blast of steam whistle; after brakes have been applied on the last car, the rear trainman will make a further reduction of air from the angle cock on the rear of train, sufficient to register on the black hand of the brake pipe gauge in the engine cab. When engineman is satisfied by falling of brake pipe hand on air gauge that air is being applied from the rear end, he will give two sounds of the steam whistle and rear trainman will then signal (freight train 12-G, passenger train 16-E) release brakes. If brakes do not release promptly, it indicates some obstruction which prevents the air from flowing back through the air pipes, and this must be remedied before train starts. After this test has been made and maximum pressure has again been obtained, train may proceed. If train is delayed over 30 minutes the above test must be repeated before leaving.

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 an answer of two short blasts of steam whistle before proceeding.

Running test must be made in addition to the regular terminal test.

Conductors and Enginemen will be held equally responsible for the observance of this rule.

42. "In addition to making inspection of train as often as possible as per Rule No. 824, every freight train must be inspected at following points:

THIRD SUBDIVISION:

Westward
American Falls
Minidoka
Owinza
Shoshone
Ticeska

Eastward
Bliss
Shoshone
Owinza
Minidoka
American Falls

FOURTH SUBDIVISION:

Westward
Reverse
Orchard
Nampa
Nyssa
Weiser

Eastward
Weiser
Nyssa
Nampa
Orchard
Reverse."

43. All Westward passenger trains will make running test of air brakes (Per Rule 1016 Air Brake Book) before descending grade at Ticeska, and Jenness and all Eastward passenger trains will make running test of the air brakes before descending grade at Reverse.

44. All Westward freight trains before descending grades at Ticeska, Jenness and Melba; all Eastward freight trains before descending grades at Reverse and Murphy will make rear end test of air brakes (per Rule 41) and thorough inspection of train. All retainers must be used in descending these grades except between Reverse and Hammett. (Refer to Transportation Rule 859 Air Brake Rule 1050 and 1053.)

45. Idaho Northern Branch: All Eastward trains, before leaving Smith's Ferry, will make rear end test of air brakes (per Rule 41) and thorough inspection of train. Passenger trains will make running test of air brakes (per Rule 1016, Air Brake Book) 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 comply with Transportation Rule No. 859 and Air Brake Rule No. 1050. Eastward freight trains stop at MP 80 and turn up all retainers before descending grade.

POCATELLO YARD

46. The Montana Division main track intersects the Idaho Division main track in Pocatello yard at Gould Street.

The cross-over switches leading across yard to east bound main track at Gould Street will be handled by switch tenders.

Idaho Division trains will approach Gould Street and these cross-overs prepared to stop if cross-overs are in use and will come to a full stop before entering on cross-overs unless proceed signal is received from switch tender.

All trains in both directions will not exceed a speed of 6 miles per hour over these cross-overs.

INTERLOCKING PLANTS

47. Interlocking plants are located at Reverse and Orchard (See Rules 661 to 673 inclusive and Rule 628 of Transportation Department Book of Rules).

AT REVERSE—The upper-arm of the three-arm interlocking signal No. 3919, fifty feet east of the switch, in the proceed position will allow westward trains to proceed on westward track to automatic signal No. 3931.

The lower-arm on the three-arm interlocking signal No. 3919, fifty feet east of switch in the proceed position will allow westward trains to take siding.

Back up and switching movements against traffic over interlocking switch are governed by dwarf signals.

If operator at Reverse is unable to clear a route for a train to proceed through the limits of the interlocker signals, trainmen will communicate with the operator by telephone which is located in box opposite interlocking switch.

In case of emergency, interlocking switch may be operated by use of machine crank attached and secured to the side of telephone box with switch lock.

To operate interlocking switch by hand, remove crank from telephone box and apply to crank shaft on side of interlocking switch machine. By turning crank to right or left switch points may be moved to either position. When crank is removed from holder on side of telephone box the electric circuit is cut off interlocking switch machine and crank must not be replaced in holder until movement over interlocking switch is made.

After moving switch train may proceed if signal indicates proceed. If signal remains at stop position switch must be spiked and train governed by Rule No. 509 for automatic block signals. Spike must be removed after train has passed over the switch.

AT ORCHARD—The upper arm of the two-arm interlocking signal No. 4231, one hundred feet east of junction switch, in proceed position will permit trains to proceed westward over Old Main Line to automatic home signal No. 4241.

The lower-arm of two-arm interlocking signal No. 4231, one hundred feet east of junction switch in proceed position will permit trains to proceed westward over Boise Main Line to automatic signal No. B-4239.

One-arm interlocking signal No. 4232, seven hundred sixty-five feet west of junction switch in proceed position will permit eastward trains to proceed over junction switch to automatic signal No. 4228.

One-arm interlocking signal No. B-4232, seven hundred sixty-five feet west of junction switch, in proceed position will permit eastward trains from Boise main line to proceed over junction switch to automatic signal No. 4228.

When a westward train destined via either old main line or Boise main line cuts-off engine east of interlocking signal No. 4232 or No. B-4232 to take coal, or eastward train cuts-off engine west of two-arm interlocking signal No. 4231 to take water, engine may return to train passing either eastbound interlocking signal No. 4232 or B-4232 or westbound two-arm interlocking signal No. 4231 on hand signal from a member of train crew, but if necessary to pass over junction switch before coupling onto train engineer and trainman giving signal must know that points are in proper position before passing over junction switch.

EXTRACT FROM REVISED STATUTES OF IDAHO

48. Section 2821. Locomotive bell must be rung at a distance of at least eighty rods from the place where the railroad crosses any street, road or highway, and be kept ringing until it has crossed such street, road or highway; or steam whistle must be sounded, except in cities, at the like distance, and kept sounding at intervals until it has crossed the same, under a penalty of one hundred dollars for every neglect, to be paid by the corporation operating the railroad.

YARD LIMIT BOARDS ARE LOCATED AT

Pocatello	Orchard	Paul	Cabarton
American Falls	Nampa	Burley	McCall
Minidoka	Caldwell	Twin Falls	Boise
Owinza	Nyssa	Buhl	Boise Freight
Shoshone	Ontario	Richfield	Erb
Bliss	Payette	Hill City	Vale
Ticeska	Weiser	Ketchum	Crane
Glenn's Ferry	Huntington	Emmett	Burns
Reverse	Rupert	Banks	Blakes Jct.
			Homestead

RATING OF LOCOMOTIVES IN FREIGHT SERVICE IN TONS OF 2000 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.)

POCATELLO AND HUNTINGTON.

CLASSIFICATION	ENGINE NUMBERS	POCATELLO AND GLENN'S FERRY			GLENN'S FERRY AND NAMPA		NAMPA AND HUNTINGTON	
		Westward		Eastward	Westward	Eastward	Westward	Eastward
		POCATELLO TO SHOSHONE	SHOSHONE TO GLENN'S FERRY	GLENN'S FERRY TO POCATELLO				
T W. 55 $\frac{21}{30}$ 160	1850 to 1856	1450	1900	1200	11600	1600	2000	1800
C. 55 $\frac{21}{30}$ 1678	510 to 524	1600	2200	1300	11750	1750	2300	1900
C. 57 $\frac{21\frac{1}{2}}{30}$ 1748	525 to 539	1650	2250	1350	11800	1800	2400	2000
C. 57 $\frac{22}{30}$ 1908	560 to 622	1900	2250	1500	12000	2000	2500	2000
Mk. 57 $\frac{23\frac{3}{4}}{30}$ 2068	2000 to 2034	2100	2250	1700	12250	2250	3000	2500
Mk. 63 $\frac{26}{28}$ 2148	2500 to 2524	2200	2250	1800	12400	2500	3000	2700

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.
- "TTT"—Two-Ten-Two.

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

$$C-57 \frac{22}{30} 187$$

†With helper King Hill to Ticeaka. ‡With Mallet helper Medbury to Reverse.
Ratings same for Saturated as for Superheated.

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.)
Pocatello to Glenns Ferry.....	6000	3000
Glenn's Ferry to Pocatello.....	3000	
Glenn's Ferry to Huntington.....	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	
McCall to Nampa.....	3000	3000
Nampa to Murphy.....	6000	3000
Murphy to Nampa.....	6000	3000
Shoshone to Ketchum.....	3000	
Shoshone to Hill City.....		3000
Hill City to Shoshone.....	3000	3000
Ketchum to Shoshone.....	3000	
Minidoka to Twin Falls.....		3000
Twin Falls to Minidoka.....	6000	3000
Ontario to Vale.....	6000	3000
Vale to Brogan.....	6000	3000
Brogan to Vale.....	6000	3000
Vale to Crane.....	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
Payette to Emmett.....	6000	3000
Emmett to Payette.....	6000	3000
Caldwell to Wilder.....	6000	3000
Wilder to Caldwell.....	6000	3000
Nyssa to Erb.....	6000	3000
Erb to Nyssa.....	6000	3000

LOCATION STANDARD CLOCKS:

Pocatello, (Tel. office in Passenger Station.)	Burley	Boise
Pocatello, (Yard Office.)	Twin Falls	Boise Freight
Pocatello, (Roundhouse Office.)	Buhl	McCall
Minidoka	Rogerson	Crane
	Shoshone	Ontario
	Ketchum	Payette
	Bliss	Emmett
	Glenn's Ferry	Huntington
	Nampa	

LOCATION OF OVERHEAD AND SIDE STRUCTURES

Employees are warned to look out at all times for obstructions that do not clear men on Engines or cars and use extraordinary care on industrial tracks to avoid injury.

Main Line:

- M. P. 272.60 Minidoka Coal Chute.
- M. P. 321.40 Shoshone Coal Chute.
- M. P. 374.07 Glens Ferry Coal Chute.
- M. P. 423.0 Orchard Coal Chute.
- M. P. 457.64 Nampa Coal Chute.
- M. P. 457.35 Nampa PFE Icing Platform
- M. P. 486.79 Bridge over Snake River.
- M. P. 487.66 Bridge over Snake River.
- M. P. 499.78 Bridge over Snake River.
- M. P. 500.23 Washoe Spur Ice House.

Twin Falls Branch:

- M. P. 20.10 Bridge over Snake River.
- M. P. 59.06 Twin Falls Coal Chute.

North Side Branch:

- M. P. 48.01 Jerome Coal Chute.

Ketchum Branch:

- M. P. 62.84 Bridge over Wood River.
- M. P. 66.80 Bridge over Wood River.

Boise Branch:

- M. P. 18.66 Bridge over Boise River.
- M. P. 19.8 Poles, Davis Warehouse Spur.

Murphy Branch:

- M. P. 22.40 Bridge over Snake River.

Idaho Northern Branch:

- M. P. 33.3 Tunnel No. 2.
- M. P. 38.6 Tunnel No. 3.
- M. P. 49.23 Bridge over Payette River.
- M. P. 77.3 Tunnel No. 4.
- M. P. 83.7 Tunnel No. 5.
- M. P. 89.59 Bridge over No. Fork Payette River.

Oregon Eastern Branch:

- M. P. 11.47 Bridge over Malheur River.
- M. P. 53.7 Tunnel No. 6.
- M. P. 71.2 Tunnel No. 7.

Homestead Branch:

- M. P. 4.0 Tunnel No. 8.
- M. P. 32.1 Tunnel No. 9.
- M. P. 52.0 Tunnel No. 10.
- M. P. 52.1 Tunnel No. 11.
- M. P. 52.9 Tunnel No. 12.
- M. P. 54.3 Tunnel No. 13.
- M. P. 54.8 Tunnel No. 14.

GENERAL TIME INSPECTORS

W. F. HAYES, Supervisor of Time ServiceOmaha, Neb.

LOCATION TIME SERVICE INSPECTORS.

- Pentz-Cahoon Co.Pocatello
- E. D. Harrison (Pocatello Only)Pocatello
- R. V. Owens Co.....Pocatello
- A. E. VredenburgShoshone
- D. W. MartinGlenn's Ferry
- W. H. MankeyNampa
- Larue BlackabyOntario
- Geo. H. ScholerBurley
- W. R. PriebeTwin Falls
- Harry WilsonBuhl
- Geo. BuhnBoise
- Fred J. PillinerEmmett
- Belding & SaxtonHuntington

SURGEONS

S. H. PINKERTON, Chief Surgeon, Salt Lake City, Utah
 J. C. LANDENBERGER, Asst. Chief Surgeon, Salt Lake City, Utah.
 G. B. PFOUTZ, Oculist, Salt Lake City, Utah.

LIST OF SURGEONS

NAME	TITLE	PLACE	DISTRICT
E. N. Roberts.....	Division Surgeon	Pocatello	All.
J. Clothier	Oculist	Pocatello	All.
J. R. Young	District Surgeon	Pocatello	All.
W. W. Brothers	District Surgeon	Pocatello	All.
C. F. Schiltz.....	District Surgeon	American Falls	American Falls to Shoshone
J. B. Kenagy	District Surgeon	Rupert	Minidoka to Twin Falls.
F. H. Kenagy.....	Asst. District Surgeon	Rupert.....	Minidoka to Twin Falls
F. H. Cutler	District Surgeon	Burley	Burley to Twin Falls.
H. N. Leete	District Surgeon	Twin Falls	Twin Falls to Minidoka.
J. H. Murphy	District Surgeon	Buhl	Buhl to Twin Falls.
E. L. Berry	District Surgeon	Hazelton.....	Rupert to Bliss.
E. D. Piper	District Surgeon	Jerome	Rupert to Bliss.
E. L. Simonton	District Surgeon	Wendell	Bliss to Jerome.
W. H. Baugh	District Surgeon	Shoshone	Shoshone to Glenn's Ferry.
C. W. Dill	District Surgeon	Shoshone	Shoshone to Glenn's Ferry.
R. H. Wright.....	District Surgeon	Hailey	Shoshone to Ketchum.
H. E. Lamb	District Surgeon	Gooding	Gooding to Tunupa.
J. W. Davis	District Surgeon	Glenn's Ferry	Shoshone to Mountain Home.
F. J. Coleman.....	District Surgeon.....	Kuna.....	Kuna to Orchard.
G. R. Proctor.....	District Surgeon	Nampa	Mountain Home to Caldwell.
Glenn E. Shawhan.....	Oculist and Aurist.....	Nampa.....	Gooding to Huntington and 4th Subdivision Branches.
Wm. F. Smith.....	District Surgeon	Boise	Boise Branch and Boise Main Line.
C. M. Kaley	District Surgeon	Caldwell	Caldwell to Huntington.
W. E. Waldrop	District Surgeon	Parma	Parma to Huntington.
J. J. Sarazin	District Surgeon	Nyssa	Nyssa to Payette.
J. L. Reynolds	District Surgeon	Emmett	Emmett to McCall, Murphy Branch.
J. F. Rutledge.....	District Surgeon	Cascade	Emmett to McCall.
Wm T Drysdale.....	District Surgeon	New Plymouth	Payette to Emmett
I. R. Woodward	District Surgeons	Payette	Payette to Weiser.
E. O. Finney	District Surgeon	Weiser	Weiser to Mountain Home.
Dwight F. Miller	District Surgeon	Huntington	Huntington to Robinette.
Wm. J. Weese	District Surgeon	Ontario	Ontario to Payette.
P. M. Drake.....	District Surgeon.....	Vale.....	Oregon Eastern Branch

When employes, passengers or others are injured, call the nearest Railroad Surgeon.

When necessary to call Surgeons other than those regularly employed by the Railroad, it should be with the distinct understanding that their services will not be required after arrival of Railroad Surgeon.

Any officer of the Railroad is authorized to call Railroad Surgeons to attend the injured.

When injuries arise to tramps, boys or other persons climbing on or jumping from moving trains, or to persons walking or lying on the tracks, such persons should be sent to their homes, or placed in charge of Local Relief Authorities after immediate necessary attention has been rendered by Railroad Surgeon.

Map of the OREGON SHORT LINE RAILROAD.

