

UNION PACIFIC SYSTEM

OREGON SHORT LINE RAILROAD COMPANY

Idaho Division

126

TIME-TABLE

126

Effective Sunday, September 18, 1932

at 12:01 A. M. Mountain Time

FOR EMPLOYES ONLY



CONDENSED TIME-TABLE

WESTWARD

EASTWARD

SECOND CLASS			FIRST CLASS				Distance from Granger via Kuna	September 18, 1932	Distance from Huntington via Boise	FIRST CLASS				SECOND CLASS	
261 Time Freight	255 Time Freight		571 Motor Passenger	21 Passenger	17 Passenger	20 Passenger				18 Passenger	572 Motor Passenger			260 Time Freight	256 Freight
Daily	Daily		Daily	Daily	Daily		STATIONS								
7.30AM	6.10AM			8.45PM	4.50AM	0.0	GRANGER	550.6	A 4.55PM	A 12.12AM			A 9.00PM		
2.00PM 3.00	11.10 11.55AM			11.35PM	7.28	115.0	MONTPELIER	435.6	1.50PM	9.16PM			11.00AM 10.00		
8.40	3.15PM			1.15AM	9.05	191.2	McCAMMON	359.4	11.43AM	7.18			4.45		
10.00PM 5.00AM	4.30 6.30		7.15AM	1.50 2.10	9.40 10.10	213.9	POCATELLO	336.7	11.00 10.15	6.45 6.25	A 6.05PM		3.30 1.00AM		
7.45	8.45		9.05	3.30	11.30AM	272.4	MINIDOKA	278.2	8.40	5.05	4.30		10.30PM		
			A 11.20AM	11.20	1.45PM	331.3	TWIN FALLS	337.1	6.33	2.20	2.20PM		7.00		
10.55AM	10.45PM			4.40	12.30PM	321.5	SHOSHONE	228.7	7.25	3.59			8.00		
3.00PM 4.00	1.45AM 2.30			6.05	1.45	373.8	GLENN'S FERRY	176.3	5.45	2.40			5.00 4.30		
				7.45 7.55	3.40 3.50	448.4	BOISE	101.7	3.30 3.25	1.00 12.50			12.45 12.05AM		
8.30 10.00PM	5.45 6.15			8.25 8.30	4.20 4.25	456.6	NAMPA	82.8	2.50 2.45	12.25 12.20PM			1.15 12.30PM		
1.20AM	7.45			9.35	5.42	498.7	ONTARIO	40.1	1.22	11.26AM			8.00PM 7.00		
A 4.00AM	A 10.00AM			A 10.50AM	A 7.00PM	538.8	HUNTINGTON	0.0	12.10AM	10.20AM			10.50AM 4.10		
							(533.8)		Daily	Daily	Daily		9.00AM 2.00PM		
													Daily		

(44.30) 12.1
(27.50) 19.4

(4.05) 28.7
(14.05) 39.1
(14.10) 38.1

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

(16.45) 32.9
(13.52) 39.7
(3.45) 31.3

(36.00) 15.0
(19.45) 16.5

MILEAGE

UTAH DIVISION
Main Line 426.70
Branches 550.46
Total 977.16

IDAHO DIVISION
Main Line 584.83
Branches 969.97
Total 1554.80

GRAND TOTAL
Main Line 1011.53
Branches 1520.43
Total 2531.96

H. J. PLUMHOF,
General Manager.

G. L. WHIPPLE,
General Superintendent Transportation.

CONDENSED TIME-TABLE

WESTWARD

EASTWARD

SECOND CLASS				FIRST CLASS				Distance from Salt Lake City via Old Main Line	September 18, 1932	Distance from Butte via New Main Line	FIRST CLASS				SECOND CLASS	
277 Time Freight				33 Passenger	29 Passenger	41-555 Passenger	31 Passenger				STATIONS	32 Passenger	556-42 Passenger	30 Passenger	34 Passenger			278 Time Freight
Daily				Daily	Daily	Daily	Daily									
7.00PM					8.00PM	7.45AM	11.00PM	0.0	SALT LAKE CITY	434.0	A 7.25AM	A 3.55PM	A 11.55PM			A 5.30AM
8.30 9.15					8.50 9.10	8.40 8.50	11.55PM 12.35AM	36.3	OGDEN	397.7	6.35 6.25	3.00 2.50	11.05 10.50			3.30 2.45
10.14					9.50	9.25	1.15	57.4	BRIGHAM	376.6	5.45	2.10	10.14			1.35
11.40PM					10.50PM	10.15	2.15	85.1	CACHE JCT.	348.9	4.47	1.15 1.00PM	9.15			12.05AM 11.20PM
2.10AM					12.35AM 12.40	11.40 11.45AM	4.35	147.5	McCAMMON	286.5	3.05 3.00	11.15AM	7.30 7.25			8.40
3.00 5.00					1.15 2.00	12.20PM 12.40	5.15 6.00	170.2	POCATELLO	263.8	2.25 2.00	10.35 10.00	6.55 6.00			7.30 5.00
6.00					2.40	1.30	6.50	194.4	BLACKFOOT	238.9	1.15	9.10	5.12			3.40
8.30					7.45AM	3.30	2.20 2.30	220.8	IDAHO FALLS	212.5	12.40AM	8.20 8.07	4.25PM	A 4.05PM		2.00PM
					9.30 9.50AM		A 4.45PM	271.8	ASHTON	263.5		6.30AM				
					A 12.05PM			317.4	VICTOR	309.1						
								327.9	WEST YELLOWSTONE	319.6						
A 6.00AM					A 9.50AM		A 3.10PM	433.3	BUTTE	0.0	7.00PM		9.15AM			8.00PM
									(433.3)		Daily	Daily	Daily	Daily		Daily
(35.0) 12.4					(4.20) 22.3	(13.50) 31.6	(9.00) 30.1	(16.10) 26.8	..... Thru Time		(12.25) 34.9	(9.25) 28.9	(14.40) 29.6	(3.30) 27.6		(33.30) 12.9
									..... Average speed per hour							

E. C. MANSON, Superintendent.....Pocatello, Ida.

R. E. TITUS, Trainmaster Nampa, Ida.

F. W. ROTHAS, Trainmaster Montpelier, Ida.

First, Second and Third Subdivisions and Branches

E. C. RIDDLE, Chief Train Dispatcher
 J. V. NEVINS, Night Chief Train Dispatcher
 L. E. HALBERT.....
 O. E. SMITH.....
 L. R. SCHOU.....
 C. E. AYE.....
 L. C. WEAVER.....

} Train Dispatchers
Pocatello, Ida.

Fourth Subdivision and Branches

J. B. DOLES, Chief Train Dispatcher
 L. A. COLLINS.....
 J. C. MENZIES.....
 R. T. PETTY.....
 C. E. MOLANDER.....

} Train Dispatchers
Nampa, Ida.

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
51"	70.6	1' 25"	42.3
52"	69.2	1' 30"	40
53"	67.9	1' 40"	36
54"	66.6	1' 45"	34.3
55"	65.4	1' 50"	32.7
56"	64.2	2'	30
57"	63.1	2' 10"	27.6
58"	62	2' 15"	26.6
59"	61	2' 20"	25.7
1'	60	2' 30"	24
1' 1"	59	2' 40"	22.5
1' 2"	58	2' 45"	21.8
1' 3"	57.1	2' 50"	21.2
1' 4"	56.2	3'	20
1' 5"	55.3	3' 9"	19
1' 6"	54.5	3' 20"	18
1' 7"	53.7	3' 31"	17
1' 8"	52.9	3' 45"	16
1' 9"	52.1	4'	15
1' 10"	51.4	5'	12
1' 12"	50	6'	10
1' 15"	48	7' 30"	8
1' 20"	45	10'	6

		WESTWARD						FIRST SUBDIVISION		EASTWARD						
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	Other tracks, in feet, beyond clearance points.	SECOND CLASS		FIRST CLASS				Distance from Granger	Time-Table No. 126 September 18, 1932	Distance from Huntington via Boise	FIRST CLASS				SECOND CLASS	
		261 Time Freight	255 Time Freight	21 Passenger	17 Passenger	20 Passenger	18 Passenger				260 Time Freight					
		Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily				
STATIONS																
3,520	WYP	7,039	7.30AM	6.10AM				0.0	DN-R GRANGER GN	550.6	A 4.55PM	A 12.12AM			A 9.00PM	
3,384	P		7.40	6.20				4.1	4.1 DONOVAN	546.5	4.42	12.03AM			8.50	
5,817	P	646	7.50	6.28				7.7	3.6 MOXA	542.9	f 4.36	11.58PM			8.15	
3,841	P		8.02	6.38				12.5	4.8 HASSETT	538.1	4.32	11.52			7.55	
5,697	WP	507	8.10	6.44				15.4	2.9 NUTRIA	535.2	f 4.28	11.47			7.40	
4,141	P		8.22	6.54				20.2	4.8 COSGRIFF	530.4	f 4.22	11.41			7.20	
3,920	P	4,711	8.35	7.04				24.5	4.3 D OPAL OW	526.1	s 4.16	11.35			7.00	
3,837	P		8.50	7.14				29.3	4.8 FOLGER	521.3	f 4.09	11.28			6.10	
3,726	WP	1,731	9.05	7.24				33.6	4.3 WATERFALL	517.0	f 4.03	11.22			5.50	
		1,569						36.6	3.0 MINE No. 2 (Spur)	514.0						
	P	9,671						38.5	1.9 DIAMONDVILLE	512.1	3.55	11.15			5.20	
	WFTOP	32,332	9.55	8.10				39.7	1.2 DN-R KEMMERER Z	510.9	s 3.50	s 11.10			5.00 4.00	
8,700	YP	11,125	10.10	8.25				42.3	2.6 MOYER JCT. } Double Track	508.3	f 3.40	11.00			3.45	
	IP							43.3	1.0 DN TUNNEL UN } Double Track	507.3	f					
8,155	WYP	11,559	10.45	8.55				50.3	7.0 FOSSIL	500.3	f 3.25	10.45			3.15	
7,604	WP		11.05	9.10				56.0	5.7 NUGGET	494.6	f 3.16	10.35			2.50	
3,912	P	503	11.20	9.18				59.6	3.6 ORR	491.0	f 3.10	10.28			2.30	
5,652	P	1,683	11.30	9.26				63.1	3.5 SAGE	487.5	f 3.05	10.23			2.15	
3,415	P		11.45	9.34				67.3	4.2 CARLSON	483.3	f 2.59	10.17			2.00	
3,896	P	334	11.55AM	9.42				71.3	4.0 BECKWITH	479.3	f 2.54	10.12			1.40	
3,916	P		12.10PM	9.52				77.4	6.1 PIXLEY	473.2	f 2.46	10.05			1.20	
8,587	WP	4,524	12.30	10.02				83.5	6.1 DN COKEVILLE CK	467.1	s 2.38	f 9.57			1.05	
3,878	P	291	12.40	10.12				88.2	4.7 MARSE	462.4	f 2.27	9.50			12.40	
3,841	P	998	12.50	10.20				92.1	3.9 BORDER	458.5	f 2.22	9.45			12.20	
3,903	WP	903	1.02	10.30				97.7	5.6 D PEGRAM P	452.9	f 2.15	9.38			12.01PM	
4,595	P		1.15	10.40				102.9	5.2 HARER	447.7	f 2.07	9.31			11.40AM	
3,715	P	332	1.30	10.50				108.0	5.1 DINGLE	442.6	f 2.00	9.24			11.25	
		523						111.4	3.4 WARDORO (Spur) } Double Track	439.2						
	WFTYOP	70,337	A 2.00PM	A 11.10AM				115.0	3.6 DN-R MONTPELIER MX	435.6	1.50PM	9.16PM			11.00AM	
									(115.0)		Daily	Daily			Daily	
			(6.30) 17.7	(5.00) 23.0					..... Thru Time		(3.05) 37.3	(2.56) 39.2			(10.00) 11.5	
									..... Average speed per hour							

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

WESTWARD		KEMMERER BRANCH		EASTWARD			
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	Other tracks, in feet, beyond clearance points.	Distance from Kemmerer	Time-Table No. 126 September 18, 1932		Distance from Quealy		
			STATIONS				
			WFTOP 32,332	DN-R KEMMERER Z		9.2	
				1.0		NO. KEMMERER JCT.	8.2
			7,418	1.6		MINE No. 3	7.6
			10,316	2.0		MINES No. 1 and 2	7.2
			650	2.4		NO. KEMMERER	6.8
			1,213	3.9		MILE POST 3.9	5.3
			5,011	5.1		SUSIE	4.1
			13,155	9.2		QUEALY	0.0
(9.2)							

WESTWARD		GLENCOE BRANCH		EASTWARD		
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	Other tracks, in feet, beyond clearance points.	Distance from Glencoe Jct.	Time-Table No. 126 September 18, 1932		Distance from Glencoe	
			STATIONS			
			w 3,520	GLENCOE JCT.		1.8
			5,576	GLENCOE		0.0
(1.8)						

WESTWARD		PARIS BRANCH		EASTWARD							
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	Other tracks, in feet, beyond clearance points.	SECOND CLASS		Distance from Montpelier	Time-Table No. 126 September 18, 1932		Distance from Paris	SECOND CLASS			
		399	397		STATIONS			396	398		
		Motor Mixed	Motor Mixed					Motor Mixed	Motor Mixed		
		Daily Except Sunday	Daily Except Sunday								
		WFTYOP 70,337	2.00PM		9.00AM	0.0		DN-R MONTPELIER MX	9.6	A 1.30PM	A 3.10PM
		1,400	f 2.17		f 9.17	5.3		5.3	4.3	f 1.13	f 2.53
								OVID			
		w 4,728	A 2.30PM		A 9.30AM	9.6		D-R PARIS PA	0.0	1.00PM	2.40PM
								4.3			
		(9.6)									

(0.30) (0.30) Thru Time (0.30) (0.30)
 19.2 19.2 Average speed per hour 19.2 19.2

A. E. BROWN
 P. O. BOX 135
 BARKSDALE FIELD, LA.

WESTWARD		CUMBERLAND BRANCH		EASTWARD					
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	Other tracks, in feet, beyond clearance points.	Distance from Moyer Jct.	Time-Table No. 126 September 18, 1932		Distance from Blazon Jct.				
			STATIONS						
			8,700 YP 11,125	MOYER JCT.		9.3			
			w 3,520	5.0		GLENCOE JCT.	4.3		
			927 313	3.5		GIVENS (Spur)	0.8		
				8.5		0.8			
				9.3		BLAZON JCT.	0.0		
			(9.3)						

WESTWARD		ELKOL BRANCH		EASTWARD		
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	Other tracks, in feet, beyond clearance points.	Distance from Glencoe Jct.	Time-Table No. 126 September 18, 1932		Distance from Elkol	
			STATIONS			
			w 3,520	GLENCOE JCT.		3.9
			4,947	3.9		ELKOL	0.0
(3.9)						

WESTWARD		BLAZON BRANCH		EASTWARD					
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	Other tracks, in feet, beyond clearance points.	Distance from Blazon Jct.	Time-Table No. 126 September 18, 1932		Distance from Blazon				
			STATIONS						
				0.0		BLAZON JCT.	1.4		
				1.4		1.4	0.0		
			(1.9)						

WESTWARD		GRACE BRANCH		EASTWARD					
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	Other tracks, in feet, beyond clearance points.	SECOND CLASS		Distance from Alexander	Time-Table No. 126 September 18, 1932		Distance from Grace	SECOND CLASS	
		355	Mixed		STATIONS			356	Mixed
		Daily Except Sunday	Daily Except Sunday						
		5,627 WP 2,885	8.50AM		0.0	D ALEXANDER AQ		6.0	A 9.40AM
			A 9.10AM		6.0	D GRACE GA		0.0	9.20AM
									Daily Except Sunday
		(0.6)							

(0.20) (0.20) Thru Time (0.20) (0.20)
 18.0 18.0 Average speed per hour 18.0 18.0

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

WESTWARD

SECOND SUBDIVISION

Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	Other tracks, in feet, beyond clearance points.	SECOND CLASS			FIRST CLASS					Distance from Granger	Time-Table No. 126 September 18, 1932	STATIONS		
		277 Time Freight	261 Time Freight	255 Time Freight	21 Passenger	41 Passenger	17 Passenger	31 Passenger	29 Passenger					
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
WFTYOP	20,337		3.00PM	11.55AM					11.35PM		7.28AM		115.0	DN-R MONTPELIER MX
4,131	P 522		3.30	12.15PM					f 11.45		7.38		121.3	6.3 PESCADERO
	1,209								f				125.3	4.0 WOOLEY'S
5,404	WP 685			3.55	12.30				f 11.52		7.45		126.8	1.5 D GEORGETOWN WN
2,730	P 482			4.15	12.36				f 11.55		7.48		129.1	2.3 NOVENE
3,513	P 313			4.30	12.42				f 11.58PM		7.51		131.9	2.8 CAVANAUGH
5,206	P 330			4.45	12.50				f 12.03AM		7.56		136.1	4.2 MANSON
3,924	YP 2,774			5.00	1.00				f 12.07		8.00		140.0	3.9 ROSE
8,079	WYP 5,469			5.25	1.23				s 12.15		8.07		146.0	6.0 DN SODA SPRINGS SD
5,627	WP 2,885			5.45	1.34				f 12.21		8.13		151.6	5.6 D ALEXANDER AQ
5,772	P 1,501			6.05	1.44				f 12.26		8.18		156.2	4.6 TALMAGE
12,212	WFYP 9,488			6.30	2.00				s 12.34		8.26		161.8	5.6 DN BANCROFT BN
5,632	P 650			6.44	2.10				f 12.39		8.31		165.6	3.8 KINPORT
8,616	P 1,769			6.58	2.20				f 12.44		8.36		170.3	4.7 PEBBLE
5,212	P 433			7.12	2.30				f 12.49		8.41		174.8	4.5 BROXON
5,163	WP 641			7.22	2.36				f 12.52		8.44		177.4	2.6 BLASER
	P 1,609			7.40	2.42				s 12.57		8.48		180.0	2.6 D LAVA HOT SPGS XY
	343												181.7	1.7 RENFRO (Spur)
7,904	P 753			8.05	2.50				f 1.03		8.54		184.3	2.6 TOPAZ
11,214	WIYP 11,973		2.10AM	8.40	3.15				s 1.15	11.45AM	s 9.05	4.35AM	12.40AM	6.9 DN-R McCAMMON MC
	688								f 1.22	f 11.52	9.12	4.44	12.47	5.9 ONYX (Spur)
7,262	WP 582		2.30	9.10	3.45				f 1.29	f 11.59AM	9.19	f 4.52	12.54	4.8 D INKOM KO
	480								f 1.36	f 12.06PM	9.26	5.02	1.01	5.8 PORTNEUF (Spur)
WFTYOP	340,138		A 3.00AM	A 10.00PM	A 4.30PM				A 1.50AM	A 12.20PM	A 9.40AM	A 5.15AM	A 1.15AM	6.2 DN-R POCATELLO H PO.CA

(0.50) 27.2 (7.00) 14.6 (4.35) 21.6 (2.15) 43.9 (0.35) 38.9 (2.12) 44.9 (0.40) 34.0 (0.35) 38.9

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

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

SECOND SUBDIVISION

EASTWARD

Time-Table No. 126
September 18, 1932

FIRST CLASS

SECOND CLASS

STATIONS	Distance from Huntington via Route	FIRST CLASS					SECOND CLASS														
		32 Passenger	42 Passenger	20 Passenger	18 Passenger	30 Passenger	260 Time Freight	278 Time Freight													
DN-R MONTPELIER MX 6.3	435.6			A 1.40PM	A 9.06PM																A 10.00AM
PESCADERO 4.0		429.3			f 1.28	8.54															
WOOLEY'S 1.5	425.3			f																	
D GEORGETOWN WN 2.3	423.8			f 1.18	8.45																9.10
NOVENE 2.8	421.5			f 1.14	8.42																9.00
CAVANAUGH 4.2	418.7			f 1.10	8.39																8.50
MANSON 3.9	414.5			f 1.05	8.34																8.40
ROSE 6.0	410.6			f 1.00	8.30																8.30
DN SODA SPRINGS SD 5.6	404.6			s 12.52	8.23																8.07
D ALEXANDER AQ 4.6	399.0			s 12.42	8.16																7.35
TALMAGE 5.6	394.4			f 12.35	8.10																7.15
DN BANCROFT BN 3.8	388.8			s 12.28	8.02																6.50
KINPORT 4.7	385.0			f 12.18	7.53																6.19
PEBBLE 4.5	380.3			f 12.12	7.47																6.07
BROXON 2.6	375.8			f 12.06	7.41																5.55
BLASER 2.6	373.2			f 12.02PM	7.37																5.45
DN LAVA HOT SPGS. XY 1.7	370.6			s 11.59AM	7.33																5.30
RENFRO (Spur) 2.6	368.9																				
TOPAZ 6.9	366.3			f 11.52	7.28																5.05
DN-R McCAMMON MC 5.9	359.4	A 3.00AM	A 11.10AM	s 11.43	s 7.18	A 7.25PM															4.45
ONYX (Spur) 4.8	353.5	2.51	f 11.01	f 11.22	7.07	7.17															A 8.30PM
D INKOM KO 5.8	348.7	2.43	f 10.53	f 11.16	7.01	7.11															4.05
PORTNEUF (Spur) 6.2	342.9	2.35	10.45	f 11.10	6.55	7.05															8.00
DN-R POCATELLO PO. CA 6.2	336.7	2.25AM	10.35AM	11.00AM	6.45PM	6.55PM															3.30AM
(98.9)		Daily	Daily	Daily	Daily	Daily															Daily

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

(0.35) (0.35) (2.40) (2.21) (0.30)
38.9 38.9 37.7 42.7 45.4

(6.30) (1.00)
15.2 22.7

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

WESTWARD

THIRD SUBDIVISION

EASTWARD

Length of siding in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	Other tracks, in feet, beyond clearance points.	SECOND CLASS		FIRST CLASS			Distance from Granger via Kana	Time-Table No. 126 September 18, 1932	Distance from Huntington via Bose	FIRST CLASS			SECOND CLASS		
		255	261	17	571	21				20	18	572	260	256	
		Time Freight	Time Freight	Passenger	Motor Passenger	Passenger				Passenger	Passenger	Motor Passenger	Time Freight	Freight	
WFTYOP 340,138		6.30PM	5.00AM	10.10AM	7.15AM	2.10AM	213.9	STATIONS							
								DN-R POCATELLO ^H _{CA} _{PO} } Double Track	336.7	A 10.15AM	A 6.25PM	A 6.05PM		A 1.00AM	A 9.45AM
2,741					f		219.4	BATISE SPRINGS(Spur) _{4.9}	331.2			f			
7,701 P 1,260		6.55	5.30	10.26	f 7.31	2.26	224.3	MICHAUD _{2.2}	328.1	9.50	6.05	f 5.40		12.18	9.15
735					f		226.5	SCHILLER _{3.6}	324.1			f			
3,795 P		7.04	5.45	10.33	f 7.38	2.33	230.1	BANNOCK _{3.2}	320.5	9.42	5.57	f 5.32		12.03AM	9.05
5,133 P		7.11	5.53	10.37	f 7.42	2.37	233.3	IGO _{5.2}	317.3	9.38	5.54	f 5.27		11.55PM	8.55
10,140 WP 10,713		7.21	6.05	s 10.45	f 7.51	s 2.45	238.5	DN AMERICAN FALLS AF _{3.8}	312.1	s 9.30	5.48	s 5.18		11.45	8.44
5,399 P 280		7.29	6.20	10.51	f 7.57	2.51	242.3	BORAH _{4.8}	308.3	9.21	5.41	f 5.09		11.37	8.29
5,779 P 683		7.37	6.32	10.56	f 8.03	2.56	247.1	COOLIDGE _{3.0}	303.5	9.16	5.36	f 5.04		11.27	8.18
5,206 P 1,485		7.43	6.41	10.59	f 8.07	2.59	250.1	QUIGLEY _{5.9}	300.5	9.13	5.33	f 4.59		11.21	8.07
5,775 WP 329		7.52	6.51	11.05	f 8.14	3.05	256.0	WAPI _{3.8}	294.6	9.05	5.26	f 4.52		11.09	7.50
5,198 P		7.58	6.57	11.09	f 8.19	3.09	259.8	DE WOFF _{4.3}	290.8	8.59	5.22	f 4.47		11.00	7.35
5,770 P 547		8.06	7.05	11.14	f 8.25	3.14	264.1	CHYBO _{3.2}	286.5	8.53	5.17	f 4.42		10.50	7.25
5,021 P		8.11	7.15	11.18	f 8.30	3.18	267.3	HAWLEY _{5.1}	283.3	8.48	5.13	f 4.38		10.42	7.15
19,107 WFYP 25,786		8.45	7.45	s 11.30	A 8.40AM	s 3.30	272.4	DN-R MINIDOKA _{2.2} RT	278.2	s 8.40	s 5.05	4.30PM		10.30	7.00
6,800		8.55	7.51	11.33		3.33	274.6	SEARS _{1.6}	276.0	8.27	4.56			9.39	6.05
3,552 P 496		9.00	7.55	11.35		3.35	276.2	MAX _{3.9}	274.4	8.25	4.54			9.35	6.00
5,068 P		9.08	8.05	11.39		3.39	280.1	COLE _{4.2}	270.5	8.21	4.50			9.26	5.50
3,015 P 491		9.17	8.16	11.43		3.44	284.3	ADELAIDE _{2.7}	266.3	8.16	4.46			9.17	5.40
12,729		9.21	8.25	11.46		3.47	287.0	VINING _{2.0}	263.6	8.13	4.43				
22,235 WP 583		9.25	8.40	11.48		f 3.50	289.0	KIMAMA _{6.7}	261.6	f 8.10	4.41			9.09	5.30
5,191 P		9.39	9.02	11.55		3.58	295.7	SENER _{3.6}	254.9	8.02	4.34			8.56	5.10
3,442 P		9.47	9.15	11.59AM		4.03	299.3	SID _{4.2}	251.3	7.58	4.30			8.49	5.00
5,821 WP 327		9.57	9.25	12.03PM		4.08	303.5	OWINZA _{1.7}	247.1	7.53	4.26			8.41	4.50
16,827 P				12.05		4.11	305.2	RAYLE _{4.1}	245.4	7.51	4.24				
5,136 P 333		10.09	9.35	12.09		4.16	309.3	BESSLEN _{1.3}	241.3	7.46	4.20			8.30	4.35
14,300 P				12.11		4.18	310.6	CLAGETT _{3.3}	240.0	7.44	4.18				
5,607 IP 1,908		10.19	9.50	12.15		f 4.23	313.9	DN DIETRICH _{4.0} HD	236.7	f 7.40	4.14			8.20	4.23
W.B.2,941 P		10.27	10.00	12.19		4.28	317.9	BRADY _{3.6}	228.7	s 7.25	s 3.59			8.00	4.03
13,267 WFYP 19,347		10.45	10.55	s 12.30		s 4.40	321.5	DN-R SHOSHONE _{4.3} X	224.4	f 7.09	3.48			7.08	3.15
5,941 P 352		11.05	11.15	12.35		4.45	325.8	DISNEY _{5.0}	219.4	f 7.02	3.42			6.58	3.05
5,124 P 514		11.25	11.35AM	12.40		4.50	330.8	TUNUPA _{6.7}	212.7	s 6.53	s 3.35			6.44	2.50
8,844 WP 6,560		11.45PM	12.10PM	12.47		s 4.58	337.5	D GOODING _{6.7} GD	206.0	f 6.38	3.27			6.30	2.35
5,154 P		12.01AM	12.30	12.54		5.06	344.2	FULLER _{6.3}	199.7	s 6.30	3.19			6.15	2.20
8,757 WYP 3,712		12.20	1.01	f 1.01		s 5.14	350.5	DN BLISS _{6.8} IS	192.9	f 6.17	3.10			5.50	1.50
10,324 YP 1,641		12.45	1.30	1.10		5.23	357.3	TICESKA _{9.6}	183.2	f 5.57	2.52			5.20	1.10
4,127 WP 2,030		1.15	2.15	1.28		f 5.43	366.9	D KING HILL _{3.9} KH	179.3						
P 2,434				1.33		5.48	370.8	SAND BANK(Spur) _{3.0}	176.3	5.45AM	2.40PM			5.00PM	12.45AM
WFTYP 83,483		A 1.45AM	A 3.00PM	A 1.40PM		A 6.00AM	373.8	DN-RGLENNSFERRYGF							
W. B. Westward Siding								(159.9)		Daily	Daily	Daily		Daily	Daily

(7.15) 22.0 (10.00) 16.0 (3.30) 45.6 (1.25) 41.3 (3.50) 41.7 Thru Time (4.30) 35.9 (3.45) 42.6 (1.35) 36.9 (8.00) 20.0 (9.00) 17.8
 Average speed per hour.....

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

WESTWARD

FOURTH SUBDIVISION

EASTWARD

Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	Other tracks, in feet, beyond clearance points.	SECOND CLASS		FIRST CLASS			Distance from Granger via Kuna	Time-Table No. 126 September 18, 1932	Distance from Huntington via Boise	FIRST CLASS			SECOND CLASS			
		261 Time Freight	255 Time Freight	567 Motor Passenger	17 Passenger	21 Passenger				20 Passenger	18 Passenger	568 Motor Passenger	260 Time Freight	256 Freight		
		Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily		
WFTPY	83,483	4.00PM	2.30AM			1.45PM	6.05AM	373.8	DN-R GLENN'S FERRY GF	176.3	A 5.40AM	A 2.35PM			A 4.30PM	A 12.05AM
E. B. 2,712	P 509							377.8	4.0 DORAN	172.3						11.45PM
5,564	WP 1,195	4.40	2.50			2.00	f 6.13	382.7	4.9 HAMMETT	167.4	5.20	2.22			4.05	11.35
6,302	YP 3,450	5.30	3.25			2.20	6.31	393.3	10.6 REVERSE	156.8	5.05	2.08			3.40	11.10
2,944	P	5.40	3.35			2.26	6.36	396.9	3.6 SLADE	153.2	4.58	2.04			3.23	10.50
7,585	WP 3,867	6.00	3.45			s 2.35	s 6.45	401.6	4.7 DN MOUNTAIN HOME MZ	148.5	s 4.50	s 1.59			3.15	10.40
7,430	P	6.20	3.55			2.43	6.53	407.5	5.9 SEBREE	142.6	4.38	1.52			3.05	10.20
6,845	WP 330	6.30	4.05			2.50	6.59	412.7	5.2 CLEFT	137.4	4.30	1.47			2.50	10.10
2,966	P 310	6.40	4.22			2.58	7.06	418.8	6.1 SUNNYSIDE	131.3	4.22	1.41			2.35	10.00
7,747	WFIYP 10,413	7.00	4.40			3.06PM	A f 3.05PM	423.0	4.2 DN-R ORCHARD OD	127.1	4.15AM	f 1.35PM	A 1.30PM		2.25	9.45
3,444	P 516	7.10	4.50			f 3.15		427.0	4.0 HICKEY	111.8					2.13	9.25
4,148	P	7.20	4.56			f 3.21		430.8	3.8 ELY	108.0					2.05	9.15
	1,878							431.9	1.1 ADGER (Spur)	106.9						
5,123	WP 726	7.30	5.02			f 3.29	Via Boise	434.7	2.8 OWYHEE	104.1	Via Boise	Via Boise	f 12.57		1.57	9.05
3,443	P	7.40	5.08			f 3.36	Main Line	438.6	3.9 KIESEL	100.2	Main Line	Main Line	f 12.47		1.50	8.55
3,902	P 333	7.50	5.15			f 3.42		442.6	4.0 MORA	96.2					1.43	8.45
5,717	P 1,246	8.00	5.22			s 3.50		446.7	4.1 D KUNA KA	92.1					1.35	8.35
4,226	P 519	8.15	5.31			f 4.00		451.8	5.1 COLLOPY	87.0					1.25	8.15
								456.3	4.5 MAIN LINE JCT.	82.5						
17,692	WFIYOP 100,943	8.30	5.45			A 4.15PM	s 4.20PM	456.6	0.3 DN-R NAMPA AU-Q	82.2	s 2.50AM	s 12.25PM	12.05PM		1.15	8.00
2,934	P	10.20	6.25				s 4.25	460.8	4.2 MOSS	78.0	s 2.45	s 12.20		12.30	7.00	
9,869	WP 12,637	10.40	6.35				s 4.42	465.6	4.8 DN CALDWELL CW	73.2	s 2.35	s 12.14		12.20	6.30	
3,403	P	10.50	6.43				s 4.49	469.2	3.6 ENROSE	69.6	s 2.25	s 12.07PM		12.07PM	6.10	
4,568	P 473	11.00	6.50				s 4.55	472.5	3.3 D NOTUS U	66.3	f 2.08	11.56		11.45AM	5.45	
3,009	P 931	11.10	6.55				5.00	476.1	3.6 TUCKER	62.7	f 2.02	11.52		11.38	5.35	
5,195	P 6,298	11.30PM	7.03				s 5.08	480.8	4.7 D PARMA MA	58.0	f 1.55	11.47		11.31	5.25	
	1,479							485.8	5.0 APPLE VALLEY	53.0				11.23	5.08	
7,414	WYP 6,993	12.05AM	7.15				s 5.19	488.4	2.6 D NYSSA SY	50.4	f 1.43	11.39		11.11	4.40	
2,407	P 1,722	12.15	7.20				5.25	491.7	3.3 ARCADIA	47.1	1.35	11.35		11.05	4.30	
	YP							496.8	5.1 MALHEUR JCT.	42.0	1.27	11.29				
15,689	FYP 12,191	1.22	7.45				s 5.42	498.7	1.9 DN ONTARIO ON	40.1	s 1.22	s 11.26		10.50	4.10	
	1,566							500.8	2.1 WASHOE (Spur)	38.0						
	P							502.1	1.3 PAYETTE JCT.	36.7						
8,851	WP 13,875	2.00	8.15				s 5.54	502.5	0.4 D PAYETTE AY	36.3	s 1.10	s 11.17		10.40	3.45	
	710							506.2	3.7 WOOD	32.6						
4,226	P 1,141	2.20	8.30				6.02	509.3	3.1 CRYSTAL	29.5	12.59	11.07		10.25	3.25	
	1,360							512.7	3.4 FELTHAM	26.1						
7,876	P 7,403	2.50	8.50				s 6.15	515.9	3.2 DN WEISER SR	22.9	s 12.50	s 10.58		10.05	3.10	
	884							520.3	4.4 JONATHAN	18.5						
3,877	P 548	3.05	9.05				6.26	522.0	1.7 EATON	16.8	12.38	10.49		9.45	2.50	
5,721	P	3.15	9.15				6.32	525.7	3.7 COBB	18.1	12.32	10.44		9.38	2.40	
3,928	WP 714	3.25	9.30				6.39	530.0	4.3 OLDS FERRY	8.8	12.26	10.38		9.30	2.30	
5,713	P	3.35	9.40				6.46	534.0	4.0 ROCK ISLAND	4.8	12.20	10.32		9.15	2.20	
	P							537.1	3.1 BLAKES JCT.	1.7						
	WFIYOP 25,072	A 4.00AM	A 10.00AM				A 7.00PM	538.8	1.7 DN-R HUNTINGTON HU HN	0.0	12.10AM	10.20AM		9.00AM	2.00PM	
	E. B. Eastward Siding								(165.0)		Daily	Daily	Daily	Daily	Daily	

(12.00) (7.30) (1.09) (5.15) (4.45) Thru Time (5.30) (4.15) (1.25)
 13.8 22.0 28.8 33.6 37.1 Average speed per hour 32.0 41.4 23.7

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

WESTWARD

TWIN FALLS BRANCH

EASTWARD

Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	Other tracks, in feet, beyond clearance points.	SECOND CLASS		FIRST CLASS			Distance from Minidoka	Time-Table No. 126 September 18, 1932	Distance from Buhl	FIRST CLASS			SECOND CLASS				
		457 Local Freight	453 Local Freight	563 Motor Passenger	565 Motor Passenger	571 Motor Passenger				564 Motor Passenger	566 Motor Passenger	572 Motor Passenger	454 Local Freight	458 Local Freight			
		Monday Wednesday Friday	Tuesday Thursday Saturday	Daily	Daily	Daily											
19,107	WFYP	25,786	8.30AM	7.40AM	11.40AM	9.15AM	9.05AM	0.0	DN-R	MINIDOKA	RT	73.8	A 8.30AM	A 4.05PM	A 4.20PM	A 7.00PM	A 5.30PM
3,693	P	1,702	8.50	8.14	f 11.54AM	f 9.30	f 9.17	8.2		ACEQUIA		65.6	f 8.14	f 3.49	f 3.59	6.19	4.55
9,874	WYP	9,703	A 9.10AM	8.55	s 12.10PM	A 9.40AM	s 9.35	13.5	D-R	RUPERT	MS	60.3	s 8.05	3.40PM	s 3.50	6.00	4.30PM
		622						17.3		AMALGA	(Spur)	56.5					
1,690	P	2,212		9.44	s 12.20		s 9.44	19.6		HEYBURN		54.2	s 7.49		s 3.30	5.20	
4,618	WYP	28,416		10.30	s 12.35		s 10.00	21.7	D	BURLEY	BU	52.1	s 7.44		s 3.25	5.00	
3,754	P			10.50	f 12.42		f 10.09	25.8		STARRH'S FERRY		48.0	f 7.30		f 3.16	4.08	
2,887	P	1,695		11.20AM	f 12.52		f 10.20	33.5		MILNER		40.3	f 7.20		f 3.05	3.28	
		919			f 12.55		f 10.23	35.5		PARSONS		38.3	f 7.17		f 3.00		
3,591	WP	2,042		12.15PM	s 1.03		s 10.33	41.4	D	MURTAUGH	MU	32.4	s 7.08		s 2.52	2.52	
2,669	P	326		12.45	f 1.09		f 10.39	45.1		BICKEL		28.7	f 7.02		f 2.45	2.05	
		596						47.9		BILLS	(Spur)	25.9					
2,120	P	3,787		1.18	s 1.18		s 10.47	49.7	D	HANSEN	NS	24.1	s 6.53		s 2.38	1.18	
		599			f 1.22		f 10.50	52.1		STOWE	(Spur)	21.7	f 6.46		f 2.33		
3,019	P	4,690		2.30	s 1.27		s 10.54	53.3	D	KIMBERLY	KY	20.5	s 6.44		s 2.30	12.50PM	
		541						54.4		SULLY	(Spur)	19.4					
1,626	P	10,658			f		f	56.4		McMILLAN		17.4	f		f		
6,483	WFYOP	30,799		3.00	s 1.45		s 11.20	58.9	D-R	TWIN FALLS	NA	14.9	s 6.33		s 2.20	11.20AM	
1,272		661		4.00	f 1.52		f 11.27	63.3		CURRY		10.5	f 6.22		f 2.05	10.45	
3,003	P	5,249		4.45	s 2.00		s 11.31	65.9	D	FILER	FR	7.9	s 6.18		s 2.00	10.30	
1,937				5.20	f 2.10		f 11.35	68.5		PEAVEY		5.3	f 6.13		f 1.53	9.25	
		1,272			f		f	71.3		CEDAR		2.5	f		f		
2,696	WYP	9,291		A 6.00PM	A 2.20PM		A 11.45AM	73.8	D-R	BUHL	BO	0.0	6.05AM		1.45PM	9.00AM	
										(73.8)			Daily	Daily	Daily	Monday Wednesday Friday	Tuesday Thursday Saturday
			(0.40) 20.2	(10.20) 7.1	(2.40) 27.7	(0.25) 32.4	(2.40) 27.7			..... Thru Time			(2.25) 29.5	(0.25) 32.4	(2.35) 28.6	(10.00) 7.4	(1.00) 13.5
										..... Average speed per hour							

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

WESTWARD			WELLS BRANCH			EASTWARD		
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		Distance from Twin Falls	Time-Table No. 126 September 18, 1932		Distance from Wells	SECOND CLASS	
	339 Mixed	Daily Except Sunday		STATIONS			340 Mixed	
				Other tracks, in feet, beyond clearance points.	Distance from Wells			
6,483 WYOP 30,799	2.10PM	0.0	D-R	TWIN FALLS NA	123.4	A	2.10PM	
517	f	5.6		5.6 KNULL	117.8	f		
499	f 2.30	7.0		1.4 GODWIN	116.4	f	1.35	
1,622	f 2.45	10.9		3.9 BERGER	112.5	f	1.20	
147	f	14.4		3.5 HAGGARDT (Spur)	109.0	f		
2,235	s 3.05	19.4	D	5.0 HOLLISTER HO	104.0	s	12.55	
1,194	f 3.20	23.2		3.8 AMSTERDAM (Spur)	100.2	f	12.40	
1,046 WY 3,436	s 3.55	28.8	D	5.6 ROGERSON RG	94.6	s	12.25PM	
2,004	f 4.15	38.7		9.9 ARMCO	84.7	f	11.53AM	
1,776	f 4.35	43.7		5.0 RABBIT SPRINGS	79.7	f	11.42	
1,778	f 4.50	50.1		6.4 IDAVADA	73.3	f	11.28	
1,769 w	f 5.05	56.1		6.0 DELAPLAIN	67.3	f	11.15	
1,807	f 5.20	60.7		4.6 SAN JACINTO	62.7	f	11.00	
1,769 P 1,339	s 5.45	68.8	D	8.1 CONTACT CN	54.6	s	10.44	
1,745 w	f 6.00	75.1		6.3 HENRY	48.3	f	10.32	
1,769	f 6.15	80.9		5.8 HUBBARD	42.5	f	10.20	
1,742	f 6.30	86.7		5.8 SHORES	36.7	f	10.08	
2,453 WY 1,916	f 6.50	93.6		6.9 RED POINT	29.8	f	9.54	
1,937	f 7.00	97.3		3.7 HERRELL	26.1	f	9.42	
2,260 YP 2,166	s 7.25	102.5		5.2 SUMMER CAMP	20.9	s	9.26	
2,250 w	f 7.45	108.9		6.4 MELANDCO	14.5	f	9.06	
1,833	f 8.00	116.1		7.2 TOWN CREEK	7.3	f	8.48	
WY 6,357	A 8.30PM	123.4	D-R	7.3 WELLS WA	0.0		8.30AM	
				(123.4)			Daily Except Sunday	
	(6.20) 19.4			..... Thru Time	(5.40) 21.8		
				..... Average speed per hour			

WESTWARD			NORTH SIDE BRANCH			EASTWARD		
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		Distance from Rupert	Time-Table No. 126 September 18, 1932		Distance from Bliss	FIRST CLASS	
	457 Local Freight	Monday Wednesday Friday		STATIONS			566 Motor Passenger	
				Other tracks, in feet, beyond clearance points.	Distance from Rupert			
9,874 WYP 9,703	10.00AM		0.0	D-R	RUPERT MS	73.6	A	3.25PM
			3.5		3.5 TRAVERS	70.1	f	
3,614	10.30		5.9	D	2.4 PAUL DJ	67.7	s	2.45
			7.9		2.0 BUDGE	65.7	f	3.20
2,693	11.55AM		15.9		8.0 SCHODDE	57.7	f	3.03
			19.8		3.9 McHENRY	53.8	f	2.54
			22.0		2.2 WORTHINGTON (Spur)	51.6	f	
	1.05PM		24.0	D	2.0 HAZELTON AZ	49.6	s	2.45
3,140 w 2,221	2.35		28.1	D	4.1 EDEN DX	45.5	s	2.35
2,704	3.05		34.8		6.7 PERRINE	38.8	f	2.20
			40.6		5.8 FALLS CITY	33.0	f	2.06
			42.6		2.0 BARRYMORE	31.0	f	2.02
			44.6		2.0 SNYDER (Spur)	29.0		
2,710 WY 18,348	5.00		47.9	D	3.3 JEROME JO	25.7	s	1.50
			52.9		5.0 APPLETON	20.7	f	1.38
2,704	6.45		56.7	D	3.8 WENDELL ND	16.9	s	1.31
2,718	7.30		66.2		9.5 TUTTLE	7.4	f	1.13
8,757 WY 3,712	A 8.30PM		73.6	DN-R	7.4 BLISS IS	0.0		6.30AM
					(73.6)			Tuesday Thursday Saturday
	(10.30) 7.0				..... Thru Time	(2.40) 27.6		(8.55) 8.3
					..... Average speed per hour			

WESTWARD			RAFT RIVER BRANCH			EASTWARD		
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		Distance from Burley	Time-Table No. 126 September 18, 1932		Distance from Idaho	SECOND CLASS	
	387 Mixed	389 Mixed		STATIONS			390 Mixed	388 Mixed
				Other tracks, in feet, beyond clearance points.	Distance from Burley			
4,618 WYP 28,416	1.50PM	2.00PM	0.0	D-R	BURLEY BU	27.8	A	5.40PM
1,821	f	f	3.1		3.1 UNITY	24.7	f	f
837	f	f	6.0		2.9 SPRINGDALE	21.8	f	f
3,572	A 2.30PM	s 2.40	9.1		3.1 DECLO	18.7	s	5.00
543			11.0		1.9 BENNING (Spur)	16.8		2.40PM
636		f	15.1		4.1 GLENLEDON (Spur)	12.7	f	
1,072		f	19.6		4.5 COTTEREL	8.2	f	
1,711 Y 2,823	A 3.40PM		27.8		8.2 IDAHOME	0.0		3.50PM
					(27.8)			Daily Except Thursday Sunday
	(0.40) 13.5	(1.40) 16.7			..... Thru Time	(1.50) 15.2		(0.40) 13.5
					..... Average speed per hour			

WESTWARD			OAKLEY BRANCH			EASTWARD		
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		Distance from Burley	Time-Table No. 126 September 18, 1932		Distance from Oakley	SECOND CLASS	
	337 Mixed	Daily Except Sunday		STATIONS			338 Mixed	
				Other tracks, in feet, beyond clearance points.	Distance from Burley			
4,618 WYP 28,416	11.00AM		0.0	D-R	BURLEY BU	21.8	A	1.25PM
	f 11.10		3.1		3.1 BEETVILLE	18.7	f	1.16
	f 11.16		5.2		2.1 PELLA	16.6	f	1.10
	f 11.28		8.9		3.7 KENYON (Spur)	12.9	f	12.58
	f		13.6		4.7 CHURCHILL (Spur)	8.2	f	
	f 11.47		16.3		2.7 TROUT	5.5	f	12.39
	f 11.51AM		17.8		1.5 MARION	4.0	f	12.35
1,102 Y 3,698	A 12.05PM		21.8	D-R	4.0 OAKLEY OA	0.0		12.20PM
					(21.8)			Daily Except Sunday
	(1.05) 20.1				..... Thru Time	(1.05) 20.1		(1.05) 20.1
					..... Average speed per hour			

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

WESTWARD		NAMPA BRANCH		EASTWARD	
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	Other tracks, in feet, beyond clearance points.	Distance from Nampa	Time-Table No. 126 September 18, 1932		Distance from Nampa Loop Jct.
			STATIONS		
17,692	WGTYOP 100,943	0.0	DN-R	NAMPA AU-Q ^D	2.4
		0.7		IDA. NOR. JCT. 1.7	1.7
		2.4		NAMPA LOOP JCT. (2.4)	0.0

WESTWARD		BOISE BRANCH		EASTWARD	
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	Other tracks, in feet, beyond clearance points.	Distance from Boise Jct.	Time-Table No. 126 September 18, 1932		Distance from Barber Jct.
			STATIONS		
P	1,496	0.0		BOISE JCT. 1.1	8.4
1,205	633	1.1		FAIR GROUNDS 2.1	7.3
WFTOP	27,455	3.2	D-R	BOISE FREIGHT BD 1.8	5.2
	2,500	5.0		PENITENTIARY SPUR 1.3	3.4
	650	6.3		VERNON (Spur) 2.1	2.1
		8.4		BARBER JCT. (8.4)	0.0

WESTWARD		MURPHY BRANCH		EASTWARD	
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	Other tracks, in feet, beyond clearance points.	Distance from Nampa	Time-Table No. 126 September 18, 1932		Distance from Murphy
			SECOND CLASS	357 Mixed		358 Mixed
	Daily Except Sunday		STATIONS		
17,692	WFTYOP 100,943	0.0	DN-R	NAMPA AU-Q ^D	29.8
1,104		4.4		DEAL 4.5	25.4
1,350		8.9		BOWMONT 2.7	20.9
	454	11.6		WESTMA (Spur) 3.0	18.2
1,504	684	14.6		MELBA 2.5	15.2
1,611		17.1		STODDARD 2.5	12.7
1,199	788	19.6		WARRENS 3.5	10.2
694		23.1		RIVA 6.7	6.7
1,024	WY 2,615	29.8	R	MURPHY	0.0
				(29.8)	
				Daily Except Sunday	
	(1.55) 15.5			..... Thru Time	(2.00) 14.9
				..... Average speed per hour	

WESTWARD		IDAHO NORTHERN BRANCH		EASTWARD	
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	Other tracks, in feet, beyond clearance points.	Distance from Nampa	Time-Table No. 126 September 18, 1932		Distance from McCall
			SECOND CLASS	378 Mixed		386 Mixed
	Daily Except Sunday		STATIONS		
17,692	WFTYOP 100,943	0.0	DN-R	NAMPA AU-Q ^D	128.7
		0.7		IDA. NOR. JCT. 5.4	128.0
		6.1	f	MADDENS (Spur) 3.2	122.6
823	806	9.3	s	MIDDLETON 9.6	119.4
		18.9	f	JENNESS 2.2	109.8
		21.1		SAND 1.1	107.6
	245	22.2	f	BRAMWELL (Spur) 4.2	106.5
		26.4		EMMETT JCT. 0.6	102.3
4,685	WRP 23,958	27.0	D-R	EMMETT MF	101.7
2,140		31.8		PLAZA 1.2	96.9
	494	33.0		BLACK CANYON (Spur) 8.1	95.7
2,219	P 1,852	41.1	D	MONTOUR MR	87.6
	299	42.3		LARKIN (Spur) 7.4	86.4
1,662	WP 1,593	49.7	D	HORSESHOE BEND HB	79.0
1,693	391	55.1		GARDENA 9.0	73.6
1,838	WFTP 704	64.1	D	BANKS AB	64.6
	587	69.3		MAINS 3.5	59.4
	517	72.8		FARRELL (Spur) 2.6	55.9
1,627	WP	75.4		BIG EDDY 7.6	53.3
1,632	RP 1,511	83.0	D	SMITHS FERRY SF	45.7
	747	85.6		HAWTHORN (Spur) 4.6	43.1
	648	90.2		NAGROM (Spur) 2.5	38.5
3,068	P 1,175	92.7		CABARTON 2.8	36.0
1,699	w	95.5		BELVIDERE 3.7	33.2
1,698	YP 6,410	99.2	D	CASCADE CD	29.5
	811	100.8		TIE SPUR 3.4	27.9
	396	104.2		TIMOTHY (Spur) 3.9	24.5
1,645		108.1		ARLING 7.2	20.6
1,730	w 456	115.3	D	DONNELLY FY	13.4
810		120.6		NORWOOD 8.1	8.1
2,673	WFYP 4,916	128.7	D-R	MCCALL NE	0.0
				(128.7)	
		(9.55) 14.7	 Thru Time	(0.5) 7.2
		(0.5) 7.2	 Average speed per hour	(7.20) 17.6

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WESTWARD			WILDER BRANCH			EASTWARD		
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	Other tracks, in feet, beyond clearance points.	SECOND CLASS		Distance from Caldwell	Time-Table No. 126 September 18, 1932	Distance from Wilder	SECOND CLASS	
			361 Mixed Tuesday Thursday Saturday					362 Mixed
9,869	w	12,637	9.00AM	0.0	DN-R CALDWELL CW	11.5	A 11.10AM	
		560	f 9.20	3.7	3.7 SHELP	7.8	f 10.50	
		1,128	f 9.40	7.0	3.3 GREENLEAF (Spur)	4.5	f 10.30	
		677	f 9.55	9.7	2.7 ALLENDALE	1.8	f 10.15	
1,094		3,885	A 10.00AM	11.5	1.8 WILDER	0.0	10.10AM	
					(11.5)		Tuesday Thursday Saturday	
		(1.00)	..... Thru Time			(1.00)		
		11.5	..... Average speed per hour			11.5		

WESTWARD			HOMEDALE BRANCH			EASTWARD		
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	Other tracks, in feet, beyond clearance points.	SECOND CLASS		Distance from Nyssa	Time-Table No. 126 September 18, 1932	Distance from Erb	SECOND CLASS	
			363 Mixed Monday Friday					364 Mixed
7,414	WYP	6,993	8.45AM	0.0	D-R NYSSA SY	33.1	A 1.15PM	
		895	f	4.5	4.5 DUNAWAY	28.6	f	
		2,206	f 9.15	6.7	2.2 KINGMAN	26.4	f 12.50	
		477	f 9.20	8.1	1.4 OVERSTREET	25.0	f 12.40	
		1,123	f 9.35	10.6	2.5 ADRIAN	22.5	f 12.30	
		151	f	15.3	4.7 MAGOFFIN (Spur)	17.8	f	
		1,694	f 9.55	16.9	1.6 NAPTON	16.2	f 12.10PM	
		1,627	f 10.10	21.4	4.5 McCOARD	11.7	f 11.55AM	
2,698	WYP	4,778	s 10.30	24.4	3.0 D-R HOMEDALE HR	8.7	s 11.45	
		658	f 10.40	27.5	3.1 STACEY	5.6	f 11.35	
		1,024	f 10.50	31.0	3.5 CLAYTONIA	2.1	f 11.25	
1,010	YP	3,177	A 11.00AM	33.1	2.1 ERB	0.0	11.15AM	
					(33.1)		Monday Friday	
		(2.15)	..... Thru Time			(2.00)		
		14.7	..... Average speed per hour			16.5		

WESTWARD			PAYETTE BRANCH			EASTWARD		
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	Other tracks, in feet, beyond clearance points.	SECOND CLASS		Distance from Payette	Time-Table No. 126 September 18, 1932	Distance from Emmett Jct.	SECOND CLASS	
			377 Mixed Daily Except Sunday					378 Mixed
8,851	WFP	13,375		0.0	D-R PAYETTE AY	29.1		
		YP	6.30AM	0.4	0.4 PAYETTE JCT.	28.7	A 12.45PM	
		496		3.3	2.9 INGARD	25.8		
		1,615	f 6.40	3.9	0.6 EIFFIE	25.2	f 12.25	
894		2,904	s 7.00	5.1	1.2 D FRUITLAND FU	24.0	s 12.15PM	
		870	f 7.10	6.8	1.7 BUCKINGHAM	22.3	f 11.56AM	
		2,420	s 7.30	11.1	4.3 D NEW PLYMOUTH NP	18.0	s 11.45	
		374	f 7.46	17.2	6.1 FALKS (Spur)	11.9	f 11.22	
		463		18.9	1.7 LITTLE ROCK (Spur)	10.2		
		723	f 7.57	21.6	2.7 LETHA	7.5	f 11.13	
			A 8.15AM	29.1	7.5 EMMETT JCT.	0.0	10.55AM	
					(29.1)		Daily Except Sunday	
		(1.45)	..... Thru Time			(1.50)		
		16.4	..... Average speed per hour			15.9		

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

WESTWARD			OREGON EASTERN BRANCH			EASTWARD							
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	Other tracks, in feet, beyond clearance points.	SECOND CLASS		FIRST CLASS	Distance from Ontario	Time-Table No. 126 September 18, 1932			Distance from Burns	FIRST CLASS	SECOND CLASS		
		459 Local Freight	373 Mixed	569 Motor Passenger		570 Motor Passenger	374 Mixed	460 Local Freight					
		Tuesday Thursday Saturday	Tuesday Thursday Saturday	Daily Except Sunday		STATIONS							
15,689	WFYP	12,191	9.40AM	11.40AM	11.30AM	0.0	DN-R	ONTARIO	ON	156.8	A 10.45AM	A 4.15PM	A 4.00PM
	YP	969	9.45	11.45	11.35	1.9		MALHEUR JCT.		154.9	10.37	3.55	3.45
		820	9.50	f 11.50	f 11.39	3.7		CAIRO		153.1	f 10.32	f 3.50	3.40
		334	9.55	f 11.55AM	f 11.42	5.1		LUSE		151.7	f 10.29	f 3.45	3.35
		1,294	10.20	f 12.05PM	f 11.52AM	10.0		MALLETT		146.8	f 10.20	f 3.35	3.25
	WYP	8,415	10.35	A 12.15PM	s 12.05PM	15.5	D-R	VALE	VA	141.3	s 10.10	3.25PM	3.10
		2,333	10.55		f 12.19	23.5		HOPE		133.3	f 9.55		2.50
		262			f	27.6		BALLWOOD (Spur)		129.2	f		
	W		11.30AM		f 12.46	34.8		LITTLE VALLEY		122.0	f 9.28		2.20
	P	2,801	12.01PM		s 1.01	42.0	D	HARPER	HA	114.8	s 9.13		2.00
					f	48.0		KIME		108.8	f		
	W		12.20		f 1.20	51.2		NAMORF		105.6	f 8.56		1.20
					f	56.4		BOHNA		100.4	f		
		1434	12.55		f 1.51	62.2		JONESBORO		94.6	f 8.30		12.45
		512			f	67.6		GWINN		89.2	f		
	WYP	3,373	1.45		s 2.20	73.6	D	JUNTURA	JN	83.2	s 8.07		12.05PM
		2,648	1.58		f 2.32	77.7		WISNER		79.1	f 7.55		11.30AM
		2,545	2.25		f 3.00	86.6		LONG		70.2	f 7.34		11.02
	WYP	4,182	2.50		s 3.20	92.7		RIVERSIDE		64.1	s 7.20		10.40
					f	98.7		FORT		58.1	f		
		1,692	3.20		f 3.42	102.8		DUNNEAN		54.0	f 7.01		10.20
	WP		3.45		f 4.05	110.2		VENATOR		46.6	f 6.42		10.00
		1,675	4.05		f 4.20	117.9		CIRCLE BAR		38.9	f 6.27		9.45
	WYP	3,774	4.45		s 4.45	126.6	D	CRANE	CR	30.2	s 6.05		9.20
		1,634	5.15		f 4.58	133.2		ALBRITTON		23.6	f 5.53		9.00
		1,686	5.25		f 5.08	138.4		LAWEN		18.4	f 5.44		8.45
		1,618	5.35		f 5.18	143.5		REDESS		13.3	f 5.35		8.30
		1,631	5.50		f 5.33	150.8		RODEO		6.0	f 5.22		8.15
	WFYO	6,194	A 6.15PM		A 5.45PM	156.8	D-R	BURNS	BR	0.0	5.10AM		8.00AM
								(156.8)			Daily Except Sunday	Tuesday Thursday Saturday	Monday Wednesday Friday
			(8.35) 18.3	(0.35) 26.6	(6.15) 25.1			..... Thru Time		(5.35) 28.0	(0.50) 18.6	(8.00) 19.6	
			..... Average speed per hour										

WESTWARD			BROGAN BRANCH			EASTWARD				
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	Other tracks, in feet, beyond clearance points.	SECOND CLASS		Distance from Vale	Time-Table No. 126 September 18, 1932			Distance from Brogan	SECOND CLASS	
			373 Mixed		374 Mixed					
			Tuesday Thursday Saturday							
6,462	WYP	8,415	12.30PM	0.0	D-R	VALE	VA	23.3	A 3.15	
		449	f 12.55	8.9		DENNIS	Spur	14.4	f 2.48	
		706	f 1.01	11.5		LANCASTER		11.8	f 2.40	
1,108			f 1.15	17.3		JAMIESON		6.0	f 2.25	
1,654	WYP	1,965	A 1.40PM	23.3		BROGAN		0.0	2.00PM	
						(23.3)			Tuesday Thursday Saturday	
			(1.10) 20.0			..... Thru Time		(1.15) 18.6	..... Average speed per hour

WESTWARD			HOMESTEAD BRANCH			EASTWARD				
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	Other tracks, in feet, beyond clearance points.	SECOND CLASS		Distance from Blakes Jct.	Time-Table No. 126 September 18, 1932			Distance from Robinette	SECOND CLASS	
			381 Motor Mixed		382 Motor Mixed					
			Daily Except Sunday							
	P		11.15AM	0.0		BLAKES JCT.		32.9	A 3.10PM	
828			f 11.20	0.7		BLAKES		32.2	f 3.05	
1,007		1,461	f 11.33	4.6		GYPSUM		28.3	f 2.53	
		133	f	7.3		REALORE (Spur)		25.6	f	
1,306			f 11.45	8.6		PREVOST		24.3	f 2.41	
2,136			f 11.57AM	12.4		SUN		20.5	f 2.28	
	P	234	f	14.0		HOME (Spur)		18.9	f	
2,203	W	506	f 12.05PM	15.3		MINERAL		17.6	f 2.19	
		94	f	19.6		PHENEY (Spur)		13.3	f	
2,192			f 12.25	22.2		PARK		10.7	f 1.58	
2,125			f 12.40	27.1		STURGILL		5.8	f 1.43	
1,766	TP	2,779	A 1.00PM	32.9	D-R	ROBINETTE	RQ	0.0	1.25PM	
						(32.9)			Daily Except Sunday	
			(1.45) 18.8		 Thru Time		(1.45) 18.8 Average speed per hour	

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SPECIAL RULES

2 (R). Time Inspectors are located as shown below:

THE BALL RAILROAD TIME SERVICE . . . Chicago, Ill.
 R. V. Owens, General Supervisor of Time Service, Omaha

Green River	Conway's Drug & Jewelry Inc.
Kemmerer	F. E. Curtis
Montpelier	Mrs. H. A. Christman
Pocatello	Parry Harrison
Pocatello	Pacific Watch Co.
Shoshone	A. E. Vredenburg
Glenns Ferry	D. W. Martin
Nampa	Frank M. Scott
Nampa	A. T. Bullock
Ontario	F. Earl Wyckoff
Payette	L. W. Robinson
Weiser	Chas. A. Braun
Huntington	R. C. Logan
Boise	George Buhn
Burley	G. H. Scholer
Twin Falls	Sterling Jewelry Co.
Buhl	Harry Wilson
Emmett	Fred J. Pilliner
Burns	Jack Morris

3 (R). Standard clocks are located as shown below:

Granger	Telegraph Office
Kemmerer	Telegraph Office
Montpelier	Engineers' Register Room
Montpelier	Telegraph Office
McCammon	Telegraph Office
Pocatello	East End Yardmaster's Office
Pocatello	Dispatcher's Office
Pocatello	Telegraph Office, Passenger Station
Pocatello	West Whiskers Yardmaster's Office
Pocatello	Yard Telegraph Office
Pocatello	Enginemen's Wash Room
Pocatello	Crew Dispatcher's Office
Pocatello	West End Yardmaster's Office, Gould Street
Minidoka	Telegraph Office
Shoshone	Telegraph Office
Bliss	Telegraph Office
Glenns Ferry	Telegraph Office
Glenns Ferry	Enginemen's Wash Room
Nampa	Telegraph Office
Nampa	Yard Office
Nampa	Roundhouse Office
Nampa	Dispatcher's Office
Ontario	Telegraph Office
Payette	Telegraph Office
Huntington	Telegraph Office
Huntington	Yard Office
Boise	Telegraph Office
Boise Freight	Telegraph Office
Boise	Roundhouse Office
Burley	Telegraph Office
Twin Falls	Telegraph Office
Buhl	Telegraph Office
Wells	Freight Office
Ketchum	Telegraph Office
Emmett	Telegraph Office
McCall	Telegraph Office
Burns	Telegraph Office

5 (R). At Nugget the auxiliary track south of main track is designated as the siding.

The auxiliary track north of main track is designated as a loading track.

When necessary for an eastward train to use loading track as a siding to clear main track for an opposing superior train the eastward train must proceed under flag protection from west switch of siding to west switch of loading track unless they are moving on a time order or time-table schedule against the opposing train and can clear the time opposing train is due to leave Fossil as many minutes as rules require them to clear at Nugget.

Eastward trains having a meet with inferior westward trains at Vining will not pass distant signal 2864 until westward train or trains have passed signal 2849 located at west switch Adelaide.

Eastward trains having a wait for westward trains at east switch Vining will not pass distant signal 2864 until the waiting time has expired unless the westward train or trains have passed signal 2849 located at west switch Adelaide.

5 (S). The time of regular trains at Fossil, Dingle, Pescadero and Blaser, as appearing in this time-table, applies to the end of double track instead of the switch where an inferior train enters the siding.

Inferior trains will be governed accordingly in clearing superior regular trains.

When stopping at these stations to receive or discharge passengers, the stop must be made at the station platform.

9 (R). Except on Twin Falls Branch, lights will not be kept burning after operator's office hours in train order signals on branch lines and trains will be governed by the day indication.

Switch lights will not be kept burning at night and trains must approach all facing point switches prepared to stop and must know switches are in proper position before passing over them on following branch lines:

Kemmerer Branch,	Grace Branch,	Wilder Branch,
Glencoe Branch,	North Side Branch,	Homedale Branch,
Paris Branch,	Raft River Branch,	Payette Branch,
Cumberland Branch,	Oakley Branch,	Oregon Eastern Branch,
Elkol Branch,	Ketchum Branch,	Brogan Branch,
Blazon Branch,	Hill City Branch,	Homestead Branch,
	Murphy Branch,	

Twin Falls Branch, from west of west wye switch, Twin Falls to and including Buhl yard.

Wells Branch, between Knull and Town Creek, both inclusive,

Idaho Northern Branch, between Ida. Nor. Jct. and Norwood, both inclusive.

10 (h). At night, a yellow light on a dwarf signal, on a "call-on" signal, or on a "short-arm" signal of an interlocking plant, indicates "proceed at slow speed".

17 (C). When rules require headlights to be displayed, electric headlights on road engines must be dimmed under conditions outlined below, except in foggy or stormy weather or when other conditions make it inadvisable:

In yards where yard engines are employed and at stations where switching is being done;

At meeting points, until the train to be met is clear of the main track;

When standing;

On two or more tracks when approaching trains running in opposite direction and again just before passing rear end of such train.

These instructions do not supersede or modify those contained in Rules 17 and D-17.

27 (A). In block signal limits, trains will not be required to stop for a switch light not burning at night, when it can be seen that the switch is in proper position.

28 (R). ADDITIONAL FLAG STOPS TO PICK UP REVENUE PASSENGERS.

TRAIN	STOPS	PASSENGERS FOR
17	Lava Hot Springs and Soda Springs.	McCammon, Pocatello and points beyond.
17	Gooding.	Points West where Train 17 stops.
18	Between Huntington and Glenns Ferry, and at Lava Hot Springs and Soda Springs.	Cheyenne and beyond.
21	Between Pocatello and Huntington.	West of Huntington.

ADDITIONAL FLAG STOPS TO DISCHARGE REVENUE PASSENGERS.

TRAIN	STOPS	PASSENGER FROM
17	Between Granger and Huntington.	Cheyenne and beyond.
18	Between Huntington and Glenns Ferry and at Bliss and American Falls.	Spokane, Portland and beyond.
21	Between Pocatello and Huntington.	North, East and South of Pocatello.

31 (R). Extract from Idaho Compiled Statutes, 1919, Section, 4820 (as amended by Session Laws of 1929): 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 an adequate steam, air, electric or other similar whistle must be sounded, except in cities, at the like distance, and be kept sounding at intervals until it has crossed the same.

Extract from Revised Statutes of Nevada, 1912, Section 6584; Every engineer driving a locomotive on any railway who shall fail to ring the bell or sound the whistle upon such locomotive, or cause the same to be rung or sounded at least eighty rods from any place where such railway crosses a traveled road or street, where such road or street is customarily used by the public for the purpose of travel (except in cities where other regulations are required), or to continue the ringing of such bell or sounding of such whistle until such locomotive shall have crossed such road or street, shall be guilty of a misdemeanor.

83 (E). Train registers will not be used by train or enginemen as a means of identifying extra trains.

83 (R). Clearance card (Form 2643) must be received as follows:

At Kemmerer, all trains;	At Boise, all trains;
At McCammon, all trains;	At Boise Freight, Homedale and Vale; all trains when operator on duty.
At Minidoka, all trains;	
At Shoshone, all trains;	
At Nampa, all trains;	

Trains are not required to receive clearance card (Form 2643) as per Rule 83 (A) as follows:

At Declo, eastward trains;	At Murphy, eastward trains;
At Idahome, eastward trains;	At Wilder, eastward trains;
At Nampa Loop Jct., eastward trains;	
At Boise Jct., westward trains;	At Erb, eastward trains;
	At Brogan, eastward trains.

When there is no operator on duty, trains are not required to receive clearance card (Form 2643) as per Rule 83 (A) as follows:

At Twin Falls, all trains;
At Vale, all trains;
At Robinette, all trains.

83 (S). Leaving Kemmerer and Montpelier, register check of westward and eastward trains must be obtained by all trains, and conductors and enginemen must fully identify trains between register station and end of double track.

At McCammon, register check of westward and eastward trains must be obtained by eastward trains, and conductors and enginemen must fully identify trains between McCammon and end of double track, Blaser.

At McCammon, all Second Subdivision freight trains, will register by registering ticket, Form 2642, and will be furnished register check on train order form, together with a clearance card, Form 2643, which will be delivered by the operator when there are no Form 31 train orders for the train. The register check furnished eastward Second Subdivision trains at McCammon will include check of both westward and eastward trains.

This will not relieve these trains from stopping to obtain register check and clearance card when same are not delivered them by operator.

At Pocatello, register check of westward and eastward trains must be obtained by westward Idaho Division trains, and conductors and enginemen must fully identify trains between Pocatello and end of double track, Michaud.

At Shoshone, register check of westward and eastward trains must be obtained by eastward trains, and conductors and enginemen must fully identify trains between Shoshone and end of double track, Dietrich, or obtain check of register by train order at Dietrich.

At Glenns Ferry, register check of westward and eastward trains must be obtained by westward and eastward trains, and conductors and enginemen must fully identify trains between Glenns Ferry and end of double track at Ticeska and Reverse.

At Orchard, all trains will register by registering ticket, Form 2642, and will be furnished register check on train order form.

SPECIAL RULES

IDAHO DIVISION

87 (R). Trains cannot meet or pass at Diamondville.

90 (R). At Cokeville, westward trains taking siding will use inside siding, next to main track. Inside switch at east end of siding must be left lined for westward siding. Eastward trains taking siding will use outside siding. Inside switch at west end of siding must be left lined for eastward siding.

At Soda Springs, westward trains taking siding will use cross-over near signal 1453, east of stock yards.

93 (R). Yard limits are established, and defined by yard limit signs, at the following stations:

Granger	Shoshone	(Twin Falls, including
Kemmerer, including	Bliss	McMillan
Kemmerer Branch be-	Ticeska	Buhl
tween Kemmerer and	Glenns Ferry	Jerome
Quealy and main line	Reverse	Wells
between yard limit	Orchard	Richfield
board just east of		Ketchum
Mine No. 2 and yard	(Nampa, including	Hill City
limit board just east	Ida. Nor. Jct.	(Boise Freight, including
of Tunnel	Main Line Jct., and	Fair Grounds
	Nampa Loop Jct.	Emmett, including
Moyer Jct.	Caldwell	Emmett Jct.
(Glencoe Jct.	(Ontario, including	Cascade
Blazon Jct.	Malheur Jct.	Banks
		McCall
Paris	(Payette, including	Nyssa (Homedale Branch)
Montpelier	Payette Jct.	Erb
Bancroft		Vale
McCammon	Weiser	Burns
Pocatello	Huntington	Brogan
American Falls	Boise	Rupert
Minidoka	Rupert	Robinette
	Burley	

93 (S). At Montpelier, Pocatello and Glenns Ferry, trains and engines may move against the current of traffic within yard limits without being preceded by a flagman, except when on the time of a first class train.

Westward and eastward first class trains will run very cautiously between passenger station and Gould Street, Pocatello, expecting to find main track occupied by opposing trains or engines and responsibility for collision will rest with the crew of the first class train.

93 (T). Ketchum Branch main track in Shoshone yard, North Side Branch main track in Bliss and Rupert yards, and Oregon Eastern Branch main track between Malheur Junction and Ontario may be used as sidings, complying with Rules 93 and 99.

93 (U). At Nampa, westward and eastward first class trains will run very cautiously between passenger station and Main Line Junction expecting to find main track occupied by opposing trains and responsibility for collision will rest with the crew of the first class train.

Crossing gate is located on Condensary spur to protect movement of trains and engines crossing Boise main line.

All trains and engines on Condensary spur must be stopped at least 50 feet from gate. If switch indicators are clear, gate may be opened and locked against main track, in which position block signals are held at stop against trains moving on Boise main line. When entire train or engine has cleared Boise main line, gate will be returned to normal position across Condensary spur. This does not in any way relieve crews from protecting trains in yard limits as required by Rules 93 and 99.

98 (R). At Pocatello, Utah Division main track connects with Idaho Division main tracks at Gould Street.

Cross-over switches leading across yard to eastward main track at Gould Street are handled by switchtenders. Trains will approach these cross-overs prepared to stop if cross-overs are in use and will come to a full stop before entering cross-over unless proceed signal is received from switchtender.

Movements over cross-over switches between main tracks at east and west ends Pocatello passenger train yard will be handled by yardmen. Trains entering and leaving passenger yard must stop to clear cross-overs unless proceed signal is received from yardman.

99 (R). When roadway machines such as ditchers, pile-drivers, steam shovels and steam derricks are being operated on double track or on tracks immediately adjacent to the main track, boom, derrick or other parts of the machines must not be swung foul of main track while trains are passing.

On trains handling these implements, if machines are swinging around, fouling, conductors and enginemen will protect traffic on track being fouled complying with Rule 99.

99 (S). Train and enginemen on trains using following sidings will protect their trains when on these sidings as prescribed by Rule 99 in same manner as is required on main track but are not relieved from observance of Rule 98:

Vining-Kimama	Between M. P. 285.7 and M. P. 290.4.
Rayle	Between M. P. 303.8 and M. P. 307.0.
Clagett	Between M. P. 309.6 and M. P. 312.4.

D-102 (A). If a train is parted or is doubling from any cause and the front portion passes any switch of a cross-over, siding or other route via which it would be possible for another train or engine to enter, it must not move against the current of traffic in returning to the rear portion, unless a flagman is protecting the return movement at any and all such switches, or unless the return movement has been authorized and protected by train dispatcher.

103 (A). Cars must not be handled ahead of engine between stations, except in work train service, or, when necessary to take them to or from a spur. When this is done, it must be for no greater distance than necessary, and the movement must be at slow speed, with air brakes cut in and operative on cars ahead of the engine.

In switching with an engine equipped with footboards, when there are no cars ahead of the engine, a yardman or trainman (and not more than one) must ride on leading footboard of engine in direction the engine is moving on either yard or main tracks except as follows:

In lead switching where the movement is not over a crossing and the switches to be passed over can be plainly seen to be properly lined.

At Kemmerer, from cross-over opposite snake lead to west yard limit board.

At Montpelier, on stock yard tracks.

At Pocatello, through run rail east snake lead to viaduct, main track movements between double slip switch and Gould Street and between Gould Street and west yard limit board.

At Pocatello, over crossing at Gould Street when crossing watchman is on duty.

Employees are prohibited from riding on engines or cars as follows:

On engine footboard between engine and cars when cars are being pushed or pulled, except when necessary to make cut between engine and first car;

On leading footboard while coupling engine to cars;

On engine pilots;

On deadwood, drawbars, brake beams, journal boxes and brake wheels;

On end of cars containing loads which may shift.

103 (B). Engines must not be run over hoppers at coal chutes and air must be working on all cars before starting to spot cars on high lines or trestle tracks.

103 (C). A trainman, when one available, must ride rear of tank of a road engine backing up without cars while switching at stations or moving in yards.

104 (R). Sanders must not be operated over points of any spring switch.

Spring switches are indicated by a letter "S" on switch target, and trains moving against the current of traffic must stop and examine switch points before passing over them.

After a train or engine has started through a spring switch, the switch must be set by hand for tracks over which movement is being made before a reverse movement is made, or before backing to take up slack.

When necessary to throw a spring switch by hand, the switch should be operated slowly, keeping a steady pressure on handle to force oil in cylinder through ports so switch points can close.

At Diamondville, Dingle and Blaser, spring switch at end of double track is set for westward trains, which must approach end of double track with caution. If signal 389, 1081 or 1773 indicates stop, westward trains must examine switch before proceeding over switch points.

At Fossil and Pescadero, spring switch at end of double track is set for eastward trains, which must approach end of double track with caution. If Signal 506 or 1210 indicates stop, eastward trains must examine switch before proceeding over switch points.

At Michaud, spring switch at end of double track is set for eastward trains, which must approach end of double track with caution. If signal 2244 indicates stop, eastward trains must examine switch before proceeding over switch points.

At Ticeska, spring switch at end of double track is set for westward trains, which must approach end of double track with caution. If signal 3561 indicates stop, westward trains must examine switch before proceeding over switch points.

At Reverse, spring switch at end of double track is set for eastward trains, which must approach end of double track with caution. If signal 3932 indicates stop, eastward trains must examine switch before proceeding over switch points. Trains leaving westward track may run through switch. Back-up movements on westward track against switch points must not be made until switch is lined by hand.

At Nampa, spring switch at east end of yard, where old main track enters Nampa-Orchard main line, is set for westward trains, which must approach with caution. If signal 4547 indicates stop, westward trains must examine switch before proceeding over switch points. Trains entering yard tracks must line switch by hand. Trains leaving the yard may run through it. Back-up movements on old main track against switch points must not be made until switch is lined by hand.

104 (S). At Vining, M. P. 286.9; Rayle, M. P. 305.4; and Clagett, M. P. 311.0, sidings will be used by westward freight trains only.

At Kimama, westward passenger trains and eastward passenger and freight trains will use center siding when necessary to clear main track.

At Vining, westward freight trains will head in at cross-over and use old main track to the west junction switch of new main track at M. P. 290.3 when necessary to clear main track at Kimama.

104 (T). Switches will be set normally:

At Shoshone, double track switch,	—for westward trains;
At Reverse, double track switch,	—for eastward trains;
At Nampa, junction switch,	—for Boise main line;
At Nampa, Ida. Nor. Jct. switch,	—for Idaho Northern Branch;
At Nyssa, Homedale Branch switch,	—for siding;
At Malheur Jct., Oregon Eastern Branch switch,	—for siding;

At Jerome, when not in use, first switch from main track switch at west end of siding will be lined for the lead toward team track.

In Boise Freight yard, old main track is used as a freight house track. When cars are spotted on this track, cross-over switches at 9th and 13th Streets will be left lined for No. 1 track.

At Murphy, derail east of depot, on main track, will be set in derail position only when passenger equipment is at the depot.

IDAHO DIVISION

152 (R). THE SPEED SHOWN BELOW MUST NOT BE EXCEEDED:

(The speed shown under heading of "Psgr." includes mail and express trains, and under heading of "Frt.," includes mixed trains and light engines with or without cabooses.)

SPECIAL RULES

152 (R). Continued.

152 (R). Continued.

Location	Maximum Speed Miles Per Hour		Remarks
	Psg.	Frt.	
Between Granger and Pocatello.	70	40	MP 2 to MP 3 1/4 MP 3 3/4 to MP 11 MP 18 1/2 to MP 21 MP 24 to MP 28 1/4 MP 61 1/4 to MP 63 1/4 MP 68 1/4 to MP 82 1/4 MP 84 1/4 to MP 87 1/4 MP 88 to MP 92 1/2 MP 93 1/4 to MP 98 MP 100 to MP 102 1/4 MP 109 to MP 114 MP 132 1/4 to MP 135 MP 136 to MP 138 1/4 MP 149 to MP 151 1/4 MP 153 to MP 161 MP 203 to MP 207 MP 208 1/2 to MP 211
Between Granger and Pocatello.	60	40	MP 0 to MP 2 MP 3 1/4 to MP 3 3/4 MP 11 to MP 18 1/2 MP 21 to MP 24 MP 28 1/4 to MP 61 1/4 MP 63 1/4 to MP 68 1/4 MP 82 1/4 to MP 84 1/4 MP 87 1/4 to MP 88 MP 92 1/2 to MP 93 1/4 MP 98 to MP 100 MP 102 1/4 to MP 109 MP 114 to MP 132 1/4 MP 135 to MP 136 MP 138 1/4 to MP 149 MP 151 1/4 to MP 153 MP 161 to MP 203 MP 207 to MP 208 1/2
Curves between Granger and Pocatello.	50	25	MP 18.20 MP 87.56 MP 93.00 MP 102.72 MP 103.65 MP 104.54 MP 125.90 MP 129.70 MP 138.90 MP 152.30 MP 169.10 MP 171.40 MP 195.20 MP 200.70
Between Pocatello and Huntington.	70	40	
At any point.	50		With Mikado or freight engines.
At any point.	20	20	Engines (except Mallet engines) backing up with or without cars.
At any point.	15	15	Mallet engines backing up with or without cars.
Over spring switches.	15	15	When using turnouts.
Over spring switches.	20	20	When not using turnouts, but where switch points will be caused to oscillate under such movement.
Over spring switches.	20	20	When not using turnouts, but when movement is over facing point switch.
At any point.		25	Trains handling roadway machines such as ditchers, pile-drivers, steam shovels.

Location	Maximum Speed Miles Per Hour		Remarks
	Psg.	Frt.	
On main line.	40	40	Trains handling rotary snow plows except on curves to exceed three degrees.
On branch lines and curves in excess of three degrees.	25	25	Trains handling rotary snow plows.
Between Granger and Huntington.		25	Trains handling locomotive cranes. Booms of such machines must be trailing.
Twin Falls Branch.		20	Trains handling locomotive cranes.
All other branches.		15	Trains handling locomotive cranes.
At any point on main line.		30	Trains handling scale test cars.
At any point on branch lines.		20	Trains handling scale test cars.
At any station.	35	35	When picking up form 19 train orders.
On curves indicated by curve warning signs.	40	25	Notched signs, face painted semaphore yellow, 500 feet in advance of curve so indicated.
Within yard limits at stations located on main line between Granger and Huntington, including Boise Main Line.	40	25	Speed must be as much slower as conditions may require.
Within yard limits at stations located on branch lines.	30	15	Speed must be as much slower as conditions may require.
Over any wye track.	5	5	With 9000 class engines.
Over cross-overs and turnouts.	6	6	With 9000 class engines.
On all branch lines.	10	10	Through all tunnels.
Cokeville.	30	30	Over streets and alleys.
Tunnel.	12	12	Through tunnel and interlocked trackage.
First Subdivision.	40	25	From M. P. 44.2 to M. P. 49.4.
First Subdivision.	35	25	Between M. P. 54.6 and M. P. 58.0.
Kemmerer, Cumberland, Glencoe, Elkol and Blazon Branches.	15	15	
Paris and Grace Branches.	20	20	
Grace Branch.	10	10	Over bridge 5.33 with 2000 class engine.
Soda Springs.	30	30	Over streets and alleys.
Soda Springs.	15	15	Conda Mine Spur.
Bancroft.	25	25	Over streets and alleys.
Pocatello.	6		Within platform limits of passenger station.
Pocatello.	15	15	Between passenger station and Gould Street.
Pocatello.	6	6	Over cross-over at Gould Street.
Third Subdivision.	25	25	Bridge 239.75.
Gooding.	30	30	Over streets and alleys.
Third Subdivision.	55	35	Between Ticeska and M. P. 365.00.
Fourth Subdivision.	55	35	Between Hammett and Reverse.
Nampa.	25		Over switch leading from new main track to old main track, west of icing platform, west end of yard.
Nampa.	15	15	Between Passenger Station and Main Line Junction.
Caldwell.	25	25	Over streets and alleys.
Parma.	30	30	Over streets and alleys.

Location	Maximum Speed Miles Per Hour		Remarks
	Psg.	Frt.	
Washoe Spur.		5	With 5300 class engine.
Fourth Subdivision.	25	25	Bridge 536.39.
Fourth Subdivision.	20	20	Tunnel M. P. B-439.71.
Twin Falls Branch.	50	30	
Twin Falls Branch.	25	25	Bridge 20.10.
North Side Branch.	35	30	
North Side Branch.	15	15	With 2000, 2300 and 2500 class engines.
Raft River Branch.	25	20	
Oakley Branch.	35	25	
Wells Branch.	30	30	Between Twin Falls and Rogerson.
Wells Branch.	35	35	Between Rogerson and Red Point.
Wells Branch.	20	20	Between Red Point and Melandco.
Wells Branch.	35	35	Between Melandco and Wells.
Ketchum Branch.	35	25	
Ketchum Branch.	15	15	Over Bridges MP 62.84 and MP 66.81 with Consolidation engine.
Ketchum Branch.		30	Trains 341 and 242 between Shoshone and Pagari, and between MP 32 and MP 49.
Ketchum Branch.		35	Trains 341 and 342 between Pagari and MP 32, and between MP 49 and Ketchum.
Bellevue.	12	12	Over streets and alleys.
Hill City Branch.	35	25	
Boise Branch.	25	25	Between Boise Jct. and Boise Freight.
Boise Branch.	15	15	Between Boise Frt. and Barber Jct.
Murphy Branch.	15	15	Between Nampa and M. P. 21.66.
Murphy Branch.	35	30	Between M. P. 21.66 and Murphy.
Murphy Branch.	15	15	Bridge 22.40.
Idaho Northern Branch.	35	35	Between Nampa and Jenness.
Idaho Northern Branch.	20	20	Between Jenness and Bramwell.
Idaho Northern Branch.	30	30	Between Bramwell and Banks. Also watch for rocks between M. P. 60.00 and Banks.
Idaho Northern Branch.	20	20	Between Banks and Smiths Ferry. Watch for rocks.
Idaho Northern Branch.	25	25	Between Smiths Ferry and Cabarton. Watch for rocks.
Idaho Northern Branch.	35	35	Between Cabarton and McCall.
Wilder Branch.	30	25	
Homedale Branch.	35	25	
Payette Branch.	35	25	
Payette Branch.	10	10	On curve at Payette Jct.
Oregon Eastern Branch.	35	35	Also watch for rocks between M.P. 29.00 and M.P. 92.00 and between M.P. 118.00 and M.P. 124.00.
Oregon Eastern Branch.	20	20	Between M.P. 28.00 and M.P. 34.00.
Oregon Eastern Branch.	20	20	Between M.P. 36.50 and M.P. 38.50.
Oregon Eastern Branch.	25	20	Between M.P. 47.00 and M.P. 71.50.
Oregon Eastern Branch.	20	20	Between M.P. 75.00 and M.P. 77.70.
Oregon Eastern Branch.	25	25	Between M.P. 77.70 and M.P. 86.60.
Oregon Eastern Branch.	20	20	Between M.P. 86.60 and M.P. 89.00.
Oregon Eastern Branch.	20	20	Between M.P. 102.00 and M. P. 107.00.
Oregon Eastern Branch.	15	15	Bridge 106.14.
Oregon Eastern Branch.	20	20	Between M.P. 118.50 and M.P. 124.00.
Brogan Branch.	35	25	
Homestead Branch.	30	20	Watch for rocks.

SPECIAL RULES

221 (R). At Bliss, Notus, Murtaugh, Smiths Ferry and Crane, 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 clear of switch until cause of stop signal has been ascertained.

509 (E). Relative to Rule 509 (B), except in yard limits, flagman must be sent ahead at night, even though the next signal in advance is in plain view and the track can be seen to be clear.

509 (F). When a train is stopped by a block signal, on double track when ready to proceed as per Rule 509 (C) and on single track when the flagman is not to be sent ahead as per Rule 509 (B), two long sounds of the engine whistle (14b) must be given before the train proceeds.

509 (G). On single track, when a light engine, or a motor train with only one trainman, is stopped by a block signal under conditions making it necessary to send a flagman ahead to comply with Rule 509 (A) or 509 (E), after placing one torpedo one-fourth mile from rear of train, it may proceed at slow speed, not exceeding six miles an hour, expecting to find a train in the block, broken rail, obstruction, or switch not properly set, without sending a flagman ahead.

509 (H). When a train is stopped by a block signal at a meeting or passing point on single track under conditions making it necessary to send a flagman ahead to comply with Rules 509 (A) or 509 (E), if the engineman of the train which is stopped is verbally informed by a trainman of the train on the siding that his train has more cars than the siding will hold, the train which is to use the main track may proceed at slow speed not exceeding six miles an hour to the next signal, expecting to find a train in the block, broken rail, obstruction, or switch not properly set, without sending a flagman ahead.

512 (R). Switch indicators, semaphore or disc, are used as starting signals and will be observed only by trains on sidings or diverging routes before occupying main track. Trainmen will be governed by indicator before throwing derail or main track switch.

525. 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 instructions from the proper officer.

525 (A). If a home block signal fails to indicate "stop" or a distant block signal fails to indicate "caution" when a light engine, or a motor train with only one trainman, enters a block, the train dispatcher must be notified from the first available point of communication, and report must be sent to the superintendent by wire.

526 (A). By day or by night, if the light is not burning on a color light block signal, trains and engines must stop and be governed by Rules 509 (A), 509 (B) and 509 (E) on single track, and by Rule 509 (C) on double track.

605 (R). Interlocking plants are located at Tunnel, McCammon, Dietrich and Orchard. Trains will be governed by position of signals, which are sem-automatic, and need not see signal change from stop to proceed position. See Rules 605, 628 and 661 to 673, inclusive.

All main track superior routes through interlocking plants are governed by upper arm of home signals. Diverging routes are governed by lower arm of home signals. Back-up and switching movements against current of traffic through interlocking plants, are governed by dwarf signals.

605 (R). Continued.

Single track through Tunnel is controlled by interlocking signals.

At McCammon, upper arm of interlocking signal 1916, 1600 feet west of station, at proceed, will permit eastward trains to proceed to signal 1914. Lower arm of signal 1916, at proceed, will permit eastward Sixth Subdivision trains to proceed on to Sixth Subdivision main track to signal 1114.

Upper arm of interlocking signal 1913, 400 feet west of station, at proceed, will permit westward Second Subdivision trains to proceed to signal 1915.

Upper arm of interlocking signal 1113, 400 feet west of station, at proceed, will permit westward Sixth Subdivision trains to proceed through cross-over on to westward Second Subdivision main track to signal 1915. Lower arm of signal 1113, at proceed, will permit westward Sixth Subdivision trains to proceed on to Second Subdivision eastward main track against current of traffic through limits of interlocking plant only.

At McCammon, all eastward freight trains on Sixth Subdivision must pull rear end of train off interlocking plant before picking up or setting out cars.

Dietrich.—Westward trains: Upper arm of signal 3135, 50 feet east of east switch of eastward siding, at proceed, will permit westward train to proceed to signal 3147. If signal does not clear, flagman must precede train through block. Top arm of signal 3147, 40 feet east of junction switch, at proceed, will permit westward train to proceed on westward track to signal 3157.

Eastward trains: Upper arm of signal 3148, 320 feet west of end of double track switch, at proceed, will permit eastward train to proceed to signal 3136. If disc of "take siding" indicator attached to signal 3148 displays the letter "S", train will take siding.

Back-up and switching movements against current of traffic over interlocking switch are governed by dwarf signal and bottom arm of signal 3147.

If operator at Dietrich is unable to clear a route for train to proceed through limits of interlocking signals 3147 or 3148, trainmen will communicate with operator, using telephone in box attached to signal case on north side of track, opposite interlocking switch. If operator is unable to clear signal 3147, westward train may proceed, provided switch is in proper position and spiked and flagman has preceded train to dwarf signal, after which train will be governed by Rule 509 (C). If operator is unable to clear signal 3148 for eastward train, flagman will precede train to signal 3136.

At Dietrich, in emergency, interlocking switch may be operated by machine crank attached to side of telephone box. To operate interlocking switch by hand, remove crank from box and apply it to crank shaft on side of interlocking switch machine. By turning crank to right or left, switch points may be moved to desired 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 has been made. After moving switch by crank, train may proceed if signal indicates proceed. If signal remains at stop, switch must be spiked. After train has passed over switch, spike must be removed.

Orchard.—Upper arm of interlocking signal 4231, 100 feet east of junction switch, at proceed, will permit westward train to proceed over old main line to signal 4241.

Lower arm of signal 4231, at proceed, will permit westward train to proceed over Boise main line to signal B-4241.

Interlocking signals 4232 and B-4232, 765 feet west of junction switch, at proceed, will permit eastward trains from Boise main line or old main line to proceed over junction switch to signal 4228.

When a westward train destined via either old main line or Boise main line, cuts off engine east of signal 4232 or signal B-4232 to take coal, or when eastward train cuts off engine west of signal 4231 to take water, engine may return to train, passing either signal 4232, B-4232 or 4231, after receiving hand signal from a member of train crew; but if necessary to pass over junction switch before coupling on to train, trainmen giving signal, and enginemen, must know that points are in proper position before passing over junction switch.

To indicate route to be used by westward trains through interlocking plant following engine and motor whistle signals will be used: (The signals prescribed are illustrated by "o" for short sounds; "—" for longer sounds.)

- o — o Via old main line.
- o Via Boise main line.

713 (A). A member of the crew must be stationed on the rear end in position to give or receive necessary signals when meeting trains on double track or when meeting trains on sidings; at stations where there is a depot, to be on the rear end when passing depot and at blind sidings to be on rear end when passing station board, except that when the train has an observation or special car, he must be on front platform of the rear car or on platform of the car next ahead. On passenger trains, the vestibule door must be open so that hot boxes or other defects may be detected.

720 (R). Passengers will not be carried on freight trains, except persons in charge of special freight, employes with annual passes traveling on company business, employes with trip passes endorsed for transportation on freight trains, or persons presenting a special permit issued by the General Manager, between stations at which the train stops.

802 (A). At stations when one or more cars are being switched or pushed over a road crossing not protected by a watchman or employe assigned as such, a member of the crew must precede the movement and act as crossing watchman. He must not get on front end of the leading car until it has passed over the crossing. This rule will also apply to back-up movements of road engines where a man is required to ride rear of tank.

When a train is parted to clear a public crossing, or is standing near such crossing, a trainman must act as crossing watchman when a train or engine is approaching on a siding or main track.

When a crossing watchman is on duty, trainmen must not give signal for highway traffic to come ahead.

804 (R). In Glens Ferry Yard, after stopping, at least six hand brakes must be set on east end of freight trains from the Third Subdivision and on west end of freight trains from the Fourth Subdivision. Hand brakes must not be released by trainmen until engine is on and train charged. A trainman will remain in vicinity of rear end of train after hand brakes are released.

In Nampa Yard, before engine is detached from trains which are to be left in the west end, hand brakes must be set on at least the six west end cars.

At Boise passenger station, hand brakes must be set on passenger cars set out. Before moving cars, trainmen must know that steam hose has been disconnected.

820 (R). Allowance for empty and underloaded cars as indicated below must be reported as required by Instruction 24 on Form 1216 "Conductor's Car and Tonnage Report":

Territory	For each empty or loaded car weighing less than 40,000 pounds (including light weight of car)		For each empty or loaded car weighing between 40,000 and 50,000 pounds (including light weight of car)	
	West	East	West	East
Granger-Montpelier	6000	3000	3000	None
Pocatello-Glens Ferry	6000	3000	3000	None
Glens Ferry-Huntington	3000	6000	None	3000
Nampa-Huntington	6000	6000	3000	3000
Shoshone-Ketchum	3000	3000	None	None
Shoshone-Hill City	3000	3000	None	None
Nampa-Boise	3000	6000	None	3000
Nampa-MacCall	6000	3000	3000	None
All Others	6000	6000	3000	3000

SPECIAL RULES

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824 (R). In addition to making inspection of train as often as practicable as per Rule 824, every freight train must stop and must be inspected at the following points:

Granger	—Westward;
Kemmerer	—Westward and eastward;
Bancroft	—Westward and eastward;
Minidoka	—Westward and eastward;
Shoshone	—Westward and eastward;
Ticeska	—Westward;
Reverse	—Eastward;
Orchard	—Westward;
Ontario	—Westward and eastward.

826 (R). When employes, passengers, or others are injured, call the nearest railroad surgeon. If the persons injured are not employes, they should be sent to their homes or placed in charge of local relief authorities, after immediate necessary attention has been given by the 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 the railroad surgeon.

Railroad Surgeons are located as shown below:

NAME	TITLE	PLACE	TERRITORY
J. C. Landenberger	Chief Surgeon	Salt Lake City	All.
E. F. Scheidegger	District Surgeon	Green River	Green River to Opal.
J. R. Newnam	District Surgeon	Kemmerer	Granger to Cokeville.
H. H. King	District Surgeon	Montpelier	Cokeville to McCammon.
Geo. F. Ashley	District Surgeon	Montpelier	Cokeville to McCammon.
C. O. Moore	District Surgeon	Paris	Paris to Montpelier.
Ellis Kackley	District Surgeon	Soda Springs	Montpelier to McCammon.
G. G. Fitz	District Surgeon	Bancroft	Bancroft to McCammon.
E. N. Roberts	Division Surgeon	Pocatello	All.
J. Clothier	Eye, Ear, Nose, Throat	Pocatello	Blackfoot to American Falls and McCammon.
J. R. Young	District Surgeon	Pocatello	Blackfoot to American Falls and McCammon.
W. W. Brothers	District Surgeon	Pocatello	Blackfoot to American Falls and McCammon.
V. G. Logan	District Surgeon	American Falls	Am. Falls to Shoshone.
C. W. Dill	District Surgeon	Shoshone	Minidoka to Bliss.
F. E. Barrett	District Surgeon	Shoshone	Minidoka to Bliss.
J. H. Cromwell	District Surgeon	Gooding	Tunupa to Bliss.
J. W. Davis	District Surgeon	Glenns Ferry	Shoshone to Mt. Home.
T. E. Evans	District Surgeon	Mountain Home	Kuna to Hammett.
F. J. Coleman	District Surgeon	Kuna	Kuna to Orchard.
G. R. Proctor	District Surgeon	Nampa	Mt. Home to Caldwell.
T. C. Horton	District Surgeon	Nampa	West of Shoshone.
G. E. Shawhan	Eye, Ear, Nose, Throat	Nampa	West of Shoshone.
C. M. Kaley	District Surgeon	Caldwell	Caldwell to Huntington.
R. M. Fouch	District Surgeon	Huntington	Weiser to Huntington and Homestead.
J. J. Sarazin	District Surgeon	Nyssa	Parma to Ontario and Erb.

826 (R). Continued.

NAME	TITLE	PLACE	TERRITORY
Wm. J. Weese	District Surgeon	Ontario	Ontario to Payette.
I. R. Woodward	District Surgeon	Payette	Payette to Weiser.
C. C. Conant	District Surgeon	Weiser	Huntington to Payette.
J. S. Springer	District Surgeon	Boise	Orchard to Nampa via Boise.
W. A. Koelsch	District Surgeon	Boise	Orchard to Nampa via Boise.
J. B. Kenagy	District Surgeon	Rupert	Minidoka to Heyburn and Eden.
F. H. Kenagy	District Surgeon	Rupert	Minidoka to Heyburn and Eden.
S. Hopper	District Surgeon	Hazelton	Rupert to Bliss.
F. H. Cutler	District Surgeon	Burley	Burley to Twin Falls, Idaho and Oakley Branches.
C. R. Scott	District Surgeon	Twin Falls	Burley to Buhl and Wells.
J. H. Murphy	District Surgeon	Buhl	Buhl to Twin Falls.
E. B. Beymer	District Surgeon	Oakley	Oakley Branch.
A. C. Olmsted	District Surgeon	Wells	Wells Branch.
C. F. Zeller	District Surgeon	Jerome	Rupert to Bliss.
E. L. Simonton	District Surgeon	Wendell	Bliss to Jerome.
R. H. Wright	District Surgeon	Hailey	Ketchum Branch.
J. L. Reynolds	District Surgeon	Emmett	Emmett to Smiths Ferry.
R. C. Ward	District Surgeon	Cascade	Emmett to McCall.
D. S. Numbers	District Surgeon	McCall	Idaho Northern Branch.
W. W. Kettle	District Surgeon	New Plymouth	Payette to Emmett.
C. R. Walker	District Surgeon	Vale	Ontario to Crane.
W. G. Homan	District Surgeon	Burns	Burns to Crane.
<u>Emergency Hospitals</u>			
		Pocatello Yard.	Glenns Ferry Yard.

865 (A). Trainmen, enginemen, yardmen, agents, and other employes who in any way handle or care for explosives and other dangerous articles must familiarize themselves with the regulations and instructions governing the handling of them.

Special care must be taken to avoid rough treatment and unnecessary switching of placarded cars.

Conductors must notify enginemen of the presence and location in the train of cars containing explosives before leaving the initial station or station where such cars are picked up.

Cars placarded "Explosives" must be placed in through freight trains near the middle of the trains and must not be nearer than the sixteenth car from the engine, electric locomotive, or motor car, nor the eleventh car from the caboose, if the length of the train will permit. Where helper engines or electric locomotives are employed ahead of cabooses, cars placarded "Explosives" must be separated from such helpers by at least one car.

Cars placarded "Explosives" may be placed in local freight, local pick-up, and local set-out trains not nearer than the second car from the engine, electric locomotive, or motor car, or caboose, when placing them near the middle of the train would require additional switching at way stations.

Cars placarded "Explosives" must not be placed in through or local trains next to loaded tank cars, wooden-frame flat or gondola cars, carloads of pipe, lumber, poles, iron, steel, or similar articles liable to break through end of car placarded "Explosives" from rough handling; refrigerator cars equipped with automatic refrigeration of the gas burning type; nor next to cars containing lighted heaters, stoves, or lanterns; or cars with live stock or poultry in charge of an attendant.

865 (A). Continued.

Cars placarded "Explosives" must not be placed in through or local trains next to box cars which bear "Inflammable" or "Corrosive" liquid placards, unless the remainder of the train consists only of such cars, or is made up entirely of placarded cars, or cars listed in paragraph next above.

Placarded loaded tank cars must not be placed in trains next to cars containing lighted heaters, stoves, or lanterns; nor next to refrigerator cars equipped with automatic refrigeration of the gas-burning type; nor next to gondola or flat cars with lading such as logs, lumber, rails, or pipe, that is likely to shift; and when practicable must be placed not nearer than the sixth car from the engine, electric locomotive, or motor car, or caboose.

Empty tank cars must not be moved from stations unless dome cover and all outlets have been replaced and wrenched tight, shipping tags and cards removed from car, and "Inflammable" placards removed or replaced by "Dangerous Empty" placards.

When placards become detached in transit, conductor must see that they are replaced upon arrival at the next terminal, if in through trains, or at first station stop if in local freight trains.

865 (B). Cars designated below must be handled in rear of train, and next to caboose in the order named:

- Drover cars, occupied or unoccupied;
- Scale test cars;
- Cars with emergency drawbars;
- Outfit cars;
- Emigrant movables (except steel underframe cars, may be placed near head end when so requested by attendant in charge);
- All wooden underframe cars;
- Any car tagged with Form 4725 reading: "Handle only at rear end of train".

Trains containing drover cars must not be pushed by an engine at the rear. If it becomes necessary, in an emergency, to clear main track by use of an engine at rear of the train, the drover cars must first be vacated.

When a helper engine is used, it must be cut in ahead of drover cars. Switching must not be done with drover cars, except in handling to or from trains.

Live stock must be handled in head end of train when practicable, and stock cars loaded with scrap, boards, engine wood, long rods, bolts, or any commodity which might work out of openings in sides or ends of car, must not be moved until these openings are properly slatted.

Cars equipped with emergency drawbars must not be handled on through freight trains, unless they contain live stock or perishables.

Scale test cars must not be hauled in fast freight trains when practicable to avoid it.

Freight cars with bad order drawbars may be handled in trains under the following conditions:

- (a) When not containing live stock or perishables, may be chained up in train and handled to first available side track where must be set out to be repaired;
- (b) When containing live stock or perishables, may be chained up in train and handled to first repair point;
- (c) When containing any commodity or empty, may be handled behind the caboose to destination or to first terminal, provided the good drawbar can be coupled to the caboose and in addition is secured by chain and has air and hand brakes operative. On ascending grades a trainman must ride the car.

A red flag by day or a red light by night must be displayed on the rear of any such car handled behind caboose.

865 (R). Derricks, rotary snow plows and McMyler cranes must not be handled with less than one tender and one car between machine and locomotive over Grace, North Side, Raft River, Ketchum, Boise, Murphy, Wilder, and Homestead Branches. Rotary plows 2011, 2012, and 2013 must not be handled over Murphy and Wilder Branches.

SPECIAL RULES

IDAHO DIVISION

865 (S). 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 as follows:

Location	Bridge No.	Maximum class of engine permissible
First Subdivision	1.61	Mallet, 3630-3704 class.
First Subdivision	5.33	Mallet, 3630-3704 class.
First Subdivision	28.11	Mallet, 3630-3704 class.
First Subdivision	30.27	Mallet, 3630-3704 class.
First Subdivision	32.31	Mallet, 3630-3704 class.
Grace Branch	5.33	Mikado, 2000 class.
Fourth Subdivision	486.82	Mallet, 3630-3704 class.
Fourth Subdivision	487.71	Mallet, 3630-3704 class.
Fourth Subdivision	499.82	Mallet, 3630-3704 class.
Fourth Subdivision	500.17	Mallet, 3630-3704 class.
Fourth Subdivision	536.45	Mallet, 3630-3704 class.
Twin Falls Branch	20.10	Mikado, 2300-2500 class.
Ketchum Branch	62.84	Consolidation, 560 class.
Ketchum Branch	66.80	Consolidation, 560 class.
Boise Branch	2.06	Consolidation, 560 class.
Murphy Branch	22.40	Consolidation, 560 class.
Idaho Northern Branch	49.23	Consolidation, 560 class.
Idaho Northern Branch	89.59	Consolidation, 560 class.
Oregon Eastern Branch	11.47	Consolidation, 560 class.

865 (T). Helper engines between Kemmerer and Nugget, King Hill and Ticeska and between Hammet and Reverse may be doubleheaded when the train has not more than 75% of tonnage rating.

When helper not used on head end of train it must be cut in ahead of caboose, and when there are wooden underframe or drover cars on rear end, helper must be cut in ahead of them, except that when a Mikado or lighter type engine is used in helper service it may be used behind caboose when there is no drover car in train and when all cars in train, including caboose, are of steel underframe construction.

877 (A). Employes must not go out on exterior of cab of, nor hang out from gangway or steps of, a moving engine for any purpose. When this is necessary, the engine must be stopped.

886 (R). On descending grades where necessary to use automatic air to stop freight trains of 25 cars or more, engines will be detached when taking fuel or water, complying with Air Brake Rules 1041 and 1045.

887 (R). On passenger trains, air brake test as required by Air Brake Rules 1051 and 1051 (A) must be made at the following points:

Tunnel	—Westward;
Ticeska	—Westward;
Reverse	—Eastward;
Summer Camp	—Westward and eastward;
Smiths Ferry	—Eastward;
M. P. 81 Idaho Northern Branch	—Eastward.

On freight and mixed trains, air brake test as required by Air Brake Rule 1044 (A) must be made at the following points:

Kemmerer or Moyer Jct.	—Westward;
Ticeska	—Westward;
Reverse	—Eastward;
Summer Camp	—Westward and eastward;
Melba	—Westward;
Murphy	—Eastward;
Jenness	—Westward;
Smiths Ferry	—Eastward.

On freight and mixed trains moving—

Tunnel to Fossil;
Ticeska to King Hill;
Reverse to Hammett;
Summer Camp to Melandco;
Summer Camp to Herrell;
Melba to Riva;
Jenness to M. P. 23;
M. P. 80 to M. P. 64 Idaho Northern Branch,

air brake test as required by Air Brake Rule 1041 must be made when angle cock has been turned or hose separated and not proceed until brake pipe is fully charged.

887 (S). Retainers must be used on freight and mixed trains as per Air Brake Rule 1077 (A) as follows:

Tunnel to Fossil, on all westward freight and mixed trains of 2,500 tons or more, use on fifty per cent of cars in train.

EXCEPTION: Trains averaging not to exceed fifty gross tons per operative brake may be handled without the use of retainers Tunnel to Fossil when handled by engines equipped with two air compressors which are operative.

Responsibility for the use of retainers under this exception rests primarily with the engineman and he will direct as to their use; however, retainers must be used if in the judgment of conductor their use is necessary.

Ticeska to King Hill;
Reverse to Hammett;
Summer Camp to Melandco;
Summer Camp to Herrell;
Melba to Riva;
Jenness to M. P. 23.

All retainers must be used M. P. 80 to M. P. 64, Idaho Northern Branch.

Where retainers are used on freight or mixed trains, a speed of 20 miles an hour must not be exceeded.

All eastward freight and mixed trains will stop at Big Eddy, Mains and Banks for inspection of train and to permit wheels to cool.

888 (A). While passing through cities, towns and yards there must be no failure to keep sharp lookout ahead on both sides of the engine.

889 (A). On double track, whenever a train is stopped for any reason other than an ordinary stop made by the engineman, the opposite track must be protected as required by Rule 99.

895 (R). After using water column at Nugget or on eastward passing track at Bancroft, spout must be left directed toward the west.

898 (A). Enginemen will give two long and two short sounds of engine or motor whistle when approaching a train which is stopped on opposite track on double track, and when approaching a train which is on a siding on single or double track. On double track special care must be taken to sound warning signals, and particularly when trains or engines are approaching highway crossings from opposite directions at the same time.

Work trains unloading ballast on double track, must stop when a train is passing on the opposite track.

899. Employes must inform themselves as to the location of all structures or obstructions where clearances are close, and must exercise care to avoid injury therefrom to themselves or others.

There are close clearances above and at the side of main tracks as shown below, and in addition thereto, at platforms and other structures above and at the side of industry, stock, and other tracks.

Location	Structure or Osbtruction	Clearance of engine or car is close at—
At all stations.....	Mail cranes	Side.
First Subdivision.		
M. P. 1.61	Bridge	Side and top.
M. P. 5.33	Bridge	Side and top.
M. P. 11.35	Bridge	Side.
M. P. 21.94	Bridge	Side.
M. P. 26.81	Bridge	Side.
M. P. 28.11	Bridge	Side and top.
M. P. 28.81	Bridge	Side.
M. P. 30.27	Bridge	Side and top.
M. P. 32.31	Bridge	Side and top.
Waterfall	Water tank spout	Side and top.
Diamondville, M P. 36.93	Coal tipple	Side.
M. P. 37.78	Bridge	Side.
M. P. 37.94	Bridge	Side.
M. P. 38.95	Bridge	Side.
Kemmerer	Coal chute	Side and top.
Kemmerer	Viaduct	Side and top.
Kemmerer	Standpipe—E. B. M.	Side.
M. P. 43.47	Tunnel	Side and top.
Cokeville	Water tank spout	Side.
M. P. 84.04	Bridge	Side.
M. P. 84.24	Bridge	Side.
M. P. 95.94	Bridge	Side.
M. P. 96.97	Bridge	Side.
M. P. 98.66	Bridge	Side.
M. P. 101.08	Bridge	Side.
M. P. 106.32	Bridge	Side.
M. P. 107.29	Bridge	Side.
Kemmerer, Cumberland, Glencoe, Elkol, Blazon and Conroy Branches.		
All Coal Mines.....	Coal tipples	Side and top.
Grace Branch.		
M. P. 5.33	Bridge	Side and top.
Second Subdivision.		
M. P. 119.86	Bridge	Side.
M. P. 126.40	Bridge	Side.
Georgetown	Standpipe	Side.
M. P. 128.11	Bridge	Side.
M. P. 128.80	Bridge	Side.
M. P. 129.92	Bridge	Side.
M. P. 131.44	Bridge	Side.
M. P. 133.65	Bridge	Side.
M. P. 136.97	Bridge	Side.
M. P. 138.64	Bridge	Side.
M. P. 139.96	Bridge	Side.
M. P. 144.49	Water tank spout	Side.
Soda Springs	Water tank spout	Side.
Alexander	Standpipe	Side.
Bancroft	Standpipes	Side.
Bancroft	Sand house	Side.
Bancroft coal chute	Engine house	Side.
Bancroft	Coal chute	Side and top.
Blaser	Standpipe	Side.
M. P. 178.61	Bridge	Side.
M. P. 184.83	Bridge	Side.
M. P. 186.58	Bridge	Side.
McCammon	Standpipes	Side.
M. P. 198.65	Bridge	Side.
Inkom	Standpipe—W. B. M.	Side.
M. P. 202.34	Bridge	Side.
M. P. 203.02	Bridge	Side.
Pocatello	Center Street viaduct	Side and top.

899. Continued.

Location	Structure or Osbtruction	Clearance of engine or car is close at—
Third Subdivision.		
Pocatello	Center Street viaduct	Side and top.
M. P. 220.3	Mail crane	Side.
American Falls	Standpipe, east of depot	Side.
American Falls	Overhead highway crossing	Top.
Minidoka	Standpipe, east of depot	Side.
Minidoka	Standpipe, west of depot	Side.
Minidoka	Water tank spout	Side and top.
Minidoka	Coal chute	Side and top.
Owinza	Water tank spout	Side and top.
Shoshone	Standpipe, east of depot	Side.
Shoshone	Standpipe, west of depot	Side.
Shoshone	Coal chute	Side and top.
M. P. 331.27	Bridge	Side.
M. P. 334.45	Bridge	Side.
Gooding	Water tank spout	Side and top.
M. P. 339.80	Bridge	Side.
King Hill	Standpipe	Side.
Fourth Subdivision.		
Glenns Ferry	Standpipe, east of depot	Side.
Glenns Ferry	Standpipe, west of depot	Side.
Mountain Home	Water tank spout and standpipe	Side and top.
Orchard	Standpipe	Side.
Orchard	Coal chute	Side and top.
Owyhee	Standpipe	Side.
M. P. 465.01	Bridge	Side.
Caldwell	Standpipe	Side.
Caldwell	Union stockyards loading platform	Side.
Wilder	Telephone and Power wires	Top.
M. P. 466.74	Bridge	Side.
M. P. 486.83	Bridge	Side.
M. P. 487.70	Bridge	Side.
M. P. 494.51	Bridge	Side.
Ontario	Coal chute	Top.
Ontario	Sand bin, west of coal chute	Side.
M. P. 499.82	Bridge	Side.
M. P. 500.17	Bridge	Side.
Payette	Standpipe	Side.
M. P. 538.18	Bridge	Side.
Twin Falls Branch.		
M. P. 20.10	Bridge	Side and top.
Burley	Water tank spout	Side and top.
Murtaugh	Water tank spout	Side and top.
Twin Falls	Coal chute	Side and top.
Twin Falls	Standpipe	Side.
Buhl	Water tank spout	Side and top.
North Side Branch.		
M. P. 21.39	Bridge	Side.
Eden	Water tank spout	Side and top.
Jerome	Coal chute	Side and top.
Jerome	Water tank spout	Side and top.
Wells Branch.		
Rogerson	Water tank spout	Side and top.
Delaplain	Water tank spout	Side and top.
Henry	Water tank spout	Side and top.
Red Point	Water tank spout	Side and top.
Melandco	Water tank spout	Side and top.
Wells	Water tank spout	Side and top.
Ketchum Branch.		
Richfield	Water tank spout	Side and top.
Pagari	Water tank spout	Side and top.
Picabo	Water tank spout	Side and top.
Hailey	Stock yard loading chute	Side.
Hailey	Water tank spout	Side and top.
M. P. 62.84	Bridge	Side and top.
M. P. 66.81	Bridge	Side and top.

899. Continued.

Location	Structure or Osbtruction	Clearance of engine or car is close at—
Hill City Branch		
Magic	Water tank spout	Side and top.
Fairfield	Water tank spout	Side and top.
Hill City	Standpipe	Side.
Boise Branch.		
M. P. 2.04	Bridge	Top.
Murphy Branch.		
M. P. 22.40	Bridge	Top.
Murphy	Water tank spout	Side and top.
Idaho Northern Branch.		
Emmett	Water tank spout	Side.
M. P. 33.32	Tunnel	Side and top.
M. P. 38.61	Tunnel	Side and top.
M. P. 49.23	Bridge	Side.
M. P. 49.39	Bridge	Side.
Horseshoe Bend	Water tank spout	Side and top.
Banks	Coal platform	Side.
Banks	Water tank spout	Side and top.
Big Eddy	Water tank spout	Side and top.
M. P. 77.39	Tunnel	Side and top.
M. P. 80.34	Water tank spout	Side and top.
M. P. 83.78	Tunnel	Top.
M. P. 89.59	Bridge	Side.
Belvidere	Water tank spout	Side and top.
Donnelly	Water tank spout	Side and top.
Homedale Branch.		
Homedale	Water tank spout	Side.
Oregon Eastern Branch.		
Ontario	Coal chute	Top.
Ontario	Sand bin west of coal chute	Side.
M. P. 11.47	Bridge	Side.
Vale	Standpipe	Side.
M. P. 29.27	Bridge	Side.
Little Valley	Water tank spout	Side.
Namorff	Water tank spout	Side and top.
M. P. 53.71	Tunnel	Side and top.
M. P. 71.16	Tunnel	Side and top.
Juntura	Water tank spout	Side and top.
M. P. 84.58	Bridge	Side.
M. P. 84.99	Bridge	Side.
Riverside	Water tank spout	Side.
M. P. 95.32	Bridge	Side.
Venator	Water tank spout	Side and top.
Burns	Standpipe	Side.
Brogan Branch.		
Brogan	Water tank spout	Side.
Brogan	Platform stock chute	Side.
Homestead Branch.		
M. P. 3.99	Tunnel	Side and top.
Mineral	Water tank spout	Side and top.
M. P. 32.06	Tunnel	Side and top.
M. P. 52.00	Tunnel	Side and top.
M. P. 52.05	Water tank spout	Side and top.
M. P. 52.06	Tunnel	Side and top.
M. P. 52.94	Tunnel	Side and top.
M. P. 54.29	Tunnel	Side and top.
M. P. 54.83	Tunnel	Side and top.
Homestead	Water tank spout	Side and top.

RATING OF ENGINES IN FREIGHT SERVICE IN TONS OF 2,000 POUNDS

Total weight of trains, exclusive of engine and tender, which the different classes of engines will haul in each direction between stations named, under favorable weather conditions. A deduction of ten per cent may be made for fast trains.

Type of Engine	Numbers (Inclusive)	Granger to Kemmerer	*Kemmerer to Montpelier	Montpelier to McCammon	McCammon to Pocatello	Pocatello to Shoshone		Shoshone to Glenns Ferry	Glenns Ferry to Orchard (With Helper)		Orchard to Huntington
C 57	$\frac{22}{30}$ 191	560 to 622	2000	3350	2850	4000		1900	4000	2450	3200
MC 57	$\frac{26-41}{32}$ 464	3630 to 3633 3704 to 3705	4400	5000	5000	5000		4400	5000	4800	5000
MC 57	$\frac{26-41}{32}$ 472	3642 to 3664	4400	5000	5000	5000		4400	5000	4800	5000
MK 57	$\frac{23\frac{3}{4}}{30}$ 208 210	2000 to 2034	2400	3800	3250	4500		2150	4500	2750	3700
MK 63	$\frac{26}{28}$ 214 216	2504 to 2532	2500	4050	3450	4700		2300	4800	3000	3900
MK 63	$\frac{26}{28}$ 228	2555 to 2564	2500	4050	3450	4700		2300	4800	3000	3900
MK 63	$\frac{26}{30}$ 220	2535 to 2554	2600	4200	3575	5000		2400	5000	3150	4100
TTT 63	$\frac{29\frac{1}{2}}{30}$ 295 289	5000 to 5089 5300 to 5305	3000	5000	4750	5000		3100	5000	4000	5000
TTT 63	$\frac{29\frac{1}{2}}{30}$ 301 304	5314 to 5318 5306 to 5313	3000	5000	4750	5000		3400	5000	4300	5000
UP 67	$\frac{27}{31-32}$ 372	9500 to 9514	4400	5000	5000	5000		4400	5000	4800	5000

EXPLANATION.

- "C" Consolidation Engines
- "P" Pacific Type
- "S" Switch
- "T" Ten Wheelers
- "MC" Mallet
- "MK" Mikado Type
- "TTT" ... 2-10-2 Type
- "UP" ... 4-12-2 Type

EXAMPLE: Consolidation engine having 57 inch drivers, cylinders 22 inch diameter and 30 inch stroke, and weighing 191,000 pounds on drivers:

$$C\ 57\ \frac{22}{30}\ 191$$

Type of Engine	Numbers (Inclusive)	Kemmerer to Granger	*Montpelier to Kemmerer	McCammon to Montpelier	Pocatello to McCammon	Minidoka to Pocatello	Shoshone to Minidoka	Glenns Ferry to Shoshone (With Helper)	Orchard to Glenns Ferry	Nampa to Orchard	Huntington to Nampa	
C 57	$\frac{22}{30}$ 191	560 to 622	3100	2100	1500	1825	2000	2200	1700	3300	2150	2500
MC 57	$\frac{26-41}{32}$ 464	3630 to 3633 3704 to 3705	5000	4300	3700	3700	4400	5000	3700	5000	5000	5000
MC 57	$\frac{26-41}{32}$ 472	3642 to 3664	5000	4300	3700	3700	4400	5000	3700	5000	5000	5000
MK 57	$\frac{23\frac{3}{4}}{30}$ 208 210	2000 to 2034	3525	2400	1700	2400	2700	2750	2175	3800	2450	2900
MK 63	$\frac{26}{28}$ 214 216	2504 to 2532	3750	2500	1800	2525	2800	2900	2275	4000	2600	3500
MK 63	$\frac{26}{28}$ 228	2555 to 2564	3750	2500	1800	2525	2800	2900	2275	4000	2600	3500
MK 63	$\frac{26}{30}$ 220	2535 to 2554	3900	2600	1900	2600	2900	3100	2375	4200	2700	3650
TTT 63	$\frac{29\frac{1}{2}}{30}$ 295 289	5000 to 5089 5300 to 5305	5000	3600	2600	3000	3700	3900	3000	5000	3600	4500
TTT 63	$\frac{29\frac{1}{2}}{30}$ 301 304	5314 to 5318 5306 to 5313	5000	3800	2600	3000	4000	3900	3300	5000	3900	4800
UP 67	$\frac{27}{31-32}$ 372	9500 to 9514	5000	4300	3700	3700	4400	5000	3700	5000	5000	5000

* With helpers between Nugget and Diamondville.

MAP OF THE IDAHO DIVISION

OREGON SHORT LINE RAILROAD
CHIEF ENGINEER'S OFFICE, SALT LAKE CITY, UTAH, DECEMBER 1930

