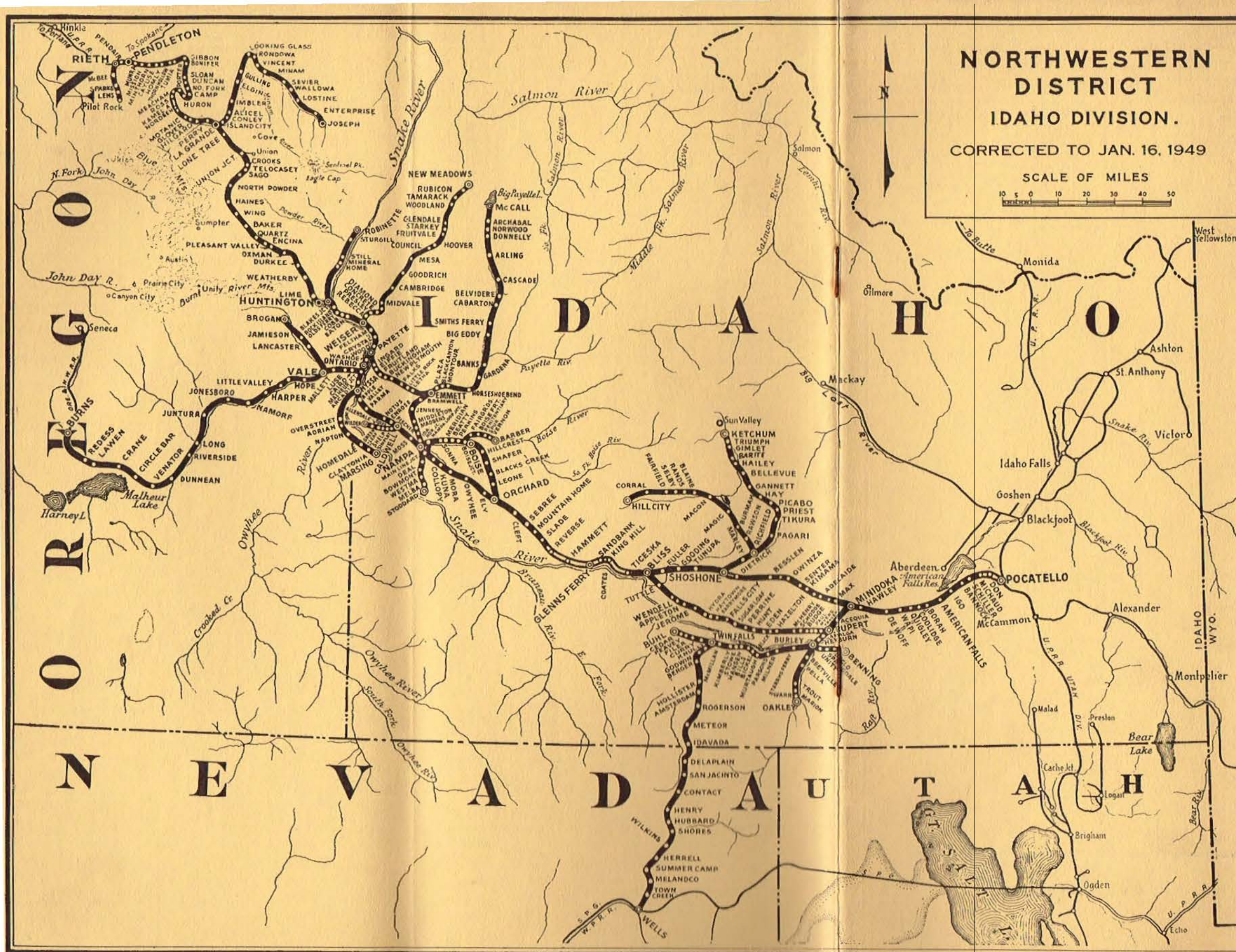




UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



IDAHO DIVISION TIME-TABLE No. 2

Effective Sunday,

January 16, 1949

At 12:01 A. M.

Mountain Time East of Huntington
Pacific Time West of Huntington

Be Careful Today

FOR EMPLOYEES ONLY

Press of ABBOTT, KIRKS & BELL COMPANY, Portland, Oregon, U.S.A.

L. A. COLLINS
General Manager

A. D. HANSON
General Superintendent Transportation

A. BYBEE, Superintendent, **Pocatello, Idaho**

R. A. Roberts, Assistant Superintendent.....Pocatello, Ida.
L. E. Mangum, Assistant Superintendent.....Nampa, Ida.
C. H. Burnett, Assistant Superintendent...La Grande, Ore.
R. W. Collins, Trainmaster.....Nampa, Ida.
G. L. Wilmot, Trainmaster.....Pocatello, Ida.
A. W. Kirkeby, Trainmaster.....La Grande, Ore.
H. L. Crane, Master Mechanic.....Pocatello, Ida.
J. D. Killian, Master Mechanic.....Portland, Ore.
W. C. Illingsworth, Road Foreman of Engines..Pocatello, Ida.
J. G. Rosevear, Road Foreman of Engines.Glenns Ferry, Ida.
G. W. Anderson, Road Foreman of Engines.....Nampa, Ida.
R. L. Norris, Road Foreman of Engines...La Grande, Ore.
L. V. Chausse, Division Engineer.....Pocatello, Ida.
O. H. Carpenter, General Roadmaster.....Pocatello, Ida.

First Subdivision and Branches

W. H. Powers, Chief Train Dispatcher.....Pocatello, Ida.
L. R. Schou, Assistant Chief Dispatcher.....Pocatello, Ida.
R. R. Johnson, Assistant Chief Dispatcher...Pocatello, Ida.
H. L. Crawford, Assistant Chief Dispatcher...Pocatello, Ida.
H. J. Bailey, Assistant Chief Dispatcher.....Pocatello, Ida.

Second Subdivision and Branches

R. T. Petty, Chief Train Dispatcher.....Nampa, Ida.
H. H. Harbaugh, Assistant Chief Dispatcher...Nampa, Ida.
R. Crispino, Assistant Chief Dispatcher.....Nampa, Ida

Third and Fourth Subdivision and Branches

B. B. Johnson, Chief Train Dispatcher.....La Grande, Ore.
J. B. McLaughlin, Assistant Chief Dispatcher .La Grande, Ore.
L. V. Thomas, Assistant Chief Dispatcher...La Grande, Ore.

Union Pacific Railroad Employees Hospital Association

Physicians and Surgeons are located as shown below:

NAME	TITLE	PLACE	TERRITORY
Ralph M. Dodson.....	District Surgeon	Portland.	Portland District.
L. J. Tauber.....	District Surgeon	Salt Lake City	Salt Lake District.
H. H. Hughart.....	District Surgeon	Pocatello.	Pocatello District.
Forrest Howard.....	Surgeon.	Pocatello.	Vicinity of Pocatello.
George T. Cox.....	Surgeon.	Pocatello.	Vicinity of Pocatello.
C. W. Pond.....	Surgeon.	Pocatello.	Vicinity of Pocatello.
K. M. Pearson.....	Surgeon.	Pocatello.	Vicinity of Pocatello.
N. H. Farrell.....	Surgeon.	American Falls	Shoshone to Pocatello.
Otto A. Moellmer.....	Surgeon.	Rupert.	Minidoka to Heyburn and Eden.
S. B. Hawley.....	Surgeon.	Burley.	Burley to Twin Falls.
John W. Davis.....	Surgeon.	Burley.	Raft River and Oakley Branches.
C. B. Beymer.....	Surgeon.	Twin Falls.	Burley to Buhl and Contact.
J. H. Murphy.....	Surgeon.	Twin Falls.	Buhl to Idavada and Milner.
Wallace Bond.....	Oculist and Aurist	Twin Falls.	Twin Falls and Vicinity.
M. A. Drake.....	Surgeon.	Buhl.	Buhl to Twin Falls.
S. Hopper.....	Surgeon.	Hazelton.	Rupert to Bliss.
W. C. Smail.....	Surgeon.	Jerome.	Rupert to Bliss.
H. F. Holsinger.....	Surgeon.	Wendell.	Jerome to Bliss.
R. G. Neher.....	Surgeon.	Shoshone.	Richfield to Bliss and Minidoka.
Marion J. Kerns.....	Surgeon.	Fairfield.	Hill City Branch.
R. H. Wright.....	Surgeon.	Hailey.	Ketchum Branch.
J. R. Moritz.....	Surgeon.	Sun Valley.	Sun Valley.
Robert M. Wedemeyer.....	Surgeon.	Sun Valley.	Sun Valley.
J. H. Cromwell.....	Surgeon.	Gooding.	Tunupa to Bliss.
W. A. Rullen.....	Surgeon.	Glenns Ferry.	Shoshone to Mountain Home.
J. P. Weber.....	Surgeon.	Mountain Home.	Mountain Home and Vicinity.
J. R. Mangum.....	Surgeon.	Nampa.	Mountain Home to Caldwell.
F. D. Koehne.....	Surgeon.	Nampa.	Mountain Home to Caldwell.
Thomas E. Mangum, Jr.....	Surgeon.	Nampa.	Mountain Home to Caldwell.
Ernest D. Hunsaker.....	Oculist and Aurist.	Nampa.	Nampa and Vicinity.
W. D. Springer.....	Surgeon.	Boise.	Orchard to Boise and Nampa.
W. A. Koelsch.....	Surgeon.	Boise.	Orchard to Boise and Nampa.
A. C. Jones.....	Oculist and Aurist	Boise.	Orchard to Boise and Nampa.
R. L. Peterson.....	Oculist and Aurist	Boise.	Orchard to Boise and Nampa.
C. M. Kaley.....	Surgeon.	Caldwell.	Nampa to Nyssa.
J. J. Sarazin.....	Surgeon.	Nyssa.	Parma to Ontario and Marsing.
J. H. Weare.....	Surgeon.	Burns.	Oregon Eastern Branch.
Neal E. McCarthy.....	Surgeon.	Vale.	Vale and Vicinity.
I. R. Woodward, Jr.....	Surgeon.	Payette.	Weiser to Ontario and Fruitland.
J. L. Reynolds.....	Surgeon.	Emmett.	New Plymouth to Banks and Middleton.
M. S. McGrath.....	Surgeon.	Weiser.	Midvale to Payette and Huntington.
R. T. Whiteman.....	Surgeon.	Cambridge.	Goodrich to Weiser.
A. S. Thurston.....	Surgeon.	Council.	Midvale to New Meadows.
Dale E. Patterson.....	Surgeon.	Cascade.	Donnelly to Banks.
D. S. Numbers.....	Surgeon.	McCall.	Idaho Northern Branch.
J. R. Higgins.....	Surgeon.	Baker.	La Grande to Huntington.
T. J. Higgins.....	Surgeon.	Baker.	La Grande to Huntington.
Glenn G. Gordon.....	Specialist.	Baker.	Telocaset to Huntington.
J. B. Gregory.....	Surgeon.	La Grande.	Pendleton to Baker.
J. D. Haun.....	Surgeon.	La Grande.	La Grande to Elgin.
Robert Stuart.....	Oculist and Aurist.	La Grande.	La Grande to Elgin.
Lee B. Bouvy.....	Oculist and Aurist	La Grande.	La Grande and Vicinity.
David B. Stoddard.....	Surgeon.	La Grande.	Rieth to Huntington.
Warren F. Bolton.....	Surgeon.	Elgin.	Pendleton to Baker.
Stewart Merrill.....	Surgeon.	Wallowa.	La Grande to Elgin.
Lytle C. Ham.....	Surgeon.	Enterprise.	La Grande to Wallowa.
J. P. Brennan.....	Surgeon.	Pendleton.	Wallowa and Vicinity.
E. S. Morgan.....	Surgeon.	Pendleton.	Enterprise and Vicinity.
E. I. Silk.....	Surgeon.	Pendleton.	Rieth to Pendleton.
		Pendleton.	Rieth to Pendleton.

Standard clocks are located as shown below:

Pocatello.....	Train Dispatcher's Office	Weiser.....	Telegraph Office
Pocatello.....	Passenger Conductors' Register Room.	Boise Freight.....	Boise Freight.....
Pocatello.....	Passenger Station	Boise Freight.....	Roundhouse Office
Pocatello.....	Yard Telegraph Office	Jerome.....	Telegraph Office
Pocatello.....	Switchmen's Locker Room	Wells.....	Telegraph Office
Pocatello.....	Engine Crew Dispatcher's Office	Ketchum.....	Telegraph Office
Pocatello.....	Train Crew Dispatcher's Office	Emmett.....	Telegraph Office
Pocatello.....	West End Yardmaster's Office	Banks.....	Telegraph Office
Pocatello.....	Tower Locker Room	McCall.....	Telegraph Office
Pocatello.....	Telegraph Office	Burns.....	Telegraph Office
Shoshone.....	Telegraph Office	Council.....	Telegraph Office
Bliss.....	Telegraph Office	New Meadows.....	Telegraph Office
Glenns Ferry.....	Telegraph Office	Burley.....	Telegraph Office
Glenns Ferry.....	Roundhouse Register Room	Twin Falls.....	Telegraph Office
Glenns Ferry.....	Yard Office	Twin Falls.....	Freight Office
Nampa.....	Central Yard Switch Shanty	Buhl.....	Telegraph Office
Nampa.....	Round House Office	Huntington.....	Yard Office
Nampa.....	Train Dispatcher's Office	Huntington.....	Telegraph Office
Nampa.....	East End Switch Shanty	Baker.....	Telegraph Office
Nampa.....	West End Switch Shanty	La Grande.....	Train Dispatcher's Office
Nyssa.....	Telegraph Office	La Grande.....	Depot Telegraph Office
Marsing.....	Telegraph Office	La Grande.....	Yard Office
Ontario.....	Telegraph Office	Pendleton.....	Telegraph Office
Payette.....	Telegraph Office	Rieth.....	Telegraph Office
		Rieth.....	Enginemen's Register Room

CONDENSED TIME-TABLE

WESTWARD						Distance from Pocatello via Boise	Time-Table No. 2 January 16, 1949	EASTWARD					
FIRST CLASS								FIRST CLASS					
11 Passenger	19 Passenger	61 Passenger	105 Streamliner Passenger	17 Passenger	457 Passenger			12 Passenger	458 Passenger	106 Streamliner Passenger	20 Passenger	18 Passenger	62 Passenger
Daily	Daily	Daily	Daily	Daily	Daily		STATIONS						
11.20PM			7.10PM	10.15AM		0.0	POCATELLO	A 3.55AM		A 8.45AM	A 5.15PM		
2.30AM			9.40	1.45PM		159.9	GLENN'S FERRY	12.30AM		6.10	1.55		
4.15			10.55PM	3.30		234.5	BOISE	10.20PM		5.00	12.10PM		
7.00AM			12.45AM	6.15PM		336.2	M. T. HUNTINGTON P. T.	7.45PM		3.05AM	9.35AM		
6.10AM			11.45PM	5.25PM		435.8	LA GRANDE	6.35PM		2.05AM	8.25AM		
8.55			2.10AM	8.35PM		510.0	PENDLETON	4.05		11.45PM	5.55		
11.25			4.25	12.01AM		613.6	RIETH	1.35		9.38	3.25		
11.35AM			4.35	12.10		734.4	SPOKANE	1.15PM		9.23	2.40		
	9.30PM	Moscow 7.30PM				830.5	AYER			A 7.00AM	Moscow A 8.35AM		
	11.48PM	11.25PM				877.2	WALLULA			4.23	5.05		
	1.20AM	1.10AM				908.8	UMATILLA			3.05	3.15		
	2.20	2.00				941.5	THE DALLES			2.05AM	1.20AM		
2.00PM	5.00		6.40	3.40		972.6	PORTLAND	10.35AM		7.17	11.35PM		
A 4.15PM	A 7.30AM	A 3.05AM Pendleton	A 8.30AM	A 6.15AM	9.00AM	1008.8	CENTRALIA	8.30AM	A 9.15PM	5.30PM	9.30PM		
					11.39AM	1073.12	TACOMA		6.58		10.00PM		
					1.07PM	1162.48	SEATTLE		5.40		11.50PM Pendleton		
					A 2.15PM	1253.44			4.30PM				
								Daily	Daily	Daily	Daily		
(17.55) 40.5	(10.00) 36.7	(7.35) 30.0	(14.20) 50.6	(21.00) 34.6	(5.15) 34.9		Thru Time.....	(18.25) 39.4	(4.45) 38.6	(14.15) 51.0	(9.30) 38.6	(18.15) 39.8	(8.45) 26.0
						Average speed per hour.....							

MILEAGE

Main Line..... 547.36
Branches..... 1073.12
Grand Total..... 1620.48

Between the end of Centralized Traffic Control territory at Glenns Ferry and the end of double track at Reverse:

The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254. When necessary to provide single track operation on double track, and for operation of trains against the current of traffic, and for operation of work trains, train order authority must be obtained.

The movement of trains will be supervised by the train dispatcher, and oral and message instructions issued by him must be complied with.

When instructed by the train dispatcher to clear a train or trains, the following will govern:

No. 105 and No. 106 must be cleared not less than five minutes by first-class trains and not less than fifteen minutes by second-class and extra trains; other first-class trains must be cleared not less than ten minutes by second-class and extra trains.

A train must not leave Glenns Ferry or Reverse until it has been ascertained whether all first-class trains due in the same direction have left.

WESTWARD					FIRST SUBDIVISION					EASTWARD						
Car Capacity of Siding, etc. See Rule 6(A), Page 23.	FIRST CLASS				Time-Table No. 2 January 16, 1949	Mile Post	FIRST CLASS				STATIONS	Mile Post	FIRST CLASS			
	11	105	17	49			12	106	18	50						
	Passenger	Streamliner Passenger	Passenger	Passenger			Passenger	Streamliner Passenger	Passenger	Mixed						
	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily						
Yard COPTWYZ	11.20PM	7.10PM	10.15AM	3.30AM	DN-R POCATELLO YL PO	213.9	A 3.55AM	A 8.45AM	A 5.15PM	A 11.25PM						
CS151 P	11.35	7.25	10.30	3.45	10.4 MICHAUD	224.3	3.33	8.30	4.58	10.58						
125 P	11.41	7.30	10.36	3.53	5.8 BANNOCK	230.1	3.28	8.25	4.53	10.48						
125 P	11.44		10.39	3.57	3.2 IGO	233.3	3.25		4.50	10.43						
147 PW	11.50	7.36	10.46	4.06	5.2 DN AMERICAN FALLS AF	238.5	3.19	8.18	4.44	10.35						
125 P	11.55	7.41	10.52	4.12	3.8 BORAH	242.3	3.11	8.13	4.37	10.24						
125 P	11.59PM	7.45	10.57	4.17	4.8 COOLIDGE	247.1	3.07	8.09	4.32	10.17						
125 P	12.02AM	7.47	11.00	4.20	3.0 QUIGLEY	250.1	3.04	8.07	4.29	10.13						
125 PW	12.07	7.51	11.05	4.26	5.9 WAPI	256.0	2.59	8.03	4.23	10.05						
125 P	12.10	7.54	11.08	4.30	3.8 DEWOFF	259.8	2.54	8.00	4.19	9.58						
125 P	12.16	8.00	11.15	4.37	7.5 HAWLEY	267.3	2.46	7.54	4.11	9.48						
469 COPWY	12.25	8.06	11.25	4.50AM	5.1 DN MINIDOKA YL RT	272.4	2.40	7.49	4.05	9.40PM						
125 P	12.29	8.10	11.29		3.8 MAX	276.2	2.30	7.43	3.56							
125 P	12.36	8.16	11.36		8.1 ADELAIDE	284.3	2.22	7.37	3.48							
125 PW	12.40	8.20	11.40		4.7 KIMAMA	289.0	2.18	7.33	3.43							
125 P	12.46	8.25	11.46		6.7 SENTER	295.7	2.11	7.28	3.36							
125 P	12.53	8.31	11.53		7.8 OWINZA	303.5	2.03	7.22	3.28							
125 P	12.58	8.35	11.58AM		5.8 BESSLEN	309.3	1.57	7.18	3.22							
121 P	1.02	8.39	12.02PM		4.6 D DIETRICH HD	313.9	1.52	7.14	3.17							
220 COPWY	1.15	8.48	12.15		7.6 DN SHOSHONEYLX	321.5	1.40	7.05	3.05							
125 P	1.26	8.57	12.26		9.3 TUNUPA	330.8	1.26	6.53	2.48							
125 PW	1.34	9.03	12.36		6.7 DN GOODING GD	337.5	1.16	6.47	2.41							
125 P	1.41	9.09	12.44		6.3 FULLER	344.2	1.08	6.41	2.33							
125 PWY	1.47	9.14	12.54		6.8 DN BLISS IS	350.5	1.02	6.36	2.27							
105 PY	1.53	9.19	1.00		6.8 TICESKA	357.3	12.54	6.30	2.19							
CS125 PWX	2.08	9.30	1.16		9.5 KING HILL	366.8	12.39	6.19	2.04							
Yard COPTWYZ	A 2.20AM	A 9.40PM	A 1.35PM		7.0 DN-R GLENN'S FERRY YL	373.8	12.30AM	6.10AM	1.55PM							
					(159.9)		Daily	Daily	Daily	Daily						

(3.00)	(2.30)	(3.20)	(1.20)	 Thru Time	(3.25)	(2.35)	(3.20)	(1.45)
53.3	64.9	48.9	43.9	 Average speed per hour	46.8	61.9	48.0	33.4

THROUGH FREIGHT SERVICE FOR INFORMATION ONLY							
WESTWARD		EASTWARD					
257	263	262	264				
11.00PM	12.01AM	A 11.30AM	A 7.30PM	POCATELLO			
A 3.30AM	A 5.00AM	4.00AM	11.00AM	GLENN'S FERRY			

For conditional stops to discharge or pick up revenue passengers, see page 23.

For stations not shown on schedule pages, see page 17.

WESTWARD					SECOND SUBDIVISION					EASTWARD				
Car Capacity of Siding, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS			Time-Table No. 2 January 16, 1949	Mile Post	FIRST CLASS			STATIONS	Mile Post	SECOND CLASS	
	263	257	105	17	11			106	18	12			262	264
	Time Freight	Time Freight	Streamliner Passenger	Passenger	Passenger			Streamliner Passenger	Passenger	Passenger			Time Freight	Time Freight
	Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily			Daily	Daily
Yard COPTWYZ	6.00AM	4.15AM	9.40PM	1.45PM	2.30AM	DN-R GLENN'S FERRY YL	373.8	A 6.10AM	A 1.45PM	A 12.20AM	A 3.00AM	A 10.00AM		
CS116 PW	6.25	4.35	9.50	1.57	2.42	9.0 HAMMETT	382.7	5.59	1.30	12.03AM	2.20	9.05		
CS127 PY	7.00	5.05	10.04	2.15	3.00	10.8 DN REVERSE YL RV	393.5	5.48	1.15	11.48PM	2.00	8.45		
256 PWY	7.15	5.41	10.11	2.28	3.13	11.2 DN MOUNTAIN HOME MZ	401.6	5.41	1.05	11.37	1.35	8.20		
164 P	7.22	5.50	10.16	2.34	3.19	11.8 SEBREE	407.5	5.36	12.58	11.29	1.25	8.10		
141 PW	7.29	5.57	10.20	2.39	3.24	12.2 CLEFT	412.7	5.32	12.53	11.24	1.16	8.01		
195 CIPWY	7.45AM	6.10AM	10.29	2.50	3.35	12.8 DN ORCHARD YL OD	423.0	5.24	12.42	11.13	1.00AM	7.45AM		
78 P			10.36	2.58	3.43	13.2 LEONE	B 430.3	5.17	12.34	11.03				
79 P			10.41	3.04	3.49	13.8 BLACK'S CREEK	B 435.9	5.12	12.27	10.56				
78 P			10.47	3.10	3.55	14.2 SHAFER	B 441.7	5.06	12.20	10.47				
109 PWY	VIA KUNA LINE	VIA KUNA LINE	10.55	3.20	4.05	14.8 DN BOISE YL BG	B 448.4	5.00	12.10	10.20	VIA KUNA LINE	VIA KUNA LINE		
P			10.58	3.33	4.23	15.2 BOISE JCT.	B 450.7	4.51	12.01PM	10.04				
35 P			10.59	3.34	4.24	15.8 PERKINS	B 451.4	4.50	11.59AM	10.03				
31 P			11.02	3.37	4.27	16.2 BEATTY	B 454.6	4.47	11.56	10.00				
77 P			11.04	3.41	4.31	16.8 D MERIDIAN MD	B 457.3	4.45	11.54	9.58				
25 P			11.07	3.45	4.42	17.2 SONNA	B 460.7	4.42	11.50	9.55				
Yard OPTWYZ	8.50AM	7.35AM	11.17	4.00	4.55	17.8 DN-R NAMPA YL AU-Q	456.6	4.35	11.40	9.45	A 7.50PM	A 1.50AM		
57 P	8.56	7.41	11.21	4.15	5.10	18.2 MOSS	460.8	4.27	11.20	9.27	7.37	1.27		
204 PW	9.04	7.49	11.26	4.25	5.19	18.8 DN CALDWELL YL CW	465.6	4.23	11.15	9.22	7.30	1.20		
122 P	9.09	7.54	11.29	4.29	5.23	19.2 ENROSE	469.2	4.18	11.05	9.13	7.23	1.13		
125 P	9.13	7.58	11.32	4.35	5.26	19.8 D NOTUS U	472.5	4.15	11.02	9.10	7.17	1.07		
104 P	9.24	8.09	11.39	4.45	5.34	20.2 DN PARMA MA	480.8	4.08	10.54	9.03	7.05	12.55		
155 PWY	9.34	8.19	11.46	4.55	5.44	20.8 DN NYSSA YL SY	488.4	4.01	10.44	8.55	6.55	12.45		
45 P	9.38	8.23	11.49	4.59	5.47	21.2 ARCADIA	491.7	3.57	10.38	8.48	6.48	12.38		
PY	9.46	8.31		5.04	5.52	21.8 MALHEUR JCT. YL	496.8		10.33	8.43	6.40	12.30		
444 COPY	9.51	8.36	11.57PM	5.13	6.00	22.2 DN ONTARIO YL ON	498.7	3.49	10.30	8.40	6.35	12.25		
190 PW	9.58	8.43	12.03AM	5.23	6.10	22.8 DN PAYETTE YL AY	502.5	3.42	10.20	8.30	6.20	12.03AM		
84 P	10.12	8.53	12.08	5.30	6.17	23.2 CRYSTAL	509.3	3.36	10.12	8.22	6.10	11.24PM		
233 PWY	10.22	9.03	12.15	5.40	6.28	23.8 DN WEISER YL SR	515.9	3.31	10.05	8.15	6.00	11.14		
77 P	10.31	9.12	12.21	5.47	6.34	24.2 EATON	522.0	3.24	9.55	8.05	5.47	11.03		
115 P	10.36	9.17	12.24	5.51	6.38	24.8 COBB	526.7	3.21	9.51	8.01	5.27	10.57		
76 P	10.43	9.24	12.28	5.56	6.43	25.2 OLDS FERRY	530.0	3.17	9.46	7.56	5.20	10.50		
116 P	11.00	9.42	12.33	6.01	6.47	25.8 ROCK ISLAND	534.0	3.12	9.42	7.52	5.13	10.43		
P						26.2 BLAKES JCT.	537.1							
Yard COPTWYZ	A 1.00PM	A 10.45AM	A 12.45AM	A 6.15PM	A 7.00AM	26.8 DN-R HUNTINGTON YL HU	538.8	3.05AM	9.35AM	7.45PM	5.00PM	10.30PM		
						(176.3)		Daily	Daily	Daily	Daily	Daily		

(7.00)	(6.30)	(3.05)	(4.30)	(4.30)	 Thru Time	(3.05)	(4.10)	(4.35)	(10.00)	(11.30)
25.2	27.1	57.2	39.2	39.2	 Average speed per hour	57.2	42.3	38.5	17.6	15.3

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 106 is superior to westward trains of the same class. See Rule 5-72.

The time of No. 105 and No. 106 must be cleared not less than five minutes by Nos. 11, 12, 17 and 18, and not less than fifteen minutes by second-class, extra trains, and yard engines.

Between end of Centralized Traffic Control territory at Glenns Ferry and end of double track at Reverse, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254. See instructions page 3.

Between Orchard and Nampa, all extra trains will run via Kuna Line unless otherwise instructed.

For conditional stops to discharge or pick up revenue passengers, see page 23.

For stations not shown on schedule pages, see page 17.

WESTWARD				THIRD SUBDIVISION				EASTWARD			
FIRST CLASS				FIRST CLASS				FIRST CLASS			
105 Streamliner Passenger				106 Streamliner Passenger				106 Streamliner Passenger			
17 Passenger				12 Passenger				12 Passenger			
11 Passenger				18 Passenger				18 Passenger			
Daily				Daily				Daily			
Time-Table No. 2 January 16, 1949				Time-Table No. 2 January 16, 1949				Time-Table No. 2 January 16, 1949			
STATIONS				STATIONS				STATIONS			
BCKOPT WXYZ	11.45PM	5.25PM	6.10AM	DN-R HUNTINGTON HU	389.4	A 8.25AM	A 6.35PM	As 2.05AM			
100 P	11.54PM	5.35	6.20	D LIME BY	384.6	8.14	6.25	1.54			
100 PW	12.04AM	5.45	6.30	WEATHERBY	377.5	8.01	6.13	1.43			
150 PWXY	12.15	6.00 ¹²	6.44	DURKEE	368.9	7.48	6.00 ¹⁷	1.32			
100 P	12.25	6.13	6.55	OXMAN	361.7	7.35	5.46	1.22			
170 PW	12.36	6.29	7.09	PLEASANT VALLEY	356.4	7.21	5.32	1.12			
WB 91 PXY EB 109	12.41	6.35	7.16 ¹⁸	ENCINA	351.9	7.16 ¹¹	5.27	1.07			
107 P	12.47	6.45	7.25	QUARTZ	347.3	7.08	5.19	12.59			
WB 109 BKOPW EB 111 XYZ	12.53 ¹⁰⁵	7.00	7.35	DN BAKER BC	342.0	7.00	5.13	12.53 ¹⁰⁵			
106 P	1.00	7.07	7.39	WING	337.6	6.53	5.05	12.45			
106 P	1.05	7.14	7.44	D HAINES KB	331.7	6.48	5.00	12.39			
106 PW	1.14	7.26	7.53	D NORTH POWDER HD	322.1	6.40	4.51	12.30			
107 P	1.23	7.38	8.05	SAGO	315.5	6.29	4.39	12.21			
147 PVWXY	1.27	7.45	8.09	TELOCASET	312.6	6.25	4.35	12.16			
105 P	1.35	7.53	8.16	CROOKS	308.9	6.19	4.29	12.10AM			
105 PVY	1.48	8.07	8.29	D UNION JCT. UN	302.2	6.07	4.17	11.57PM			
105 P	1.55	8.15	8.36	LONETREE	294.9	6.00	4.10	11.51			
BJKOPT XYZ	A 2.05AM	A 8.25PM	A 8.45AM	DN-R LA GRANDE Q RA	289.8	5.55AM	4.05PM	11.45PM			
				(99.6)		Daily	Daily	Daily			
	(2.20) 42.7	(3.00) 33.2	(2.35) 33.5	Thru Time.....	(2.30) 39.8	(2.30) 39.8	(2.20) 42.7				
				Average speed per hour.....							

No. 106 will reduce speed to 10 MPH at Baker to permit exchange of mail.

THROUGH FREIGHT SERVICE
FOR INFORMATION ONLY

WESTWARD				EASTWARD			
263	257			262	264		
1.00PM	10.45AM	HUNTINGTON	A 2.00PM	A 6.30PM			
A 6.00PM	A 3.15PM	LA GRANDE	5.30AM	10.30AM			

For conditional stops to discharge or pick up revenue passengers, see page 23.

WESTWARD				FOURTH SUBDIVISION				EASTWARD			
FIRST CLASS				FIRST CLASS				FIRST CLASS			
62 Passenger				105 Streamliner Passenger				106 Streamliner Passenger			
17 Passenger				11 Passenger				12 Passenger			
11 Passenger				105 Streamliner Passenger				18 Passenger			
Daily				Daily				Daily			
Time-Table No. 2 January 16, 1949				Time-Table No. 2 January 16, 1949				Time-Table No. 2 January 16, 1949			
STATIONS				STATIONS				STATIONS			
BJKOPTW XYZ		8.35PM	8.55AM	2.10AM	DN-R LA GRANDE Q RA	289.8	A 5.45AM	A 3.55PM	A 11.40PM		
82 P		8.44	9.04	2.18	PERRY	286.8	5.35		3.45	11.30	
WB 75 PVWXY EB 73		8.52	9.12	2.24	HILGARD	282.1	5.28		3.36	11.23	
73 P		9.01	9.20	2.31	GLOVER	278.6	5.20		3.27	11.15	
133 P		9.09	9.27	2.37	MOTANIC	275.6	5.13		3.20	11.08	
P		9.18	9.35	2.44	NORDEEN	272.1	5.05		3.12	11.01	
C 132 PWXY		9.21	9.38	2.46	KAMELA	271.1	5.02		3.09	10.59	
P		9.28	9.44	2.51	ROSS	268.3	4.56		3.03	10.53	
WB 108 PWX EB 102		9.35	9.51	2.57	MEACHAM	265.5	4.50		2.57	10.47	
74 P		9.47	10.02	3.06	PORTER	260.8	4.39		2.46	10.37	
85 P		9.55	10.09	3.12	HURON	257.7	4.32		2.39	10.31	
90 PW		10.03	10.16	3.18	CAMP	254.1	4.25		2.32	10.25	
WB 74 PWXY EB 74		10.17 ¹⁰⁶	10.24	3.25	DUNCAN	248.6	4.15		2.22	10.17 ¹⁷	
74 P		10.23	10.29	3.29	SLOAN	245.4	4.10		2.17	10.12	
106 P		10.31	10.37	3.35	BONIFER	239.5	4.02		2.09	10.05	
WB 78 PWXY EB 106		10.36	10.42	3.39	GIBBON	236.9	3.57		2.04	10.01	
99 P		10.39	10.45	3.41	TUMIA	234.6	3.54		2.01	9.59	
100 P		10.47	10.52	3.47 ¹⁸	HOMLY	229.6	3.47 ¹⁰³		1.54	9.53	
48 P		10.52	10.56	3.51	CAYUSE	227.1	3.40		1.50	9.50	
73 P		10.56	10.59	3.56	MINTHORN	224.7	3.37		1.47	9.48	
72 P		11.01	11.04	4.01	MISSION	221.2	3.33		1.43	9.44	
99 P		11.05	11.07	4.10	MUNRA	218.9	3.30		1.40	9.42	
69 BJKPVW XYZ	11.50PM	11.20PM	11.15	4.20	DN PENDLETON FD	215.6	3.25	A 3.05AM	1.35	9.38	
BJKOPT WX	A 12.01AM	A 12.10AM	A 11.35AM	A 4.35AM	DN-R RIETH RI	212.0	2.40AM	2.55AM	1.15PM	9.23PM	
					(77.8)		Daily	Daily	Daily	Daily	
	(0.11) 19.6	(3.35) 21.7	(2.40) 29.1	(2.25) 32.2	Thru Time.....	(3.05) 25.2	(0.10) 21.6	(2.40) 29.1	(2.17) 34.1		
					Average speed per hour.....						

Train movements governed by Centralized Traffic Control system between La Grande and Pendleton and governed by automatic block signals between Pendleton and Rieth. Interlocking in service over Umatilla River Bridge.

THROUGH FREIGHT SERVICE
FOR INFORMATION ONLY

WESTWARD				EASTWARD			
263	257			264	262		
7.00PM	4.00PM	LA GRANDE	A 9.30AM	A 4.30AM			
A 1.00AM	A 9.00PM	RIETH	3.00AM	10.00PM			

For conditional stops to discharge or pick up revenue passengers, see page 23.

For stations not shown on schedule pages, see page 17.

WESTWARD		TWIN FALLS BRANCH								EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		SECOND CLASS				FIRST CLASS				Time-Table No. 2	
				339	377			573	49	January 16, 1949	
				Freight	Time Freight			Motor Passenger	Passenger		
				Daily Except Sunday	Daily Except Sunday			Daily	Daily	STATIONS	
469	CPWY			12.30PM	3.00AM			4.20PM	5.10AM	DN-R	MINIDOKA YL RT
75	P			12.45	3.17			4.35	5.23		ACEQUIA
206	PWY			1.00	3.40			4.50	5.45	DN-R	RUPERT YL MS
32	P			1.11	3.52			4.58	5.53		HEYBURN
94	OPWY			1.25	4.10			5.10	6.13	DN	BURLEY YL BU
76	P			1.35	4.20			5.18	6.21		STARRH'S FERRY
58	P			2.00 ⁵⁷⁴	4.35			5.29	6.31		MILNER
73	PW			2.15	4.50			5.43	6.44	D	MURTAUGH MU
53	P			2.25	4.59			5.49	6.50		BICKEL
30											BILLS
41	P			2.40	5.10			5.58	6.58	D	HANSEN NS
60	P			2.53	5.18			6.07	7.06	D	KIMBERLY KY
29	P							6.12	7.11		McMILLAN YL
Yard	COPWYZ			A 4.00PM	A 7.00AM			6.20	7.20	DN-R	TWIN FALLS YL NA
								6.35	7.40		
42								6.46 ⁵⁰	7.47		CURRY
60	P							6.52	7.52	D	FILER FR
45								6.57	7.56		PEAVEY
41								7.02	8.00		CEDAR
Yard	OPWY							A 7.10PM	A 8.10AM	DN-R	BUHL YL BO
											(73.8)
				(3.30)	(4.00)			(2.50)	(3.00)	 Thru Time.....	
				16.8	14.7			26.0	24.6	 Average speed per hour.....	

WESTWARD		RAFT RIVER BRANCH								EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.						Time-Table No. 2				January 16, 1949	
										Mile Post	
										STATIONS	
94	OPWY					DN-R	BURLEY YL	BU	0 0		
10							DECLO		9 1		
							BENNING	(Spur)	11 0		
											(11.0)
											 Thru Time.....
											 Average speed per hour.....

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

Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.

For stations not shown on schedule pages, see page 17.

WESTWARD		TWIN FALLS BRANCH								EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.						Time-Table No. 2				January 16, 1949	
										Mile Post	
										STATIONS	
469	CPWY					DN-R	MINIDOKA YL	RT	0.0	A 3.20PM	A 9.20PM
75	P						ACEQUIA		8.2	2.55	8.59
206	PWY					DN-R	RUPERT YL	MS	13.5	2.45	8.50
32	P						HEYBURN		19.6	2.30	8.35
94	OPWY					DN	BURLEY YL	BU	21.7	2.25	8.30
76	P						STARRH'S FERRY		25.8	2.12	8.12
58	P						MILNER		33.5	2.00 ³³⁹	8.00
73	PW					D	MURTAUGH	MU	41.4	1.45	7.47
53	P						BICKEL		45.1	1.37	7.39
30							BILLS		49.0		
41	P					D	HANSEN	NS	49.7	1.29	7.32
60	P					D	KIMBERLY	KY	53.3	1.18	7.22
29	P						McMILLAN YL		56.4		
Yard	COPWYZ					DN-R	TWIN FALLS YL	NA	58.9	1.05	7.10
									58.9	12.50	6.55 ⁵⁷³
42							CURRY		63.3	12.40	6.46
60	P					D	FILER	FR	65.9	12.35	6.41
45							PEAVEY		68.5	12.28	6.35
41							CEDAR		71.3	12.24	6.30
Yard	OPWY					DN-R	BUHL YL	BO	73.8	12.20PM	6.25PM
										Daily	Daily
										(3.00)	(2.55)
										24.6	25.3
										(2.30)	(4.30)
										23.6	13.1

WESTWARD		OAKLEY BRANCH								EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.						Time-Table No. 2				January 16, 1949	
										Mile Post	
										STATIONS	
94	OPWY					DN-R	BURLEY YL	BU	0.0		
30							BEEVILLE		4.3		
25							PELLA		5.2		
25							TROUT		10.3		
60							MARION		17.8		
20	Y					D-R	OAKLEY	OA	21.8		
											(21.8)

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

Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.

For stations not shown on schedule pages, see page 17.

WESTWARD				NORTH SIDE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 2 January 16, 1949	Mile Post	SECOND CLASS					
	471 Local Freight	473 Local Freight	365 Mixed			366 Mixed	472 Local Freight	474 Local Freight			
	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday								
				STATIONS							
206	PWY	9.00PM		5.55AM	DN-R	RUPERT YL MS	0.0	A 1.55PM	A 8.00PM		
34	P					4.4 MYERS YL	4.4				
73	P	9.35		s 6.07	D	1.5 PAUL YL DJ	5.9	s 1.35	7.30		
20				f 6.11		2.0 BUDGE	7.9	f 1.26			
54		10.05		f 6.27		8.0 SCHODDE	15.9	f 1.10	6.40		
21				f 6.36		3.9 McHENRY	19.8	f 1.02			
22		11.01		s 6.46	D	4.2 HAZELTON AZ	24.0	s 12.55	6.10		
63	W	11.45PM		s 6.56	D	4.1 EDEN DX	28.1	s 12.45	5.40		
54		12.10AM		f 7.11		6.7 PERRINE	34.8	f 12.28	5.00		
27				f 7.24		5.8 FALLS CITY	40.6	f 12.17			
54	CWY	A 1.00AM	7.00PM	s 7.50	DN	7.3 JEROME YL JO	47.9	s 12.01PM	4.00PM	A 12.01AM	
54			8.00	s 8.10	D	8.8 WENDELL ND	56.7	s 11.35AM		11.30PM	
54			8.30	s 8.30		9.5 TUTTLE	66.2	s 11.15		10.55	
125 125	PWY		A 9.30PM	A 8.45AM	DN-R	7.4 BLISS YL IS	73.6	11.00AM		10.30PM	
				(73.6)							
						Daily Except Sunday				Daily Except Sunday	
						Daily Except Sunday				Daily Except Sunday	

WESTWARD				KETCHUM BRANCH				EASTWARD						
Car Capacity of Sidings, etc., See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 2 January 16, 1949		Mile Post	FIRST CLASS		SECOND CLASS				
	379 Mixed	341 Mixed		55 Passenger				56 Passenger		380 Mixed	342 Mixed			
	Tuesday Thursday Saturday	Daily Except Sunday		Daily										
	STATIONS													
220 200	COPWY	6.00PM	6.00AM		4.30AM	DN-R	SHOSHONE YL	X	0.0	A 12.45AM		A 1.00AM	A 12.45PM	
39	PWY	A 6.35PM	s 6.35		f 5.05	D-R	15.3 RICHFIELD YL	FK	15.3	f 12.10AM		12.20AM	s 12.05PM	
29			f 6.50		5.21		6.4 PAGARI		21.7	11.57PM			f 11.45AM	
27			f 7.10		5.39		8.0 TIKURA		29.7	11.44			f 11.25	
59	PW		s 7.30		f 5.58	D	7.6 PICABO	XN	37.3	f 11.29			s 11.05	
30			s 8.05		f 6.34		14.8 BELLEVUE		52.1	f 11.04			s 10.25	
17	W		s 8.16		f 6.48	D	5.1 HAILEY	RI	57.2	f 10.54			s 10.05	
33	WY		A 8.45AM		A 7.30AM	D-R	12.2 KETCHUM YL	KU	69.4	10.30PM			9.30AM	
							(69.4)			Daily		Wednesday Friday Sunday	Daily Except Sunday	
		(0.35) 26.2	(2.45) 25.2			(3.00) 23.1	Thru Time.....			(2.15) 30.9			(0.40) 22.9	(3.15) 21.4
		Average speed per hour.....												

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.
 For stations not shown on schedule pages, see page 17.

WESTWARD				WELLS BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 2 January 16, 1949	Mile Post	SECOND CLASS					
			339 Mixed			340 Mixed					
			Daily Except Sunday			STATIONS					
Yard COPWYZ			7.00PM	DN-R	TWIN FALLS YL NA	0.0	A 8.00AM				
31			f 7.25		10.9 BERGER	10.9	f 7.15				
31			s 7.45		8.5 HOLLISTER	19.4	s 6.55				
21 PWY			s 8.10		9.4 ROGERSON	28.8	s 6.30				
38			f 8.35		9.9 METEOR	38.7	f 6.03				
34			f 9.05		11.4 IDAVADA	50.1	f 5.36				
34 PW			f 9.19		6.0 DELAPLAIN	56.1	f 5.22				
34			f 9.35		4.6 SAN JACINTO	60.7	f 5.12				
34 P			s 9.55	D	8.1 CONTACT CN	68.8	s 4.55				
33 CPW			f 10.10		6.3 HENRY	75.1	f 4.38				
34			f 10.25		5.8 HUBBARD	80.9	f 4.26				
33			f 10.40		5.8 SHORES	86.7	f 4.14				
48 PWY			f 11.00		6.9 WILKINS	93.6	f 3.59				
37			f 11.10		3.7 HERRELL	97.3	f 3.49				
44 PY			s 11.30		5.2 SUMMER CAMP	102.5	s 3.33				
44 W			f 11.50PM		6.4 MELANDCO	108.9	f 3.04				
35			f 12.05AM		7.2 TOWN CREEK	116.1	f 2.47				
PWY			A 12.30AM	DN-R	7.3 WELLS YL HU	123.4	2.30AM				
					(123.4)		Daily Except Monday				

WESTWARD					HILL CITY BRANCH					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS				Time-Table No. 2 January 16, 1949	Mile Post	SECOND CLASS							
				379						380				
				Mixed						Mixed				
				Tuesday Thursday Saturday			STATIONS							
39 PWY				6.40PM	D-R	RICHFIELD YL	FK	0.0	A12.05AM					
30				f 7.05		BURMAH		9.4	f11.37					
42 P				f 7.37		MAGIC		21.5	f11.05					
31				f 8.02		MACON		31.2	f10.40					
31 P				f 8.10		BLAINE		34.0	f10.32					
17				f 8.25		SELBY		39.7	f10.17					
43 PW				s 8.40	D	FAIRFIELD	FD	43.8	s10.07					
32				f 9.00		CORRAL		51.7	f 9.45					
57 WY				A 9.15PM	R	HILL CITY YL		57.8	9.30PM					
						(57.8)			Tuesday Thursday Saturday					

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 For stations not shown on schedule pages, see page 17.

WESTWARD				KUNA LINE				EASTWARD			
SECOND CLASS				Time-Table No. 2				SECOND CLASS			
				January 16, 1949							
				STATIONS							
195	CIPWY			DN	ORCHARD YL	OD	423.0	A	7.45 ²⁶⁴	A	1.00 ²⁶³
84	P				ELY		430.8		7.25		12.30
105	P				OWYHEE		434.7		7.15		12.20
77	P				MORA		442.6		6.55		12.01 ^{AM}
116	P			D	KUNA	KA	446.7		6.42 ²⁶⁵		11.50 ^{PM}
84	P				COLLOPY		451.8		6.15		11.35
Yard	COPTWYZ			DN-R	NAMPA YL	AU-Q-D	456.6		6.00 ^{AM}		11.15 ^{PM}
				(33.6)				Daily			

(0.55) (0.55) Thru Time (1.45) (1.45)
36.6 36.6 Average speed per hour 19.2 19.2

WESTWARD				IDAHO NORTHERN BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 2				SECOND CLASS			
				January 16, 1949							
				STATIONS							
Yard	COPTWYZ			DN-R	NAMPA YL	AU-Q	0.0	A	4.30 ^{PM}		
					IDA. NOR. JCT. YL		0.7				
25					FISCHER		2.4		4.25		
14					MIDDLETON		9.3		4.05		
15					JENNESS		18.9		3.40		
96	PWY			D-R	EMMETT YL	MF	27.0		3.10		
42					PLAZA		31.8		2.35		
43	P				MONTOUR		41.1		1.55		
32	P			D	HORSESHOE BEND YL	HB	49.7		1.30		
32					GARDENA		55.1		12.40 ³⁸⁵		
35	OPTW			D	BANKS YL	AB	64.1		12.05 ^{PM}		
25	PW				BIG EDDY		75.4		10.55 ^{AM}		
31	PW				SMITHS FERRY YL		83.0		10.25		
15	P				CABARTON		92.7		9.50		
32	W				BELVIDERE		95.5		9.40		
32	PW			D	CASCADE YL	CD	99.2		9.30		
31					ARLING		111.0		8.00		
33	W			D	DONNELLY	FY	119.4		7.35		
14					NORWOOD		124.7		7.22		
53	OPWY			D-R	McCALL YL	NE	132.8		7.00 ^{AM}		
				(132.8)				Daily Except Sunday			

(9.45) (9.30) Thru Time (9.30) (9.30)
13.6 Average speed per hour 14.0

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

Between Orchard and Nampa, all extra trains will run via Kuna unless otherwise instructed.

For stations not shown on schedule pages, see page 17.

WESTWARD				HOMESTEAD BRANCH				EASTWARD			
				Time Table No. 2							
				January 16, 1949							
				STATIONS							
P					BLAKES JCT.		0.0				
34	PT			D-R	ROBINETTE YL	RQ	32.9				
				(32.9)							

WESTWARD				HOMEDALE BRANCH				EASTWARD			
				Time Table No. 2							
				January 16, 1949							
				STATIONS							
155	PWY			D-R	NYSSA YL	SY	0.0				
19					OVERSTREET		8.1				
20					ADRIAN		10.6				
32					NAPTON		16.9				
54	PWY			D-R	HOMEDALE	HR	24.4				
19					CLAYTONIA		31.0				
19	OPY			D-R	MARSING YL	MR	33.1				
				(33.1)							

WESTWARD				PAYETTE BRANCH				EASTWARD			
SECOND CLASS				Time Table No. 2				SECOND CLASS			
				January 16, 1949							
				STATIONS							
190	OPW			DN-R	PAYETTE YL	AY	0.0	A	2.45 ^{PM}		
20					EFFIE		3.9		2.30		
43	P			D	FRUITLAND	FU	5.1		2.25		
20					BUCKINGHAM		6.8		2.06		
33	P			D	NEW PLYMOUTH	NP	11.1		1.55		
13					LETHA		21.6		1.23		
96	PWY			D-R	EMMETT YL	MF	29.7		1.00 ^{PM}		
				(29.7)				Daily Except Sunday			

(1.50) (1.45) Thru Time (1.45) (1.45)
16.2 Average speed per hour 16.8

WESTWARD				WILDER BRANCH				EASTWARD			
				Time Table No. 2							
				January 16, 1949							
				STATIONS							
204	W			DN-R	CALDWELL YL	CW	0.0				
40					SIMPLOT		2.5				
21					SHELP		3.7				
32					DOLES		5.1				
43				R	WILDER		11.5				
				(11.5)							

WESTWARD				STODDARD BRANCH				EASTWARD			
				Time-Table No. 2							
				January 16, 1949							
				STATIONS							
Yard	COPTWYZ			DN-R	NAMPA YL	AU-Q	0.0				
20					DEAL		4.4				
46					BOWMONT		8.9				
28					MELBA		14.6				
60					STODDARD		17.1				
				END OF TRACK				20.0			
				(20.0)							

WESTWARD				BOISE BRANCH				EASTWARD			
				Time-Table No. 2							
				January 16, 1949							
				STATIONS							
P					BOISE JCT.		0.0				
22					FAIR GROUNDS YL		1.1				
Yard	CPTWZ			D-R	BOISE FREIGHT YL	BD	3.2				
				BARBER				8.4			
				(8.4)							

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

For stations not shown on schedule pages, see page 17.

WESTWARD				OREGON EASTERN BRANCH				EASTWARD					
Car Capacity of Seating etc. See Rule 6(A), Page 23.	SECOND CLASS				Time Table No. 2 January 16, 1949		Mile Post	SECOND CLASS					
			373 Mixed	359 Mixed				360 Mixed	374 Mixed				
			Tuesday Thursday Saturday	Daily Except Sunday	STATIONS								
444	COPWY			11.15AM	10.20AM	DN-R	ONTARIO YL	ON	0.0	A 4.00PM	A 4.15PM		
	PY			11.25	10.30		1.9		1.9	3.40	4.00		
38				11.40	10.45		5.0		6.9	3.25	3.47		
24				11.50AM	10.55		3.1		10.0	3.15	3.39		
134	PWY			12.05PM	11.15	D-R	VALE YL	VA	15.5	3.00	3.25PM		
46					11.35AM		8.0		23.5	2.30			
52					12.05PM		11.3		34.8	1.55			
53	P				12.30		7.2		42.0	1.30			
50					12.55 ³⁶⁰		9.2		51.2	12.55 ³⁵⁹			
27					1.22		11.0		62.2	12.28PM			
53	PWY				1.55	D	JONESBORO	JN	73.0	11.50AM			
50					2.40		11.4		80.0	11.10			
49	PW				3.05		13.0		92.7	10.50			
31					3.30		6.1		102.8	10.25			
32	PW				3.55		10.1		110.2	10.05			
32					4.15		7.4		117.9	9.45			
31	PW				4.45		7.7		126.6	9.15			
31					5.35		8.7		143.5	8.32			
23	COPWYZ				6.15PM	D-R	CRANE	BR	150.8	8.00AM			
							16.9			Daily Except Sunday	Tuesday Thursday Saturday		
							13.3						
							(150.8)						

WESTWARD				JOSEPH BRANCH				EASTWARD			
Car Capacity of Sidings, etc., See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 2 January 16, 1949	STATIONS	Mile Post	SECOND CLASS			304 Mixed	
			305 Mixed								
28	WXY			12.45PM	D-R JOSEPH J	83.8	A11.15AM				
22	X			1.30	D ENTERPRISE RS	78.8	11.00				
39				1.53	LOSTINE	67.8	10.07				
27	WXY			2.10	D WALLOWA WO	60.0	9.50				
40	W { M.P. } 32.6			3.15	LOOKING GLASS	33.8	8.37				
32				3.37	GULLING	25.1	8.15				
35	WXY			3.50	D ELGIN GN	20.9	8.05				
18				4.15	D IMBLER BR	12.8	7.32				
20				4.25	ALICEL	8.4	7.22				
	BJKOPTW XYZ			5.00PM	DN-R LA GRANDE RA	0.0	7.00AM				
					(83.8)		Daily Except Sunday				

(4.15) Thru Time.....
19.7 Average speed per hour.....

(4.15)
19.7

WESTWARD				PILOT ROCK BRANCH				EASTWARD			
Car Capacity of Sidings, etc., See Rule 6(A), Page 23.				Time-Table No. 2 January 16, 1949	STATIONS	Mile Post					
	BJKOP TWX				DN-R RIETH RI	0.0					
22					SPARKS	6.7					
18	WX				D PILOT ROCK RO	14.9					
					(14.9)						

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

For stations not shown on schedule pages, see page 17.

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 23	Switch Connection	Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 23	Switch Connection
First Subdivision				Hill City Branch			
Don.....	219.6	43 PX	Both	Rawson..... (6).....	4.5	13	Both
Schiller.....	226.5	11	Both	Rands..... (6).....	36.8	9	Both
Coates.....	369.5	8 P	West	Idaho Northern Branch			
Sand Bank.....	370.9	42 PX	Both	Maddens..... (7).....	6.1	5	East
Second Subdivision				Bramwell..... (7).....	22.2	5	East
Hillcrest.....	B-445.1	14 P	Both	Black Canyon..... (7).....	33.0	5	East
Apple Valley.....	485.9	26	Both	Archabal..... (7).....	127.4	9	Both
Washoe.....	500.9	32	West	Homestead Branch			
Wood.....	506.2	10	Both	Home.....	14.0	4 P	East
Feltham.....	512.7	23	Both	Mineral.....	15.3	10 W	East
Fourth Subdivision				Still.....	16.2	2	East
North Fork.....	251.4	16 P	West	Sturgill.....	27.1	15	East
Thorn Hollow.....	232.1	14 P	Both	Payette Branch			
Pendair.....	213.5	80	Both	Ingard.....	3.3	8	Both
Twin Falls Branch				Falks..... (8).....	17.2	5	East
Amalga.....	17.3	12	East	Little Rock.....	18.9	10	Both
Parsons..... (1).....	35.5	18 P	Both	Stoddard Branch			
Stowe.....	52.1	12	West	Westma.....	11.6	5	East
Raft River Branch				Wilder Branch			
Unity.....	3.1	36	Both	Greenleaf.....	7.0	9	West
Springdale.....	6.0	22	Both	Allendale.....	9.7	13	Both
Oakley Branch				Boise Branch			
Warr.....	19.4	12	Both	Penitentiary Spur.....	5.0	10	East
North Side Branch				Vernon.....	6.3	10	West
Travers..... (2).....	3.5	18	Both	Oregon Eastern Branch			
Black.....	26.9	30	Both	Cairo..... (9).....	3.7	14	Both
Hunt..... (2).....	31.5	8	Both	Lawen..... (10).....	138.4	3	East
Sugar Loaf.....	38.3	12	Both	Brogan Branch			
Barrymore..... (2).....	42.6	13	Both	Lancaster.....	11.4	4	East
Haytown.....	44.7	7	Both	New Meadows Branch			
Hydra.....	45.8	7	Both	Presley..... (11).....	11.7	9	Both
Appleton..... (2).....	52.9	12	Both	Diamond..... (11).....	26.7	4 W	West
King.....	58.1	17	Both	Fruitvale..... (12).....	56.5	3	Both
Ketchum Branch				Starkey..... (11).....	69.3	5	West
Marley..... (3).....	10.9	3	Both	Glendale..... (11).....	72.0	6	Both
Priest..... (4).....	33.9	6	East	Joseph Branch			
Hay..... (4).....	41.8	6	West	Island City..... (13).....	2.6	12	Both
Gannett..... (4).....	44.3	10	Both	Conley..... (13).....	5.9	6	Both
Barite..... (4).....	60.0	12	Both	Rondowa.....	37.2	7	Both
Gimlet..... (4).....	63.2	30	Both	Vincent..... (13).....	40.6	2	East
Triumph..... (4).....	67.6	16	Both	Minam..... (14).....	47.1	12 W { M.P. } 49.0	Both
Wells Branch				Sevier.....	56.7	5	West
Knoll..... (5).....	5.6	7	Both	Pilot Rock Branch			
Godwin..... (5).....	7.0	8	Both	McBee.....	2.8	2	East
Amsterdam..... (5).....	23.2	9	West	Lens.....	11.2	4	East

- (1) Flag stop for Nos. 49-50-573-574.
(2) Flag stop for Nos. 365-366.
(3) Flag stop for Nos. 341-342-379-380.
(4) Flag stop for Nos. 341-342.
(5) Flag stop for Nos. 339-340.
(6) Flag stop for Nos. 379-380.
(7) Flag stop for Nos. 385-386.

- (8) Flag stop for Nos. 383-384.
(9) Flag stop for Nos. 359-360-373-374.
(10) Flag stop for Nos. 359-360.
(11) Flag stop for Nos. 557-558.
(12) Regular stop for Nos. 557-558.
(13) Flag stop for Nos. 304-305.
(14) Regular stop for Nos. 304-305.

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
30"	120.	41"	87.8	52"	69.2	1' 3"	57.1	1' 20"	45.	2' 45"	21.8
31"	116.1	42"	85.7	53"	67.9	1' 4"	56.2	1' 25"	42.3	3'	20.
32"	112.5	43"	83.7	54"	66.6	1' 5"	55.3	1' 30"	40.	3' 30"	17.1
33"	109.1	44"	81.8	55"	65.4	1' 6"	54.5	1' 35"	37.9	4'	15.
34"	105.9	45"	80.	56"	64.2	1' 7"	53.7	1' 40"	36.	5'	12.
35"	102.9	46"	78.3	57"	63.1	1' 8"	52.9	1' 45"	34.3	6'	10.
36"	100.	47"	76.6	58"	62.	1' 9"	52.1	1' 50"	32.7	7'	8.6
37"	97.3	48"	75.	59"	61.	1' 10"	51.4	1' 55"	31.3	8'	7.5
38"	94.7	49"	73.5	1'	60.	1' 11"	50.7	2'	30.	10'	6.
39"	92.3	50"	72.	1' 1"	59.	1' 12"	50.	2' 15"	26.6		
40"	90.	51"	70.6	1' 2"	58.	1' 15"	48.	2' 30"	24.		

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

Designation "Str." —Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.

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

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

When Diesel-electric passenger locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified under "Psgr." trains will govern.

On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.

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

Where rules, special rules, special instructions or bulletins require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and to be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	90	75	50	Trains handling company roadway machines on their own wheels—			
Mountain type engines.		70	50	On main line and Twin Falls Branch:			
On curves indicated by curve warning signs, unless otherwise specified.	40	40	25	On straight track.			30
Inspection bus cars.		40	40	On curves.			25
Battery motor car 01886.		50		On other branch lines.			15
When caboose is handled in train consisting of passenger train equipment.		55		Passing fueling stations—			
MacArthur type engines with 63-inch drivers.		55	50	On main lines.	50	40	25
MacArthur type engines with 57-inch drivers.		35	35	On branch lines.		30	15
3900 class engines.		65	50	Within yard limits not otherwise specified—			
3800 class engines.		60	50	On main lines.	50	40	25
4000, 9000 and 2-10-2 type engines.		50	50	On branch lines.		30	15
Ten Wheeler type engines 1573, 1575, 1577 to 1580.		55	40	Within yard limits at Reverse, Orchard, Boise, Caldwell, Nyssa, Payette, Ontario and Weiser.	60	50	25
Other Ten Wheeler and Consolidation type engines.		35	35	When using cross-overs and turn-outs:			
Mallet type engines, 3500 to 3599, incl., and 3670 to 3674, incl.		35	35	9000 class engines;			
0-6-0 and 0-8-0 type yard engines.		20	20	Forward movement.		10	10
Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Back-up movement.		6	6
Diesel-electric locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern). Backing up pulling train. Backing up light.	40	40	40	All other classes engines;		15	15
Diesel switch engines in road service.	35	35	35	Forward movement.	10	10	10
Steam engines running backward.	20	20	20	Back-up movement.			
Trains handling scale test cars—				Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch.	20	20	20
On main line and Twin Falls Branch.			30	When using No. 14 turn-outs between Pocatello and La Grande at power operated switches or at end of double track.	25	20	20
On other branch lines.			20	Tracks other than main tracks.	15	15	15
Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed.			20	On wye tracks.	6	6	6
Through truss bridges.			6	Jordan spreaders and other machines of spreader type, when in operation.			15
				Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power:			
				On main line.			25
				On branch lines.			15
				(Slower speed must be observed where conditions require.)			
				Through tunnels, main line.	40	40	25
				Through tunnels, branch lines.		10	10

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Pocatello, within platform limits of passenger station.	6	6	6	M.P. 319.0 to 319.2 (Westward).	85	75	50
Pocatello, between passenger station and M.P. 216.9.	20	20	20	M.P. 318.4 to 317.8 (Eastward).	85	75	50
Pocatello, on enginehouse lead and tracks.			6	M.P. 316.3 to 315.7 (Eastward).	70	65	45
Pocatello Between M.P. 218.8 and 220.0.	85	75	50	Shoshone Over Greenwood Street.	15	15	15
Michaud Between M.P. 226.0 and 226.2.	85	75	50	Between M.P. 320.7 and 322.2.	20	20	20
Igo Between M.P. 234.8 and 235.2.	85	75	50	Between M.P. 323.2 and 323.8.	70	65	45
Between M.P. 236.1 and 236.3.	85	75	50	Between M.P. 325.0 and 325.6.	70	65	45
American Falls Between M.P. 238.0 and 239.4.	70	65	45	Between M.P. 326.2 and 326.5.	70	65	45
Bridge 239.75.	45	25	25	Between M.P. 328.0 and 328.6.	85	75	50
Between M.P. 240.0 and 240.3.	45	40	25	Gooding Over streets and alleys.	30	30	30
Between M.P. 240.4 and 241.3.	70	65	45	Between M.P. 338.5 and 339.1.	85	75	50
Borah Between M.P. 243.0 and 243.3.	85	75	50	Between M.P. 340.2 and 340.5.	85	75	50
Between M.P. 244.5 and 244.8.	70	65	45	Between M.P. 340.7 and 341.1.	60	50	40
Between M.P. 245.2 and 245.5.	85	75	50	Between M.P. 342.2 and 342.7.	70	65	45
Wapi Between M.P. 258.8 and 259.2.	70	65	45	Between M.P. 342.8 and 343.3.	60	50	40
DeWoff Between M.P. 261.4 and 261.6.	85	75	50	Fuller Between M.P. 345.0 and 345.2.	85	75	50
Minidoka Between M.P. 272.4 and 273.0.	20	20	20	Ticeska Between M.P. 357.3 and 360.2.	65	60	40
Adelaide Between M.P. 285.8 and 286.2.	70	65	45	Between M.P. 360.2 and 360.8.	60	50	35
Between M.P. 287.4 and 287.6.	85	75	50	Between M.P. 360.8 and 365.0.	65	60	40
Kimama Between M.P. 292.0 and 292.4.	85	75	50	Between M.P. 365.4 and 365.8.	70	65	45
Senter Between M.P. 297.8 and 298.2.	85	75	50	King Hill Between M.P. 367.5 and 368.2.	70	65	45
Dietrich M.P. 317.0 to 317.3 (Westward).	85	75	50	Between M.P. 369.0 and 369.5.	60	50	40
				Between M.P. 369.5 and 370.9.	70	65	45
				Between M.P. 371.1 and 373.3.	40	40	25
				Between M.P. 373.3 and 373.8.	20	20	20
				Glenns Ferry			

SECOND SUBDIVISION

Glenns Ferry Eastward, over Commercial Street Crossing.	20	20	20	Mountain Home Between M.P. 405.3 and 405.8.	85	75	50
Between M.P. 376.5 and 377.6.	60	50	40	Between M.P. 406.8 and 407.5.	85	75	50
Between M.P. 377.8 and 378.2.	85	75	50	Orchard Between M.P. B-428.2 and B-428.4.	85	75	50
Between M.P. 378.7 and 379.3.	45	40	25	Between M.P. B-429.1 and B-429.4.	60	50	40
Between M.P. 380.3 and 380.8.	85	75	50	Between M.P. B-429.7 and B-430.0.	70	65	45
Hammett Between Hammett and Reverse.	65	60	40	Leone Between M.P. B-431.0 and B-431.3.	70	65	45
Between M.P. 385.6 and 387.0.	60	50	40	Between M.P. B-432.0 and B-432.3.	70	65	45
Between M.P. 389.8 and 390.8.	60	50	40	Between M.P. B-433.5 and B-433.8.	70	65	45
Reverse Between M.P. 393.6 and 393.9.	85	75	50	Between M.P. B-433.9 and B-434.2.	60	50	40

SECOND SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Black's Creek Between M.P. B-435.8 and B-436.2.	70	65	45	Between Payette and Weiser, trains handling logs.			30
Between M.P. B-437.8 and B-438.2.	85	75	50	Eaton Between M.P. 523.0 and 524.3.	70	65	45
Between M.P. B-438.5 and B-438.8.	70	65	45	Between M.P. 524.9 and 525.8.	70	65	45
Between M.P. B-439.5 and B-440.3.	50	40	25	Cobb Between M.P. 525.8 and 526.0.	70	65	45
Between M.P. B-440.4 and B-441.8.	70	65	45	Between M.P. 526.4 and 527.3.	60	50	40
Shafer Between M.P. B-442.1 and B-442.3.	60	50	40	Between M.P. 527.3 and 528.5.	70	65	45
Between M.P. B-442.7 and B-444.5.	60	50	40	Between M.P. 529.1 and 530.0.	60	50	40
Between M.P. B-445.6 and B-446.2.	60	50	40	Olds Ferry Between M.P. 530.4 and 531.9.	70	65	45
Boise Between M.P. B-448.4 and B-449.2.	50	40	25	Between M.P. 532.2 and 534.2.	60	50	40
Between M.P. B-450.4 and B-450.6.	70	65	45	Rock Island Between M.P. 534.5 and 535.8.	60	50	40
Boise Jct. Between M.P. B-450.7 and B-450.9.	70	65	45	Between M.P. 536.0 and 536.5.	45	35	25
Meridian , Nn. 17, to exchange mail.		20		Bridge 536.39.	45	25	25
Sonna Between M.P. B-464.4 and B-464.6.	70	65	45	Between M.P. 536.7 and 537.2.	50	40	25
Between M.P. B-467.0 and B-467.7.	40	40	25	Blakes Jct. Between M.P. 537.7 and 538.9.	40	40	25
Nampa Between passenger station and M.P. 456.3.	15	15	15	Kuna Line. Orchard Between M.P. 427.6 and 428.1.	85	75	50
Caldwell Over streets and alleys.	25	25	25	Between M.P. 428.4 and 428.9.	60	50	40
Enrose Between M.P. 471.7 and 472.0.	85	75	50	Ely Between M.P. 434.6 and 434.9.	85	75	50
Between M.P. 476.9 and 477.2.	85	75	50	Owyhee Between M.P. 434.9 and 435.2.	85	75	50
Parma Over streets and alleys.	30	30	30	Kuna Between M.P. 447.3 and 450.8.	60	60	40
Between M.P. 482.8 and 483.0.	70	65	45	Between M.P. 456.3 and passenger station, Nampa.	15	15	15
Between M.P. 484.6 and 485.2.	70	65	45				
Nyssa On house track with 9000 class engines.		6	6				
Washoe Spur With 5000 class engines.			5				
Ontario , No. 106, to exchange mail.	10						
Between M.P. 500.7 and 500.9.	85	75	50				

THIRD SUBDIVISION

Maximum speed.	75	70	45	Between M.P. 383.9 and 383.8.	70	60	45
3900 class engines.		65	45	Between M.P. 383.2 and 383.0.	70	60	45
3800 class engines.		60	45	Between M.P. 382.6 and 382.3.	60	50	40
MacArthur type engines with 63 inch drivers.		55	45	Between M.P. 382.0 and 381.3.	45	35	25
4000, 5000 and 9000 class engines.		45	40	Between M.P. 381.2 and 380.7.	60	50	40
Light engines.			35	Between M.P. 380.5 and 380.3.	45	35	25
Huntington Between M.P. 390.0 and 386.4.	35	30	20	Between M.P. 380.1 and 379.8.	55	45	35
Between M.P. 385.2 and 384.3.	30	25	20	Between M.P. 379.5 and 379.3.	60	50	40
Lime High line track and connection.			10	Between M.P. 379.0 and 378.6.	35	30	20
				Between M.P. 378.3 and 378.1.	35	30	20

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Weatherby Between M.P. 377.1 and 372.8.	35	30	20	Quartz Between M.P. 347.1 and 346.9.	70	60	45
Between M.P. 371.0 and 370.7.	70	60	45	Between M.P. 345.2 and 344.5.	70	60	45
Durkee Between M.P. 366.5 and 366.3.	70	60	25	Between M.P. 344.3 and 343.5.	55	45	35
Descending grade, M.P. 365 to Durkee.			25	Baker Over street crossings within city limits.	15	15	15
Between M.P. 364.5 and 364.1.	35	30	20	Between M.P. 321.6 and 321.3.	70	60	45
Between M.P. 363.6 and 362.1.	45	35	20	Between M.P. 319.5 and 318.7.	45	35	25
Oxman Between M.P. 360.2 and 355.9.	30	25	20	Between M.P. 318.5 and 315.4.	30	25	20
Descending grade, Pleasant Valley to M.P. 365.	50	40	20	Sago Telocaset Descending grade, Telocaset to Union Jct.	55	45	25
Pleasant Valley Descending grade, between Pleasant Valley and Quartz	60	50	25	Between M.P. 311.8 and 311.0.	45	35	25
Between M.P. 354.5 and 354.1.	60	50	25	Between M.P. 310.4 and 309.7.	45	35	25
Between M.P. 353.9 and 351.1.	45	35	25	Crooks Between M.P. 309.3 and 307.4.	55	45	25
Encina Between M.P. 349.8 and 348.4.	30	25	20	Between M.P. 307.4 and 302.7.	35	30	20
				Union Jct. La Grande			

FOURTH SUBDIVISION

Maximum speed.	75	70	45	Between M.P. 242.7 and 242.5.	60	50	40
3900 class engines.		65	45	Between M.P. 242.0 and 241.1.	30	25	20
3800 class engines.		60	45	Between M.P. 240.6 and 240.3.	70	60	45
MacArthur type engines with 63 inch drivers.		55	45	Between M.P. 240.2 and 240.0.	30	25	20
4000, 5000 and 9000 class engines.		45	40	Between M.P. 240.0 and 238.3.	55	45	35
Light engines.			35	Bonifer Between M.P. 238.3 and 236.6.	35	30	20
La Grande Between M.P. 288.8 and 283.3.	30	25	20	Gibbon Between M.P. 233.9 and 233.0.	55	45	35
Between M.P. 283.3 and 282.1.	45	35	25	Between M.P. 232.9 and 232.6.	70	60	45
Hilgard MacArthur type engines between tail of wye and Mt. Emily interchange track.			10	Between M.P. 231.7 and 227.3.	45	35	25
Between M.P. 282.1 and M.P. 257.2, ascending and descending grade.	30	25	20	Cayuse Between M.P. 226.1 and 226.0.	70	60	45
Huron Between M.P. 257.2 and 252.2.	35	30	20	Minthorn Between M.P. 223.8 and 222.8.	35	30	20
Between M.P. 251.9 and 251.4.	60	50	40	Mission Between M.P. 220.5 and 220.1.	55	45	35
Between M.P. 251.2 and 251.0.	35	30	20	Between M.P. 219.0 and 217.7.	60	50	40
Between M.P. 250.6 and 249.9.	70	60	45	Munra Between M.P. 217.7 and 216.5.	45	35	25
Duncan Between M.P. 249.5 and 247.2.	35	30	20	Pendleton Over Third, Main and Fourth Streets.	12	12	12
Between M.P. 246.1 and 245.4.	60	50	40	Over other street crossings within city limits.	20	20	20
Sloan Between M.P. 244.7 and 244.0.	45	35	25	Over Umatilla River bridge.	20	20	20
Between M.P. 243.2 and 243.0.	70	60	45	Rieth			

BRANCHES					
Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.
Twin Falls Branch. Maximum speed.	50	40	Between Plaza and Banks. Watch for rocks between Black Canyon and Banks.		25
Bridge 20.10.	25	25	Banks, westward around curve east of east passing track switch, to east switch.		5
Rupert, on west leg of wye.	10	10	Between Banks and Smiths Ferry, watch for rocks.		15
Rupert, over streets and alleys.	12	12	Trains handling logs or high cars between Banks and M.P. 81.		12
Buhl, on mill and elevator track with MacArthur type engines.		5	Between Smiths Ferry and Cabarton, watch for rucks.		20
North Side Branch. Maximum speed.		30	M.P. 31.4.		20
2000, 2300 and 2500 Class Engines.		15	Between M.P. 33.0 and 35.4.		10
Between M.P. 30.0 and 30.5.		20	Bridge 36.61.		20
Raft River Branch.		20	Between M.P. 99.6 and M.P. 113.6 on curves.		20
Oakley Branch.		25	Between M.P. 128.2 and 128.5.		15
Light MacArthur type engines.		20	Wilder Branch.		15
Wells Branch. Maximum speed.		30	Homedale Branch.		25
Between M.P. 31.0 and 36.2.		25	Oregon Eastern Branch. Maximum speed.		25
Between M.P. 45.8 and 53.3.		25	Hope Between M.P. 29.5 and 33.5, watch for rocks.		20
Between M.P. 69.6 and 71.6.		25	Little Valley Between M.P. 36.5 and 37.6, watch for rocks.		20
Between M.P. 91.2 and 91.5.		25	Between M.P. 37.6 and 37.7, soft spot.		10
Between Herrell and Melandco.		20	Between M.P. 37.7 and 38.2, watch for rocks.		20
Wells Yard.		15	Juntura Between M.P. 78.6 and 80.7, watch for rocks.		20
Ketchum Branch Maximum speed.	40	30	Between M.P. 80.7 and 81.0, watch for rocks.		10
Bridge 16.04 with MacArthur type engines.	15	15	Between M.P. 81.0 and 86.6, watch for rocks.		20
Between M.P. 21.5 and M.P. 32.0.	30	30	Long Between M.P. 86.6 and 89.0, watch for rocks.		20
Between Hailey and Ketchum, over truss bridges.	15	15	Dunnean Between M.P. 103.5 and 106.5.		20
Bellevue, over streets and alleys.	12	12	Bridge 106.14.		15
Between M.P. 63.1 and 64.6.	30	20	Circle Bar Between M.P. 119.0 and 122.5.		20
Hill City Branch. Maximum speed.		25	Between M.P. 119 and 124, watch for rocks.		20
Over trestles 21.6 and 23.40 with snow plows.		15	Brogan Branch.		20
Boise Branch. Between Boise Jct. and Boise Freight.		25	Payette Branch. Maximum speed.		25
Between Boise Freight and Barber.		15	Payette Jct., on curve.		10
Stoddard Branch.		15	Trains handling logs between Payette and Emmett on curves.		20
Idaho Northern Branch. Maximum speed.		30	Straight track.		25
Between Jenness and Bramwell.		20			
Trains handling high cars between Jenness and Bramwell.		12			

BRANCHES (Continued)							
Location	Miles Per Hour		Location	Miles Per Hour			
	Psg.	Frt.		Psg.	Frt.		
New Meadows Branch. Motor trains. Straight track. On curves.			Engines running backwards.	10	10		
			Between M.P. 55.0 and 55.5.	10	10		
			Homestead Branch. Maximum speed, watch for rocks.		20		
			On curves.		15		
Between Weiser and Concrete. Straight track. On curves.	30 25	25 20	Joseph Branch. 3-degree curves.		20		
Between Concrete and M.P. 30.0. Straight track. On curves.	25 20	15 10	4- and 5-degree curves.		15		
			On curves of 6 degrees and over.		10		
			Between La Grande and M.P. 13.0.		25		
Between M.P. 30.0 and M.P. 66.5. Straight track. On curves.	30 20	25 15	Between M.P. 13.0 and 25.0.		30		
			Between M.P. 25.0 and 55.0.		25		
Between M.P. 66.5 and New Meadows. Straight track. On curves.	25 20	15 10	Between M.P. 55.0 and 72.0.		30		
			Between M.P. 72.0 and Joseph.		25		
			Pilot Rock Branch.		15		
Train movements on First and Second Subdivisions and connecting branches will be governed by the operating rules of the Eastern and South-Central Districts.							
SYMBOLS AND ABBREVIATIONS (Rules 6 and 6(A))							
Rule 6.—The following letters placed before figures of a schedule indicate: s—regular stop; f—flag stop to receive or discharge traffic; A—arrive. Rule 6(A).—The following letters placed in column with station name in time-table indicate: D—day operator; N—night operator; DN—day and night operator;			Rule 6(A) (Continued) The following letters placed in columns provided in time-table indicate: C—coal; I—interlocking; O—oil; P—dispatcher's telephone; T—turntable; W—water; X—cross-over; Y—wye; Z—track scales; AI—automatic interlocking signals; CS—center siding; ES—eastward siding; WS—westward siding; RCS—remote control switch.				
Train movements on Third and Fourth Subdivisions and connecting branches will be governed by the Consolidated Code of operating rules.							
SYMBOLS AND ABBREVIATIONS (Rules 6 and 6(A), Consolidated Code of Operating Rules)							
Rule 6. The following letters, when placed before the figures of the schedule, indicate: L—leave; A—arrive; s—regular stop; f—flag stop to receive or discharge traffic. Rule 6(A). The following letters, when placed in the columns provided, indicate: B—bulletins; C—coal; D—day operator; N—night operator;			Rule 6(A) (Continued) DN—day and night operator; H—hog drenching; I—interlocking; J—junction; K—standard clock; M—railroad crossing protected by signals or gates; O—oil; P—telephone; R—train register; T—turntable; V—track connection with foreign railroad; W—water; X—yard limits; Y—wye; Z—track scales.				
CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS							
First and Second Subdivisions				Third and Fourth Subdivisions			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To	Train	At	Discharge Passengers From	Pick Up Passengers Destined To
17	Any station..	Ogden, Cheyenne or beyond.	Pendleton or beyond.	11	Any station..	Pocatello or beyond.	
18	Any station..	Pendleton or beyond.	Ogden, Cheyenne or beyond.	17	Any station..	Pocatello or beyond.	
				12	Any station..		Pocatello or beyond.
				18	Any station..		Pocatello or beyond.
				18	Union Jct....	Portland and beyond,	
					North Powder	Tuesdays only.	
					Haines.....		