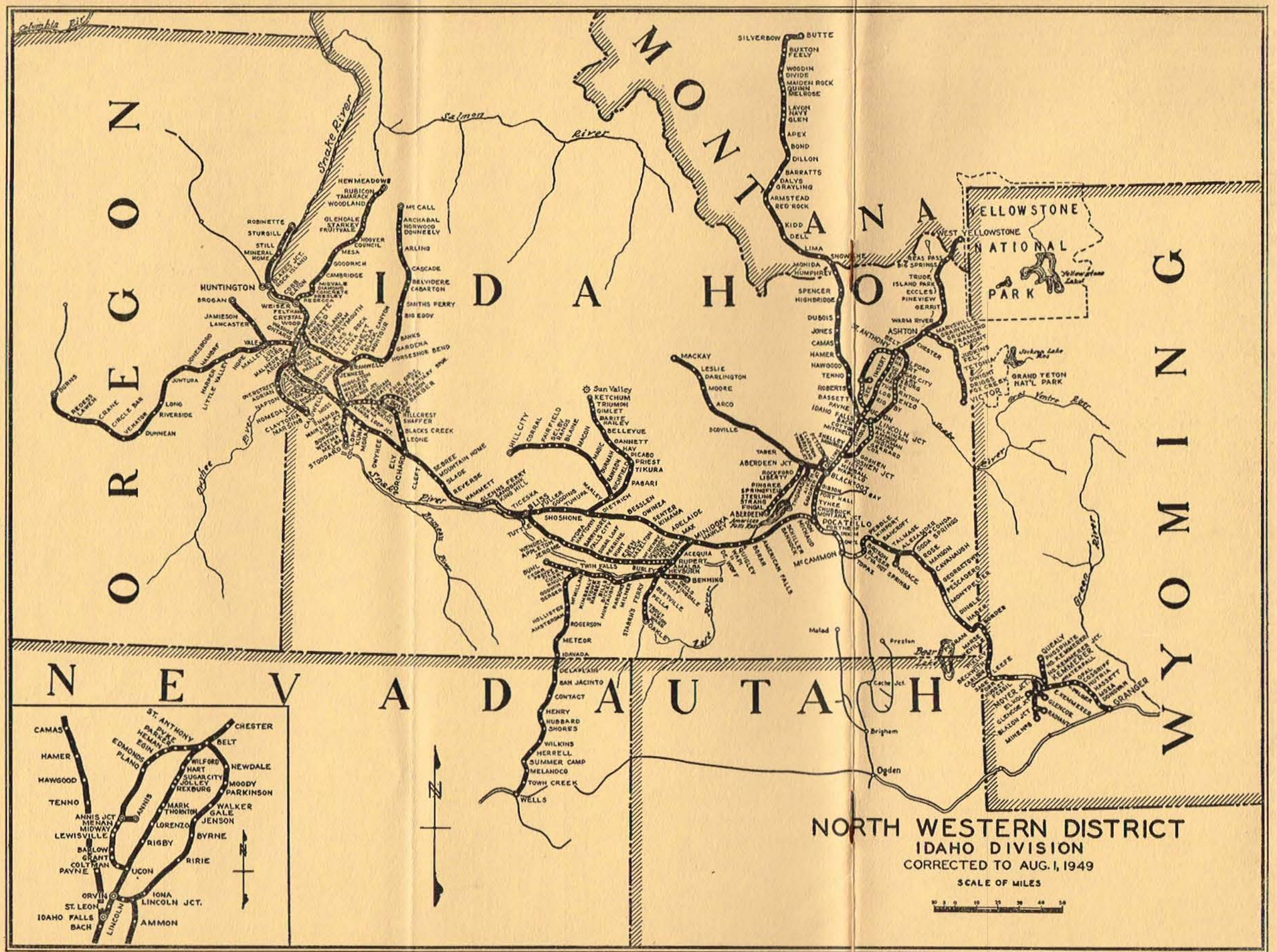

UNION PACIFIC RAILROAD COMPANY

NORTHWESTERN DISTRICT

IDAHO DIVISION

TIME-TABLE No. 4

Effective Sunday,

April 30, 1950

At 12:01 A. M. Mountain Time

Be Careful Today

FOR EMPLOYES ONLY

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

Scanned from the Dean Ogle Collection.

L. A. COLLINS — General Manager
A. D. HANSON — General Supt. Transportation
E. HICKS — General Superintendent

A. Bybee, Superintendent ..... **Pocatello, Ida.**
R. A. Roberts, Assistant Superintendent ..... Pocatello, Ida.
L. E. Mangum, Assistant Superintendent ..... Nampa, Ida.
C. D. Waring, Terminal Superintendent ..... Pocatello, Ida.
B. W. Collins, Trainmaster ..... Nampa, Ida.
G. L. Wilmot, Trainmaster ..... Pocatello, Ida.
E. L. Chantry, Trainmaster ..... Pocatello, Ida.
H. G. Baker, Trainmaster ..... Pocatello, Ida.
M. Thomas, Terminal Trainmaster ..... Pocatello, Ida.
A. R. Nelson, Master Mechanic ..... Pocatello, Ida.
G. W. Anderson, Road Foreman of Engines ..... Nampa, Ida.
J. G. Rosevear, Road Foreman of Engines. Glenns Ferry, Ida.
T. A. Ogee, Jr., Road Foreman of Engines ..... Pocatello, Ida.
W. M. Hemphill, Road Foreman of Engines .... Pocatello, Ida.
J. A. Hartvigsen, Road Foreman of Engines ... Pocatello, Ida.
J. C. Beagles, Road Foreman of Engines ..... Montpelier, Ida.
L. V. Chausse, Division Engineer ..... Pocatello, Ida.
O. H. Carpenter, General Roadmaster ..... Pocatello, Ida.

First, Second and Fourth Subdivisions 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.
J. Bowen, Assistant Chief Dispatcher ..... Pocatello, Ida.

Third Subdivision and Branches

R. T. Petty, Chief Train Dispatcher ..... Nampa, Ida.
E. C. Bullis, Assistant Chief Dispatcher ..... Nampa, Ida.
H. H. Harbaugh, Assistant Chief Dispatcher .... Nampa, Ida.
W. M. Berner, Assistant Chief Dispatcher ..... Nampa, Ida.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Train	At	Discharge Passengers From	Pick up Passengers Destined To
12	Any station First Subdivision.	Any station.	Any station.
17	Any station First Subdivision.	Any station.	Any station.
17	Any station Second and Third Subdivisions.	Ogden, Cheyenne or beyond.	Pendleton or beyond.
18	Any station First Subdivision.	Pendleton or beyond.	Cheyenne or or beyond.
18	Any station Second and Third Subdivisions.	Pendleton or beyond.	Ogden, Cheyenne or beyond.
105	Minidoka, Gooding, Caldwell, Nyssa, Ontario, Payette, Weiser.	Omaha or beyond.	Portland or beyond.
106	Weiser, Payette, Ontario, Nyssa, Caldwell, Gooding, Minidoka.	Portland or beyond.	Omaha or beyond.

Union Pacific Railroad Employes Hospital Association Physicians and Surgeons are located as shown below:

NAME	TITLE	PLACE	TERRITORY
Douglas L. Gamette	**Medical Director.**	**Los Angeles**	**System.**
Harold H. Hughart	**District Surgeon.**	**Pocatello**	**Idaho Division.**
Wm. L. Clothier	Oculist	Pocatello	Vicinity Pocatello.
H. Dean Hartvigson	Surgeon	Pocatello	Vicinity Pocatello.
Forrest H. Howard	Surgeon	Pocatello	Vicinity Pocatello.
Orville E. Merrell, Jr.	Surgeon	Pocatello	Vicinity Pocatello.
David C. Miller	Surgeon	Pocatello	Vicinity Pocatello.
Richard G. Randall	Surgeon	Pocatello	Vicinity Pocatello.
Frank L. Harms	Surgeon	Aberdeen	Aberdeen Jct. to Aberdeen.
Newton H. Farrell	Surgeon	American Falls	Shoshone to Pocatello.
Lowell G. Merrill	Surgeon	American Falls	Shoshone to Pocatello.
Ivan R. Egbert	Surgeon	Arco	Mackay Branch.
LaGrande C. Larsen	Surgeon	Ashton	St. Anthony to Judkins and Big Spgs.
James O. Hampton	Surgeon	Blackfoot	Firth to Fort Hall and Aberdeen Jct.
Norman C. Hedemark	Oculist	Boise	Vicinity Boise.
Arthur C. Jones	Oculist and Aurist.	Boise	Vicinity Boise.
William A. Koelsch	Surgeon	Boise	Orchard to Nampa and Boise.
Roy L. Peterson	Oculist and Aurist.	Boise	Vicinity Boise.
Warren D. Springer	Surgeon	Boise	Orchard to Boise.
Melvin A. Drake	Surgeon	Buhl	Buhl to Twin Falls.
John W. Davis	Surgeon	Burley	Rupert, Oakley, Hansen.
Chas. A. Terhune	Surgeon	Burley	Rupert to Oakley and Hansen.
John H. Weare	Surgeon	Burns	Oregon Eastern Branch.
Harvey L. Casebeer	Oculist and Aurist.	Butte	Butte to Dillon.
Robert L. Casebeer	Oculist and Aurist.	Butte	Butte to Dillon.
Richard C. Monahan	Surgeon	Butte	Butte to Dillon.
Clifford M. Kaley	Surgeon	Caldwell	Nampa to Nyssa.
Robert T. Whiteman	Surgeon	Cambridge	Goodrich to Weiser.
Dale B. Patterson	Surgeon	Cascade	Donnelly to Banks.
John A. Edwards	Surgeon	Council	Midvale to New Meadows.
Robert F. Bell	Surgeon	Dillon	Melrose to Armstead.
George L. Routledge	Surgeon	Dillon	Melrose to Armstead.
Gordon M. Jensen	Surgeon	Driggs	Ashton to Victor.
A. C. Truxal	Surgeon	Dubois	Humphrey to Spencer and Camas.
James L. Reynolds	Surgeon	Emmett	New Plymouth to Banks and Middleton.
Marion J. Kerns	Surgeon	Fairfield	Hill City Branch.
Ward A. Rulien	Surgeon	Glenns Ferry	Shoshone to Mountain Home.
John H. Cromwell	Surgeon	Gooding	Tunupa to Bliss.
R. H. Wright	Surgeon	Hailey	Ketchum Branch.
Simeon Hopper	Surgeon	Hazelton	Rupert to Bliss.
W. J. Kelly	Surgeon	Homedale	Homedale and vicinity.
Newell H. Battles	Oculist and Aurist.	Idaho Falls	Idaho Falls.
Harvey E. Guyett	Surgeon	Idaho Falls	Firth to Roberts, Ucon and Goshen Branch.
M. T. Rees	Surgeon	Idaho Falls	Firth to Roberts, Ucon and Goshen Branch.
W. C. Smail	Surgeon	Jerome	Rupert to Bliss.
Robert O. Hummer	Surgeon	Kemmerer	Granger to Cokeville.
Don S. Numbers	Surgeon	McCall	Idaho Northern Branch.
Carl D. Lusty	Surgeon	Meridian	Meridian and vicinity.
Harry H. King	Surgeon	Montpelier	Cokeville to McCammon.
R. B. Lindsay	Surgeon	Montpelier	Cokeville to Soda Springs.
J. P. Weber	Surgeon	Mountain Home	Mountain Home and vicinity.
Ernest D. Hunsaker	Aurist	Nampa	Nampa and vicinity.
Frederick D. Koehne	Surgeon	Nampa	Mountain Home to Caldwell.
Thomas E. Mangum, Jr.	Surgeon	Nampa	Mountain Home to Caldwell.
John C. Sutherland	Surgeon	Nampa	Mountain Home to Caldwell.
Joseph J. Saraxin	Surgeon	Nyssa	Parma to Ontario and Marsing.
Wilfred N. Sanders	Surgeon	Ontario	Payette to Nyssa.
Ira R. Woodward, Jr.	Surgeon	Payette	Weiser to Ontario and Fruitland.
W. L. Sutherland	Surgeon	Rexburg	Rigby to St. Anthony.
Aldon Tall	Surgeon	Rigby	Ucon to Rexburg and West and East Belt Branches.
Otto A. Moellmer	Surgeon	Rupert	Minidoka to Heyburn and Eden.
Emory L. Soule	Surgeon	St. Anthony	Ashton to Sugar City.
Royal G. Neher	Surgeon	Shoshone	Richfield to Bliss and Minidoka.
Russell Tigert	Surgeon	Soda Springs	Montpelier to McCammon.
John R. Moritz	Surgeon	Sun Valley	Sun Valley.
Robert M. Wedemeyer	Surgeon	Sun Valley	Sun Valley.
Charles B. Beymer	Surgeon	Twin Falls	Burley to Buhl and Contact.
Wallace Bond	Oculist and Aurist.	Twin Falls	Twin Falls and vicinity.
Harwood L. Stowe	Surgeon	Twin Falls	Buhl to Idavada and Milner.
Neal E. McCarthy	Surgeon	Vale	Vale and vicinity.
Harold F. Holsinger	Surgeon	Wendell	Wendell and vicinity.
Marion S. McGrath	Surgeon	Weiser	Midvale to Payette and Rock Island.

CONDENSED TIME-TABLE

WESTWARD — **EASTWARD**

FIRST CLASS									Time-Table No. 4 April 30, 1950	FIRST CLASS						
19 Psgr.	61 Psgr.	11 Psgr.	105 Streamliner Passenger	457 Psgr.	17 Psgr.	25 Mail and Express	Distance from Granger via Boise	STATIONS	12 Psgr.	458 Psgr.	106 Streamliner Passenger	20 Psgr.	18 Psgr.	26 Mail and Express	62 Psgr.
Daily	Daily	Daily	Daily	Daily	Daily	Daily									
		6.15	**3.00**		3.55		0.0	GRANGER	A 9.30		A **12.42**		A **10.30**		
		11.20	**6.50**		10.10	1.20	213.9	POCATELLO	4.25		8.55		**5.25**	A **9.15**	
		2.35	**9.20**		**1.40**	4.55	373.8	GLENNS FERRY	12.30		6.10		**1.55**	**5.00**	
		4.20	**10.35**		**3.25**	7.05	448.4	BOISE	**10.13**		5.00		**12.15**	**2.50**	
		7.00	12.30		**6.10**	10.15	550.1	M.T. M.T. HUNTINGTON	**7.45**		3.05		9.45	11.40	
		6.10	**11.30**		**5.20**	9.25		P.T. P.T.	**6.35**		2.05		8.35	10.25	
		8.50	1.45		**8.10**	**12.20**	649.7	LA GRANDE	**4.10**		**11.45**		6.00	7.05	
		11.20	4.05		**11.30**	**3.15**	723.9	PENDLETON	**1.35**		**9.38**		3.25	4.25	
		11.30	4.15		**11.40**	**3.25**	727.5	RIETH	**1.15**		**9.23**		2.40	3.45	
9.30	Moscow **7.15**						948.3	SPOKANE				A 7.00			Moscow A 8.50
11.48	**11.20**						844.4	AYER				4.23			5.15
1.20	1.10						791.1	WALLULA				3.05			3.15
2.20	1.55						764.0	UMATILLA				2.05			12.55
4.35		**1.50**	6.20		3.40	5.25	855.4	THE DALLES	10.35		**7.17**	**11.35**	12.05	12.30	
A 7.00	A 3.00 Pendleton	A **4.00**	A 8.15	9.00	A 6.15	A **9.00**	939.5	PORTLAND	8.30	A **9.15**	**5.30**	**9.30**	**10.00**	**10.10**	**11.40** Pendleton
				11.39			1030.6	CENTRALIA		**6.58**					
				1.07			1084.6	TACOMA		**5.40**					
				A **2.15**			1122.7	SEATTLE		**4.30**					
									Daily	Daily	Daily	Daily	Daily	Daily	Daily
(9.30) 38.9	(7.45) 29.3	(22.45) 41.3	(18.15) 51.5	(5.15) 34.9	(27.20) 34.4	(20.40) 35.1		.....Thru Time..... Average speed per hour	(24.00) 39.1	(4.45) 38.6	(18.12) 51.6	(9.30) 38.9	(23.30) 40.0	(22.05) 32.9	(9.10) 24.8

CONDENSED TIME-TABLE

WESTWARD — **EASTWARD**

FIRST CLASS				Time-Table No. 4 April 30, 1950	FIRST CLASS		
31 Passenger	33 Passenger	29 Passenger	Distance from McCammon	STATIONS	32 Passenger	34 Passenger	30 Passenger
Daily	Daily	Daily					
10.10	4.10	12.20	0.0	McCAMMON	A 4.50	A **6.15**	A 3.35
A **10.45**	5.15	1.35	22.7	POCATELLO	4.20	**5.40**	3.05
	6.08	2.20	46.9	BLACKFOOT		**4.00**	1.52
	7.20	3.10	73.3	IDAHO FALLS		**3.15**	1.05
	9.00		124.3	ASHTON		**1.15**	
	A 10.40		169.9	VICTOR		11.30	
			180.4	WEST YELLOWSTONE			
		A 9.30	285.8	BUTTE			**7.00**
					Daily	Daily	Daily
(0.35) 38.9	(6.30) 26.1	(9.10) 31.2		.....Thru Time..... .....Average speed per hour.....	(0.30) 45.4	(6.45) 25.2	(8.35) 33.3

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

MILEAGE

Main Line 848.07
Branches 1379.28
Grand Total 2227.35

WESTWARD — FIRST SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS 263 Time Freight Daily	251 Time Freight Daily	257 Time Freight Daily	277 Time Freight Daily	FIRST CLASS 11 Passenger Daily	31 Passenger Daily	105 Streamliner Passenger Daily	17 Passenger Daily	33 Passenger Daily	29 Passenger Daily	Time-Table No. 4 April 30, 1950 STATIONS
150 RCS IPWY	10.00AM		2.45AM		6.15PM		3.00PM	3.55AM			DN-R GRANGER YL GN
70 P	10.08		2.53		6.19		3.04	4.00			DONOVAN
114 P	10.14		2.59		6.23		3.07	4.04			MOXA
75 P	10.21		3.06		6.28		3.11	4.09			HASSETT
117 P	10.26		3.11		6.31		3.14	4.12			NUTRIA
83 P	10.34		3.19		6.36		3.18	4.17			COSGRIFF
125 P	10.41		3.26		6.40		3.22	s 4.25			DN OPAL OW
77 P	10.49		3.34		6.45		3.26	4.31			FOLGER
130 PW	10.56		3.41		6.50		3.30	4.37			WATERFALL
	11.06		3.51		6.57		3.36	4.45			EAST KEMMERER YL
CPTWXZ	11.20		4.10		s 7.04		f 3.38	s 4.55			DN KEMMERER YL Z
WS 71 ES 70 PXY	11.27		4.17		7.08		3.41	5.01			MOYER JCT. YL
WS 72 ES 76 PW XY	11.47 [106]		4.40		7.21		3.52	f 5.16			DN FOSSIL YL FI
98 PW	11.57AM		4.50		7.28		3.59	5.24			NUGGET
77 P	12.05PM		4.58		7.32		4.03	5.29			ORR
113 P	12.11		5.04		7.35		4.06	s 5.35			SAGE
68 P	12.18		5.11		7.39		4.10	5.41			CARLSON
124 P	12.24		5.17		7.43		4.14	5.46			BECKWITH
74 P	12.32		5.25		7.48		4.19	5.52			PIXLEY
WS 128 ES 125 PW	12.42		5.35		s 7.56		4.24	s 6.05			DN COKEVILLE CK
77 P	12.50		5.43		8.01		4.28	6.13			MARSE
124 P	12.56		5.49		8.05		4.32	6.18			BORDER
74 PW	1.04		5.57		8.11		4.37	s 6.27			PEGRAM
92 P	1.12		6.05		**8.17** [18]		4.42	6.34			HARER
69 P	1.21		6.14		8.23		**4.47** [262]	6.42			DINGLE
COPTWYZ	1.45 2.25		**6.35** [17] **7.20**		8.35 8.45		s 4.55	**6.55** [257] **7.05**			DN-R MONTPELIER YL MX
80 P	2.37		7.32		8.53		5.02	7.13			PESCADERO
109 PW	2.45		7.40		8.59		5.08	7.19			GEORGETOWN
127 P	2.52		7.47		9.05		5.13	7.25			CAVANAUGH
104 P	2.58		7.53		9.09		5.17	7.29			MANSON
77 P	**3.04** [262]		7.58		9.13		5.21	7.34			ROSE
186 PWY	3.13		8.07		f 9.22		5.27	s 7.47			DN SODA SPRINGS SD
113 PW	3.21		8.15		9.29		5.32	s 7.58			ALEXANDER
116 P	3.28		8.22		9.34		5.36	8.04			TALMAGE
368 CPWY	3.40		8.40		f 9.43		5.41	s 8.16			DN BANCROFT YL BN
116 P	3.46		8.46		9.48		5.45	8.21			KINPORT
174 P	3.53		8.53		9.53		5.49	8.26			PEBBLE
104 P	4.00		9.00		9.58		5.53	8.31			BROXON
102 PW	4.06		9.06		10.01		5.56	8.34			BLASER
30 PX	4.14		9.14		f 10.07		6.00	s 8.41			DN LAVA HOT SPGS. XY
CS 162 P	4.22		9.22		10.13		6.05	8.48			TOPAZ
226 IPWXY	4.35	10.30AM	9.35	1.55AM	10.23	10.10PM	6.13	s 9.01	4.10AM	12.20AM	DN McCAMMON YL MC
WS 51 ES 91 PWX	4.50	10.47	9.51	2.12	10.35	f 10.23	6.24	f 9.16	f 4.23	12.33	D INKOM KO
					10.41	10.29	6.29	9.22	4.29	12.39	PORTNEUF
RCS COPTWYZ	A 6.00PM	A 11.20AM	A 10.45AM	A 3.00AM	A 10.55PM	A 10.45PM	A 6.40PM	A 9.40AM	A 4.45AM	A 12.55AM	DN-R POCATELLO YL H CA
											(213.9)
	(8.00) 26.7	(0.50) 27.2	(8.00) 26.7	(1.05) 21.0	(4.40) 45.8	(0.35) 38.9	(3.40) 58.3	(5.45) 37.2	(0.35) 38.9	(0.35) 38.9	.....Thru Time..... / .....Average speed per hour.....

Double Track: Granger YL – Kemmerer YL; Moyer Jct. YL – Fossil YL; Montpelier YL – Pocatello YL. BLOCK SIGNALS.

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 S-72.

The time of No. 105 and No. 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 29, 30, 31, 32, 33 and 34, and not less than fifteen minutes by second-class, extra trains and yard engines.

For conditional stops to discharge or pick up revenue passengers.—See page 2.

For stations not shown on schedule pages.—See page 17.

FIRST SUBDIVISION — EASTWARD

Time-Table No. 4 April 30, 1950 STATIONS	Mile Post	FIRST CLASS 30 Passenger	32 Passenger	12 Passenger	106 Streamliner Passenger	18 Passenger	34 Passenger	SECOND CLASS 262 Time Freight	278 Stock Special	270 Time Freight	264 Time Freight
DN-R GRANGER YL GN	0.0			Af 9.30AM	A 12.42PM	A 10.30PM		A 8.15PM			A 6.30AM
DONOVAN	4.1			9.24	12.37	10.24		8.06			6.21
MOXA	7.7			9.20	12.34	10.20		7.59			6.14
HASSETT	12.5			9.15	12.30	10.15		7.51			6.06
NUTRIA	15.4			9.12	12.27	10.12		7.46			6.01
COSGRIFF	20.2			9.07	12.23	10.07		7.38			5.53
DN OPAL OW	24.5			f 9.02	12.19	10.02		7.31			5.46
FOLGER	29.3			8.56	12.15	9.57		7.23			5.38
WATERFALL	33.6			8.51	12.11	9.52		7.15			5.30
EAST KEMMERER YL	39.0			8.44	12.05	9.45		7.05			5.20
DN KEMMERER YL Z	39.7			s 8.42	f 12.03PM	s 9.43		7.00			5.15
MOYER JCT. YL	42.3			8.34	11.58AM	9.35		6.51			4.50
DN FOSSIL YL FI	50.3			f 8.19	**11.47** [263]	9.20		6.28			4.27
NUGGET	56.0			8.11	11.40	9.12		6.13			4.12
ORR	59.6			8.06	11.36	9.07		6.05			4.04
SAGE	63.1			f 8.02	11.33	9.03		5.58			3.57
CARLSON	67.3			7.57	11.29	8.58		5.50			3.49
BECKWITH	71.3			7.53	11.25	8.54		5.43			3.42
PIXLEY	77.4			7.47	11.20	8.49		5.35			3.32
DN COKEVILLE CK	83.5			s 7.40	11.15	s 8.42		5.25			3.20
MARSE	88.2			7.31	11.10	8.34		5.17			3.01
BORDER	92.1			7.27	11.07	8.30		5.11			2.54
PEGRAM	97.7			f 7.21	11.02	8.24		5.03			2.46
HARER	102.9			7.14	10.57	**8.17** [11]		4.55			2.38
DINGLE	108.0			7.08	10.52	8.09		**4.47** [105]			2.30
DN-R MONTPELIER YL MX	115.0			7.00 6.50	s 10.45	8.00 7.50		4.30 3.50			2.15 1.30
PESCADERO	121.3			6.38	10.33	7.38		3.32			1.01
GEORGETOWN	126.8			6.31	10.28	7.31		3.23			12.52
CAVANAUGH	131.9			6.26	10.23	7.25		3.16			12.44
MANSON	136.1			6.22	10.19	7.20		3.10			12.37
ROSE	140.0			6.18	10.15	7.16		**3.04** [263]			12.30
DN SODA SPRINGS SD	146.0			s 6.09	10.09	s 7.07		2.52			12.20
ALEXANDER	151.6			5.56	10.03	s 6.52		2.41			12.05AM
TALMAGE	156.2			5.50	9.58	6.45		2.30			11.55PM
DN BANCROFT YL BN	161.8			s 5.42	9.53	f 6.37		2.15			11.40
KINPORT	165.6			5.32	9.48	6.31		2.04			11.24
PEBBLE	170.3			5.27	9.43	6.25		1.56			11.16
BROXON	174.8			5.22	9.38	6.19		1.48			11.08
BLASER	177.4			5.19	9.35	6.15		1.41			11.01
DN LAVA HOT SPGS. XY	180.0			s 5.14	9.31	f 6.10		1.33			10.53
TOPAZ	184.3			5.05	9.26	6.02		1.18			10.38
DN McCAMMON YL MC	191.2	A 3.35AM	As 4.50AM	s 4.56	9.19	5.53	As 6.15PM	1.00	A 2.20PM	A 8.50PM	10.20
D INKOM KO	201.9	3.21	s 4.36	4.40	9.08	5.40	f 5.58	12.40	1.55	8.25	9.55
PORTNEUF	207.7	3.15	4.29	4.34	9.02	5.34	5.50				
DN-R POCATELLO YL H CA	213.9	3.05AM	4.20AM	4.25AM	8.55AM	5.25PM	5.40PM	12.15PM	1.30PM	8.00PM	9.30PM
(213.9)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
.....Thru Time.....		(0.30)	(0.30)	(5.05)	(3.47)	(5.05)	(0.35)	(8.00)	(0.50)	(0.50)	(9.00)
.....Average speed per hour.....		45.4	45.4	42.1	56.6	42.1	38.9	26.7	27.2	27.2	23.7

Double Track: Granger YL – Kemmerer YL; Moyer Jct. YL – Fossil YL; Montpelier YL – Pocatello YL. BLOCK SIGNALS.

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 S-72.

The time of No. 105 and No. 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 29, 30, 31, 32, 33 and 34, and not less than fifteen minutes by second-class, extra trains and yard engines.

No. 12 reduce speed to 20 MPH to dispatch mail and newspapers at Alexander and Georgetown.

For conditional stops to discharge or pick up revenue passengers.—See page 2.

For stations not shown on schedule pages.—See page 17.

WESTWARD — SECOND SUBDIVISION — EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		WESTWARD FIRST CLASS 11 Passenger Daily	105 Streamliner Passenger Daily	17 Passenger Daily	49 Mixed Daily	25 Mail and Express Daily	Time-Table No. 4 April 30, 1950 STATIONS	Mile Post	EASTWARD FIRST CLASS 12 Passenger	106 Streamliner Passenger	18 Passenger	26 Mail and Express	50 Mixed
	COPTWYZ	11.20PM	6.50PM	10.10AM	3.30AM	1.20AM	DN-R H-CA POCATELLO YL PO (DOUBLE TRACK)	213.9	A 3.55AM	A 8.45AM	A 5.05PM	A 9.15PM	A11.25PM
151	P	11.35	7.05	10.25	f 3.45	1.35	10.4 MICHAUD	224.3	3.33	8.30	4.48	8.43	f10.58
125	P	11.41		10.31	3.53	1.41	5.8 BANNOCK	230.1	3.28		4.43	8.35	10.48
147	PW	s11.50	7.16	s10.41	s 4.06	f 1.50	8.4 DN AMERICAN FALLS AF	238.5	s 3.19	8.19	s 4.34	s 8.25	s10.35
125	P	11.55PM	7.21	10.47	4.12	1.55	3.8 BORAH	242.3	3.11	8.14	4.27	8.17	10.24
125	P	12.02AM	7.27	10.55	4.20	2.02	7.8 QUIGLEY	250.1	3.04	8.08	4.19	8.09	10.13
125	PW	12.07	7.32	11.00	f 4.26	2.07	5.9 WAPI	256.0	2.59	8.03	4.13	8.03	f10.05
125	P	12.10	7.35	11.03	4.30	2.10	3.8 DEWOFF	259.8	2.54	8.00	4.09	7.49	9.58
125	P	12.16	**7.41** 26	11.10	4.37	2.16	7.5 HAWLEY	267.3	2.46	7.54	4.01	**7.41** 105	9.48
469	COPWY	s12.25	7.46	s11.20	A 4.50AM	2.25	5.1 DN MINIDOKA YL RT	272.4	s 2.40	7.49	s 3.55	s 7.25	9.40PM
125	P	12.29	7.50	11.24		**2.30** 12	3.8 MAX	276.2	**2.30** 25	7.44	3.46	7.12	
125	P	12.36	7.57	11.31		2.38	8.1 ADELAIDE	284.3	2.22	7.37	3.39	7.04	
125	PW	12.40	8.01	11.35		2.42	4.7 KIMAMA	289.0	2.18	7.33	3.34	f 6.59	
125	P	12.46	8.07	11.41		2.48	6.7 SENTER	295.7	2.11	7.27	3.27	6.52	
125	P	12.53	8.13	11.48		2.55	7.8 OWINZA	303.5	2.03	7.21	3.20	6.44	
125	P	12.58		11.53		3.00	5.8 BESSLEN	309.3	1.57		3.14	6.38	
121	P	1.02	8.21	11.57AM		s 3.07	4.6 D DIETRICH HD (DOUBLE TRACK)	313.9	1.52	7.13	3.10	s 6.32	
420	COPWY	s 1.15	s 8.30	s12.10PM		s 3.25	7.6 DN SHOSHONE YL X	321.5	s 1.40	s 7.05	s 3.00	s 6.20	
125	P	**1.26** 12	8.39	12.21		3.36	9.3 TUNUPA	330.8	**1.26** 11	6.53	2.46	5.59	
186	PW	s 1.35	8.45	s12.31		s 3.47	6.7 DN GOODING GD	337.5	s 1.16	6.47	s 2.39	s 5.52	
125	P	1.42	8.51	12.39		3.55	6.7 FULLER	344.2	1.08	6.41	2.31	5.42	
250	PWY	1.48	8.56	s12.49		s 4.05	6.3 DN BLISS IS	350.5	1.02	6.36	2.25	s 5.35	
230	PY	1.54	9.02	12.55		4.12	6.8 TICESKA (DOUBLE TRACK)	357.3	12.54	6.30	2.19	5.25	
125	PWX	2.10	9.11	1.11		s 4.30	9.5 KING HILL	366.8	12.39	6.19	2.04	f 5.10	
	COPTWY	A 2.25AM	As9.20PM	A 1.30PM		A 4.45AM	7.0 DN-R GF GLENNS FERRY YL	373.8	12.30AM	6.10AM	1.55PM	5.00PM	
							(159.9)		Daily	Daily	Daily	Daily	Daily
		(3.05) 51.9	(2.30) 64.0	(3.20) 48.0	(1.20) 43.9	(3.25) 46.8	.....Thru Time..... / .....Average speed per hour.....		(3.25) 46.8	(2.35) 61.9	(3.10) 50.5	(4.15) 37.6	(1.45) 33.4

CENTRALIZED TRAFFIC CONTROL

WESTWARD — KUNA LINE — EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		WESTWARD SECOND CLASS 257 Time Freight Daily	Time-Table No. 4 April 30, 1950 STATIONS	Mile Post	EASTWARD SECOND CLASS 262 Time Freight
195	CIPWY	5.05AM	DN ORCHARD YL OD (BLOCK SIGNALS)	423.0	A10.09PM
84	P	5.17	7.8 ELY	430.8	9.55
105	P	5.22	3.9 OWYHEE	434.7	9.45
77	P	5.32	7.9 MORA	442.6	9.26
116	P	5.37	4.1 D KUNA KA	446.7	9.15
84	P	5.44	5.1 COLLOPY	451.8	9.00
	COPTWYZ	A 6.00AM	4.8 DN-R NAMPA YL AU-Q-D	456.6	8.40PM
			(33.6)		Daily
		(0.55) 36.6	.....Thru Time..... / .....Average speed per hour.....		(1.29) 22.7

On Kuna Line, 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 Line unless otherwise instructed.
For conditional stops to discharge or pick up revenue passengers, see page 2.
For stations not shown on schedule pages, see page 17.

WESTWARD — THIRD SUBDIVISION — EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		WESTWARD SECOND CLASS 257 Time Freight Daily	FIRST CLASS 105 Streamliner Passenger Daily	17 Passenger Daily	25 Mail and Express Daily	11 Passenger Daily	Time-Table No. 4 April 30, 1950 STATIONS	Mile Post	EASTWARD FIRST CLASS 106 Streamliner Passenger	18 Passenger	26 Mail and Express	12 Passenger	SECOND CLASS 262 Time Freight
	COPTWY	3.30AM	9.20PM	1.40PM	4.55AM	2.35AM	DN-R GF GLENNS FERRY YL (DOUBLE TRACK)	373.8	As6.10AM	A 1.45PM	A 4.45PM	A12.20AM	A11.55PM
CS115	PW	3.50	9.30	1.52	s 5.07	2.47	8.9 HAMMETT	382.7	5.59	1.32	s 4.25	12.01AM	11.16
CS127	PY	4.20	9.44	2.10	5.24	3.05	10.8 DN REVERSE YL RV	393.5	5.48	1.17	4.08	11.46PM	10.56
256	PWY	4.35	9.51	s 2.23	s **5.41** 106	s 3.18	8.1 DN MOUNTAIN HOME MZ	401.6	**5.41** 25	s 1.07	s 3.57	s11.34	10.41
154	P	4.43	9.56	2.29	5.50	3.24	5.9 SEBREE	407.5	5.36	1.00	3.45	11.23	10.33
141	P	4.50	10.00	2.34	5.56	3.29	10.3 CLEFT	412.7	5.32	12.55	3.40	11.17	10.26
195	CIPWY	A 5.05AM	**10.09** 262	2.45	s 6.10	3.40	7.3 DN ORCHARD YL OD	423.0	5.24	12.45	s 3.30	11.05	**10.09PM** 105
78	P		10.16	2.53	6.19	3.48	LEONE	B-430.3	5.17	12.36	3.20	10.50	
79	P		10.21	2.59	6.26	3.54	5.6 BLACK'S CREEK	B-435.9	5.12	12.30	3.13	10.40	
78	P		**10.27** 12	**3.05** 26	6.32	4.00	5.8 SHAFER	B-441.7	5.06	12.23	**3.05** 17	**10.27** 105	
109	PWY	VIA KUNA LINE	s10.35	3.15 / 3.25	6.45 / 7.05	4.10 / 4.20	6.7 DN BOISE YL BG	B-448.4	s 5.00	12.15 / 12.10	2.50 / 2.35	10.13 / 10.03	VIA KUNA LINE
	P		10.38	3.28	7.15	4.23	2.3 BOISE JCT.	B-450.7	4.53	12.06	2.29	9.59	
35	P		10.39	3.29	7.16	4.24	0.7 PERKINS	B-451.4	4.52	12.05	2.28	9.58	
31	P		10.42	3.32	7.19	4.27	3.2 BEATTY	B-454.6	4.49	12.02PM	2.25	9.55	
77	P		10.45	f 3.36	s 7.24	s 4.31	2.7 D MERIDIAN MD	B-457.3	4.46	11.59AM	s 2.22	9.52	
25	P		10.48	3.40	7.28	**4.43** 106	3.4 SONNA	B-460.7	**4.43** 11	11.55	2.15	9.49	
	OPTWYZ	6.00AM	s11.01	3.55 / 4.05	7.40 / 7.50	4.55 / 5.05	7.2 DN-R D NAMPA YL AU-Q	456.6	s 4.36	11.45 / 11.35	2.05 / 1.55	9.40 / 9.32	A 8.30PM
57	P	6.06	11.05	4.10	7.55	5.10	4.2 MOSS	460.8	4.25	11.27	1.48	9.26	8.20
204	PW	6.14	11.10	s 4.20	s 8.06	s 5.19	4.8 DN CALDWELL YL CW	465.6	4.21	s11.22	s 1.42	s 9.21	8.12
122	P	6.19	11.13	4.24	8.10	5.23	3.6 ENROSE	469.2	4.17	11.13	1.32	9.13	8.07
125	P	6.23	11.16	s 4.30	f 8.14	5.26	3.3 D NOTUS U	472.5	4.14	11.10	s 1.29	9.10	8.03
104	P	6.34	11.23	s 4.40	s 8.25	5.34	8.3 DN PARMA MA	480.8	4.07	f11.02	s 1.19	9.03	7.52
155	PWY	6.44	11.30	s 4.50	s 8.37	s 5.44	7.6 DN NYSSA YL SY	488.4	4.00	s10.54	s 1.06	s 8.55	7.42
	PY	6.56		4.59	8.45	5.52	8.4 MALHEUR JCT. YL	496.8		10.43	12.53	8.43	7.30
444	COPY	7.01	11.41	s 5.08	s 8.54	s 6.00	1.9 DN ONTARIO YL ON	498.7	3.49	s10.40	s12.50	s 8.40	7.25
190	PW	7.08	11.47	s 5.18	s 9.05	s 6.10	3.8 DN PAYETTE YL AY	502.5	3.43	s10.30	s12.35	s 8.30	7.11
84	P	7.18	11.53PM	5.25	9.12	6.17	6.8 CRYSTAL	509.3	3.37	10.22	12.22	8.22	7.01
233	PWY	7.28	12.01AM	s 5.35	s 9.27	s 6.28	6.6 DN WEISER YL SR	515.9	3.31	s10.15	s12.15	s 8.15	6.51
77	P	7.37	12.07	5.42	9.34	6.34	6.1 EATON	522.0	3.24	10.06	12.02PM	8.06	6.42
115	P	7.42	12.11	5.46	9.39	6.38	3.7 COBB	525.7	3.21	10.02	11.58AM	8.02	6.37
116	P	7.56	12.21	5.56	**9.53** 18	6.47	8.3 ROCK ISLAND	534.0	3.12	**9.53** 25	11.49	7.53	6.23
	P						3.1 BLAKES JCT.	537.1					
	OPTWYZ	A 8.15AM	s A12.30AM	A **6.10PM** 262	A10.15AM	A 7.00AM	1.7 DN-R YL HU HUNTINGTON	538.8	3.05AM	9.45AM	11.40AM	7.45PM	**6.10PM** 17
							(176.3)		Daily	Daily	Daily	Daily	Daily
		(4.45) 37.1	(3.10) 55.7	(4.30) 39.2	(5.20) 33.1	(4.25) 39.9	.....Thru Time..... / .....Average speed per hour.....		(3.05) 57.2	(4.00) 44.1	(5.05) 34.7	(4.35) 38.5	(5.45) 30.6

BLOCK SIGNALS

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 S-72.

The time of No. 105 and No. 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 25 and 26, not less than fifteen minutes by second-class, extra trains, and yard engines.

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 2.

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

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, extra trains and yard engines; 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 — FOURTH SUBDIVISION — EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		SECOND CLASS 251 Time Freight Daily	SECOND CLASS 277 Time Freight Daily	FIRST CLASS 33 Passenger Daily	FIRST CLASS 29 Passenger Daily	Time-Table No. 4 April 30, 1950 STATIONS	Mile Post	FIRST CLASS 30 Passenger	FIRST CLASS 34 Passenger	SECOND CLASS 252 Time Freight	SECOND CLASS 278 Stock Special
	COPTWYZ	3.15PM	4.00AM	5.15AM	1.35AM	DN-R POCATELLO YL H CA PO	133.9	A 2.35AM	A 4.45PM	A 1.00AM	A11.00AM
	P	3.30	4.15	5.25	1.45	2.8 MONTANA JCT.	136.7	2.20	4.28	12.33	10.33
129	P	3.36	4.21	f 5.29	1.49	3.7 TYHEE	140.4	2.16	f 4.24	12.26	10.26
73	PW	3.44	4.29	s 5.37	f 1.55	5.3 D FORT HALL FH	145.7	2.09	s 4.17	12.18	10.18
74	P	34 **4.08**	4.38	f 5.43	**2.02** 30	5.3 GIBSON	151.0	**2.02** 29	f **4.08** 251	12.10AM	10.10
ES 95 WS 82	CPWY	4.20	4.50	s 6.08	s 2.20	7.1 DN BLACKFOOT YL BF	158.1	s 1.52	s 4.00	11.55PM	9.55
74	P	4.30	5.01	f 6.16	2.27	5.9 WAPELLO	164.0	1.34	f 3.46	11.40	9.40
74	PW	4.38	5.09	s 6.24	f 2.34	5.4 D FIRTH FR	169.4	1.27	s 3.39	11.30	9.30
	PY					0.4 GOSHEN JCT.	169.8				
105	P	4.48	5.20	s 6.34	f 2.42	5.1 DN SHELLEY SY	175.5	s 1.19	s 3.30	11.20	9.20
73	P	4.54	5.26	f 6.39	2.47	3.8 COTTON	179.3	1.13	f 3.23	11.13	9.13
99	P	5.00	5.32	6.43	2.51	3.8 BACH YL	183.1	1.09	3.19	11.05	9.05
	COPTWYZ	5.25	6.40	A 7.00AM	s 3.10	1.4 DN-R IDAHO FALLS YL AI	184.5	s 1.05	3.15PM	11.00	9.00
						1.3 WEST IDAHO FALLS YL	185.8	12.47			
53	P	5.45	7.05		f 3.23	5.4 PAYNE	191.2	f12.40		9.55	7.55
53	P	5.53	7.15		f 3.29	5.3 BASSETT	196.5	f12.34		9.45	7.43
57	PW	6.02	**7.30** 278		s 3.38	5.5 D ROBERTS AR	202.0	s12.27		9.35	**7.30** 277
55	P	6.11	7.40		3.45	5.0 TENNO	207.0	12.19		9.25	7.15
51	P	6.20	7.50		3.51	5.1 HAWGOOD	212.1	12.13		9.15	7.05
53	P	6.29	8.00		s 3.58	5.4 HAMER	217.5	s12.07AM		9.05	6.55
52	PY	6.39	8.12		s 4.06	5.6 CAMAS	223.1	s11.59PM		8.55	6.45
50	P	6.48	8.25		4.13	5.1 JONES	228.2	11.53		8.43	6.33
ES 51 WS 63	CPWY	7.15	9.10		s 4.32	6.7 DN DUBOIS YL BO	234.9	s11.45		8.30	6.20
52	P	7.33	9.28		4.43	8.0 HIGHBRIDGE	242.9	11.30		8.00	5.55
54	PW	**7.45** 252	9.40		s 4.53	5.6 Block Signals D SPENCER RC	248.5	s11.22		**7.45** 251	5.40
ES 55 WS 58	PW	8.12	10.06		s **5.12** 278	9.5 HUMPHREY	258.0	s11.03		7.15	**5.12** 29
65	PY	8.27	10.25		s 5.25	6.7 D MONIDA MO	264.7	s10.53		6.55	4.45
54	PW	8.45	10.42		f 5.37	8.1 SNOWLINE	272.8	f10.40		6.35	4.25
	COPTWY	**9.10** 30 **10.30**	11.10AM 1.30PM		5.55 6.05	7.1 DN-R LIMA YL RD	279.9	**10.30** 251 **10.20**		6.00 4.40	4.00 3.00
52	P	10.50	1.50		s 6.17	8.1 D DELL DE	288.0	s10.05		4.10	2.15
53	P	11.02	2.02		f 6.25	6.0 KIDD	294.0	f 9.56		3.55	2.00
80	P	11.24	2.23		s 6.47	13.0 D ARMSTEAD AD	307.0	s 9.40		3.25	1.30
51	P	11.38	2.37		f 6.56	5.9 GRAYLING	312.9	f 9.26		3.10	1.15
68	P	11.53PM	**2.55** 252		f 7.06	7.5 BARRATTS	320.4	f 9.16		**2.55** 277	1.00
69	CPW	278 **12.40AM**	4.15		s 7.16	7.6 DN DILLON YL DN	328.0	s 9.05		2.35	251 **12.40**
39	P	12.55	4.28		f 7.31	6.4 BOND	334.4	f 8.50		1.46	12.15
48	P	1.11	4.45		f 7.39	5.9 APEX	340.3	f 8.42		1.35	12.05AM
51	PY	1.40	5.10		f 7.55	8.4 NAVY	348.7	f 8.27		1.17	11.47PM
65	CPW	2.10	5.37		s 8.10	10.2 D MELROSE VI	358.9	s 8.13		12.55	11.25
41	P	2.30	5.55		f 8.20	6.0 QUINN	364.9	f 8.00		12.36	11.06
42	P	2.45	6.10		s 8.29	5.2 D DIVIDE J	370.1	s 7.51		12.23	10.53
69	P	2.55	6.20		f 8.38	4.2 WOODIN	374.3	f 7.44		12.12PM	10.42
23	P	3.15	6.40		f 8.50	6.4 FEELY	380.7	f 7.35		11.57AM	10.27
52	P	3.26	6.52		f 8.58	3.9 BUXTON	384.6	f 7.28		11.45	10.15
	PWY	A 4.00AM	A **7.20** 30 PM		As9.10AM	5.4 DN-R SILVER BOW YL SB	390.0	s **7.20** 277 PM		11.30AM	10.00PM
						7.0					

Between Silver Bow and Butte, trains will be governed by time-table and rules of Northern Pacific Ry. Time shown at Butte is for information only.

		A 5.00 AM	A 9.00 PM		A 9.30 AM	DN BUTTE YL BY	397.0	7.00 PM		11.00 AM	9.30 PM
						(263.1)		Daily	Daily	Daily	Daily
		(13.45) 19.1	(17.00) 15.4	(1.45) 28.9	(7.55) 33.2	.....Thru Time..... ....Average speed per hour....		(7.35) 34.7	(1.30) 33.7	(14.00) 18.8	(13.30) 19.4

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
Between Idaho Falls and Silver Bow, second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.
No. 33 will reduce speed to 30 miles per hour passing shelter at Wapello for dispatch of newspapers.
For stations not shown on schedule pages.—See page 17.

WESTWARD KEMMERER BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 4 April 30, 1950 STATIONS	Mile Post
CPTWZ	DN-R KEMMERER YL Z	0.0
	1.0 NO. KEMMERER JCT. YL	1.0
	1.4 NO. KEMMERER YL	2.4
	2.7 PHOSPHATE YL	5.1
	4.1 QUEALY YL	9.2
	(9.2)	

WESTWARD CUMBERLAND BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 4 April 30, 1950 STATIONS	Mile Post
WS 71 ES 70 PY	MOYER JCT. YL	0.0
53	4.8 GLENCOE JCT. YL	4.8
	4.5 BLAZON JCT.	9.3
16	3.7 MINE NO. 8 YL	13.0
22	(13.0)	

WESTWARD ELKOL BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 4 April 30, 1950 STATIONS	Mile Post
53	GLENCOE JCT. YL	0.0
	3.9 ELKOL	3.9
	(3.9)	

WESTWARD GLENCOE BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 4 April 30, 1950 STATIONS	Mile Post
53	GLENCOE JCT.	0.0
59	1.9 GLENCOE	1.9
	(1.9)	

WESTWARD BLAZON BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 4 April 30, 1950 STATIONS	Mile Post
	BLAZON JCT.	0.0
	1.4 RADIANT	1.4
	(1.4)	

WESTWARD CONDA BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 4 April 30, 1950 STATIONS	Mile Post
186 PWY	DN SODA SPRINGS SD	0.0
6	2.8 FORMATION (Spur)	2.8
6	2.8 PANTING	5.6
19 Y	1.4 CONDA	7.0
	(7.0)	

WESTWARD GRACE BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 4 April 30, 1950 STATIONS	Mile Post
113 PW	ALEXANDER YL	0.0
16	D 6.0 GRACE GA	6.0
	(6.0)	

WESTWARD GAY BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 4 April 30, 1950 STATIONS	Mile Post
73 PW	D FORT HALL FH	0.0
42	9.1 M.P. 9.1	9.1
132 YZ	11.7 GAY	20.8
	(20.8)	

WESTWARD GOSHEN BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 4 April 30, 1950 STATIONS	Mile Post
PY	GOSHEN JCT.	0.0
19	4.8 GOSHEN	4.8
22	5.8 GERRARD	10.6
11	1.8 INDIAN	12.4
14	2.8 HACKMAN	15.2
P	6.4 LINCOLN JCT.	21.6
	(21.6)	

WESTWARD ANNIS BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 4 April 30, 1950 STATIONS	Mile Post
	ANNIS JCT.	0.0
4	0.5 GRAYS (Spur)	0.5
7	2.1 ANNIS (Spur)	2.6
	(2.6)	

WESTWARD GARDNER BRANCH EASTWARD

Car capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 4 April 30, 1950 STATIONS	Mile Post
	GARDNER JCT.	0.0
23	3.2 PETERSON	3.2
	0.2 END OF TRACK	3.4
	(3.4)	

WESTWARD THOMAS BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 4 April 30, 1950 STATIONS	Mile Post
	THOMAS JCT.	0.0
12	4.4 THOMAS (Spur)	4.4
	0.2 END OF TRACK	4.6
	(4.6)	

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 — YELLOWSTONE BRANCH — EASTWARD

Time-Table No. 4, April 30, 1950

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		SECOND CLASS 477 Local Freight, Daily Except Sunday	SECOND CLASS 491 Mixed, Daily Except Sunday	FIRST CLASS 33 Passenger, Daily	STATIONS	Mile Post	FIRST CLASS 34 Passenger	SECOND CLASS 492 Mixed, Daily Except Sunday	SECOND CLASS 478 Local Freight, Daily Except Sunday
	COPTWYZ	9.15AM	7.55AM	7.20AM	DN-R **IDAHO FALLS YL** AK	0.0	A 2.50PM	A 2.00PM	A 8.00PM
17	PY	9.25	Af8.05AM	7.26	3.0 **ORVIN YL**	3.0	2.33	f 1.50	7.10
60	PW	9.40		s 7.34	4.6 D **UCON** UN	7.6	s 2.25	1.40PM	7.00
54	P	10.05		s 7.45	6.2 D RIGBY RG	13.8	s 2.15	Via West Belt Branch	6.45
36	W	10.20		f 7.51	4.3 LORENZO	18.1	s 2.08		5.45
27	P	10.40		s 7.56	2.6 THORNTON	20.7	s 2.03		5.35
67	P	11.10		s 8.06	5.3 D REXBURG RX	26.0	s 1.55		5.15
51	P	11.25		s 8.13	3.8 D SUGAR CITY SC	29.8	s 1.48		4.15
36	PY				1.1 HART	30.9			
118	PWY	11.40AM		s 8.25	5.9 D **ST. ANTHONY YL** SH	36.8	s 1.38	A10.50AM	3.50
	P				1.5 **BELT YL**	38.3		10.40AM	
43	P	12.05PM		f 8.35	4.5 CHESTER	42.8	s 1.27		2.45
46	COPWY	A12.30PM		A 8.55AM	8.2 DN-R **ASHTON YL** HN	51.0	1.15PM		2.30PM
					1.5 INGLING	52.5			
28	P				5.7 WARM RIVER	58.2			
15	P				8.7 GERRIT	66.9			
22					8.8 ECCLES	75.7			
15	P				4.9 ISLAND PARK	80.6			
29	P				4.8 TRUDE	85.4			
26	PWY				5.3 BIG SPRINGS	90.7			
22	PY				6.5 REAS PASS	97.2			
29	COPWY				9.9 D-R **WEST YELLOWSTONE YL** WS	107.1			
					(107.1)		Daily	Daily Except Sunday	Daily Except Sunday
		(3.15) 15.7	(0.10) 18.0	(1.35) 32.2	.....Thru Time..... ....Average speed per hour....		(1.35) 32.2	(3.20) 14.3	(5.30) 9.3

WESTWARD — TETON VALLEY BRANCH — EASTWARD

Time-Table No. 4, April 30, 1950

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		SECOND CLASS 481 Local Freight, Daily Except Sunday	FIRST CLASS 33 Passenger, Daily	STATIONS	Mile Post	FIRST CLASS 34 Passenger	SECOND CLASS 482 Local Freight
46	COPWY	7.00AM	9.00AM	DN-R **ASHTON YL** HN	0.0	A 1.10PM	A 2.00PM
19		7.10	f 9.04	1.8 MARYSVILLE **YL**	1.8	f 1.00	1.45
33		7.25	f 9.12	4.2 GRAINVILLE	6.0	f12.52	1.30
19	PW	7.40	s 9.18	2.6 D DRUMMOND MD	8.6	s12.47	1.20
11		7.55	f 9.26	4.2 FRANCE	12.8	f12.39	1.05
33	P	8.05	s 9.33	3.0 LAMONT	15.8	s12.33	12.55
20		8.38	s 9.57	10.5 FELT	26.3	s12.10 482	12.10PM 34
22	PWY	8.53	s10.07	4.0 D TETONIA NA	30.3	s12.02PM	11.45AM
			f10.12	2.4 DWIGHT	32.7	f11.56AM	
31		9.12	s10.22	4.5 D DRIGGS DI	37.2	s11.48	11.20
19	PWY	A 9.35AM	A10.40AM 482	8.4 D-R **VICTOR YL** VR	45.6	11.30AM	10.40AM 33
				(45.6)		Daily	Daily Except Sunday
		(2.35) 17.6	(1.40) 27.3	.....Thru Time..... .....Average speed per hour.....		(1.40) 27.3	(3.20) 13.7

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.
No. 33 stop daily, except Sunday and holidays, to dispatch mail at Lorenzo and Chester.
For stations not shown on schedule pages.—See page 17.

WESTWARD — MACKAY BRANCH — EASTWARD

Time-Table No. 4, April 30, 1950

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS 421 Mixed, Daily Except Sunday	SECOND CLASS 409 Mixed, Daily Except Sunday	STATIONS	Mile Post	SECOND CLASS 422 Mixed	SECOND CLASS 410 Mixed
CPWY	8.15AM	7.30AM	DN-R **BLACKFOOT YL** BF	0.0	A 2.20PM	A 3.55PM
			2.6 **GARDNER JCT.**	2.6		
9	f 8.25	f 7.42	1.7 CLARKSON	4.3	f 2.00	f 3.42
30	f 8.30	f 7.47	1.4 MORELAND	5.7	f 1.55	f 3.37
			0.2 **THOMAS JCT.**	5.9		
P	A 8.35AM	f 7.51	1.2 **ABERDEEN JCT. YL**	7.1	1.45PM	f 3.33
32 PW		f 8.24	13.0 TABER	20.1		f 3.00
20 PY		f 9.15	19.6 **SCOVILLE**	39.7		f 2.10
37 PWY		s10.05	19.4 D ARCO **YL** RO	59.1		s 1.20
21 P		s10.27	7.6 MOORE	66.7		s12.48
10		s10.45	5.9 DARLINGTON	72.6		s12.30
5		s11.00	4.7 LESLIE	77.3		s12.15PM
68 PWY		A11.25AM	8.0 D-R **MACKAY YL** MY	85.3		11.50AM
			(85.3)		Daily Except Sunday	Daily Except Sunday
	(0.20) 21.3	(3.55) 21.7	.....Thru Time..... ..Average speed per hour.....		(0.35) 12.2	(4.05) 20.9

WESTWARD — ABERDEEN BRANCH — EASTWARD

Time-Table No. 4, April 30, 1950

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS 421 Mixed, Daily Except Sunday	STATIONS	Mile Post	SECOND CLASS 422 Mixed
P	8.35AM	**ABERDEEN JCT. YL**	0.0	A 1.45PM
32	f 8.48	4.3 ROCKFORD	4.3	f 1.30
17	f 8.53	1.6 LIBERTY	5.9	f 1.20
29 P	s 9.13	4.3 D PINGREE PG	10.2	f12.58
31 P	f 9.33	6.3 SPRINGFIELD	16.5	f12.40
17 P	s 9.50	3.2 STERLING	19.7	s12.25PM
32 PWY	A10.25AM	8.5 D-R **ABERDEEN YL** BN	28.2	11.50AM
		(28.2)		Daily Except Sunday
	(1.50) 15.4	.....Thru Time..... ....Average speed per hour....		(1.55) 14.7

WESTWARD — WEST BELT BRANCH — EASTWARD

Time-Table No. 4, April 30, 1950

Car capacity of Sidings, etc. See Rule 6(A), Page 23.	STATIONS	Mile Post	SECOND CLASS 492 Mixed
60 PW	D-R **UCON** UN	0.0	A 1.40PM
21 P	8.8 LEWISVILLE	8.8	f 1.10
50 P	1.7 D MENAN MN	10.5	s 1.00
	1.0 **ANNIS JCT.**	11.5	
52 PW	13.5 PLANO	25.0	f12.12
18	1.7 EDMONDS	26.7	f12.05PM
11 P	2.6 EGIN	29.3	f11.56AM
30	2.3 HEMAN	31.6	f11.46
14 P	1.9 PARKER	33.5	f11.40
118 PWY	5.2 D-R **ST. ANTHONY YL** SH	38.7	11.15AM
	(38.7)		Daily Except Sunday
	.....Thru Time..... .....Average speed per hour.....		(2.25) 16.0

WESTWARD — EAST BELT BRANCH — EASTWARD

Time-Table No. 4, April 30, 1950

Car capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS 491 Mixed, Daily Except Sunday	STATIONS	Mile Post
17 PY	8.05AM	**ORVIN**	0.0
21	f 8.15	2.3 LINCOLN	2.3
P		0.8 **LINCOLN JCT.**	3.1
46 P	s 8.27	2.6 IONA	5.7
21 PW	s 9.05	10.7 D RIRIE RK	16.4
13 P	f 9.18	5.0 BYRNE	21.4
11 P	f 9.30	4.2 JENSON	25.6
23 P	f 9.40	2.6 WALKER	28.2
40 P	f 9.52	4.2 PARKINSON	32.4
10 P	f 9.58	1.9 MOODY	34.3
12 P	s10.20	3.8 D NEWDALE NE	38.1
P	A10.40AM	6.3 **BELT YL**	44.4
		(44.4)	
	(2.35) 17.2	.....Thru Time..... .....Average speed per hour.....	

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 — TWIN FALLS BRANCH — EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		SECOND CLASS 439 Freight Daily Except Sunday	SECOND CLASS 475 Time Freight Daily Except Sunday	FIRST CLASS 573 Motor Passenger Daily	FIRST CLASS 49 Mixed Daily	Time-Table No. 4 April 30, 1950 STATIONS			Mile Post	FIRST CLASS 574 Motor Passenger	FIRST CLASS 50 Mixed	SECOND CLASS 440 Freight	SECOND CLASS 476 Time Freight
469	CPWY	12.30PM	3.00AM	4.10PM	5.10AM	DN-R	**MINIDOKA YL**	RT	0.0	A 3.20PM	A 9.20PM	A11.00AM	A 1.30AM
							8.2						
75	P	12.45	3.17	f 4.25	f 5.23		ACEQUIA		8.2	f 2.55	f 8.59	10.35	11.10PM
							5.3						
206	PWY	1.00	3.40	s 4.40	s 5.45	DN-R	**RUPERT YL**	MS	13.5	s 2.45	s 8.50	10.20	10.55
							6.1						
32	P	1.11	3.52	s 4.48	s 5.53		HEYBURN		19.6	s 2.30	f 8.35	10.05	10.40
							2.1						
94	OPWY	1.25	4.10	s 5.00	s 6.13	DN	**BURLEY YL**	BU	21.7	s 2.25	s 8.30	10.00	10.35
							4.1						
76	P	1.35	4.20	f 5.08	f 6.21		STARRH'S FERRY		25.8	f 2.12	f 8.12	9.45	10.15
							7.7						
58	P	574 **2.00**	4.35	f 5.19	f 6.31		MILNER		33.5	f **2.00** 439	f 8.00	9.30	10.00
							7.9						
73	PW	2.15	4.50	s 5.33	s 6.44	D	MURTAUGH	MU	41.4	s 1.45	s 7.47	9.15	9.45
							3.7						
53	P	2.25	4.59	5.39	6.50		BICKEL		45.1	1.37	7.39	9.05	9.35
							3.9						
30							BILLS		49.0				
							5.7						
41	P	2.40	5.10	s 5.48	s 6.58	D	HANSEN	NS	49.7	s 1.29	s 7.32	8.55	9.25
							3.6						
60	P	2.53	5.18	s 5.57	s 7.06	D	KIMBERLY	KY	53.3	s 1.18	s 7.22	8.45	9.15
							3.1						
29	P			6.02	7.11		McMILLAN **YL**		56.4				
							2.5						
	COPWYZ	A 4.00PM	A 7.00AM	6.10 6.25	7.20 7.40	DN-R	**TWIN FALLS YL**	NA	58.9	1.05 12.50	7.10 6.55	8.30AM	9.00PM
							4.4						
42				f 6.35	f 7.47		CURRY		63.3	f12.40	f 6.46		
							2.6						
60	P			s **6.41** 50	s 7.52	D	FILER	FR	65.9	s12.35	s **6.41** 573		
							2.6						
45				f 6.47	f 7.56		PEAVEY		68.5	f12.28	f 6.35		
							2.8						
41				f 6.52	f 8.00		CEDAR		71.3	f12.24	f 6.30		
							2.5						
	OPWY			A 7.00PM	A 8.10AM	DN-R	**BUHL YL**	BO	73.8	12.20PM	6.25PM		
							(73.8)			Daily	Daily	Daily Except Sunday	Daily Except Sunday
		(3.30) 16.8	(4.00) 14.7	(2.50) 26.0	(3.00) 24.6	.....Thru Time..... ....Average speed per hour.....				(3.00) 24.6	(2.55) 25.3	(2.30) 23.6	(4.30) 13.1

WESTWARD — OAKLEY BRANCH — EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.			Time-Table No. 4 April 30, 1950 STATIONS			Mile Post	
94	OPWY		DN-R	**BURLEY YL**	BU	0.0	
				4.3			
30				BEETVILLE		4.3	
				0.9			
25				PELLA		5.2	
				11.1			
25				TROUT		16.3	
				1.5			
60				MARION		17.8	
				4.0			
20	Y		D-R	**OAKLEY**	OA	21.8	
				(21.8)			

WESTWARD — RAFT RIVER BRANCH — EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.			Time-Table No. 4 April 30, 1950 STATIONS			Mile Post	
94	OPWY		DN-R	**BURLEY YL**	BU	0.0	
				4.7			
12				EVANS		4.7	
				4.4			
16				DECLO		9.1	
				0.5			
				END OF TRACK		9.6	
				(9.6)			

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 471 Local Freight Daily Except Sunday	SECOND CLASS 473 Local Freight Daily Except Sunday	SECOND CLASS 465 Mixed Daily Except Sunday	Time-Table No. 4 April 30, 1950 STATIONS			Mile Post	SECOND CLASS 466 Mixed	SECOND CLASS 472 Local Freight	SECOND CLASS 474 Local Freight
206	PWY		9.00PM		5.55AM	DN-R	**RUPERT YL**	MS	0.0	A 1.55PM	A 8.00PM	
							4.4					
34	P						MYERS **YL**		4.4			
							1.5					
73	P		9.35		s 6.07	D	PAUL **YL**	DJ	5.9	s 12.35	7.30	
							2.0					
20					f 6.11		BUDGE		7.9	f 12.26		
							8.0					
54			10.05		f 6.27		SCHODDE		15.9	f 12.10	6.40	
							3.9					
21					f 6.36		McHENRY		19.8	f 12.02PM		
							4.2					
22			11.01		s 6.46	D	HAZELTON	AZ	24.0	s 11.55AM	6.10	
							4.1					
63	W		11.45PM		s 6.56	D	EDEN	DX	28.1	s 11.45	5.40	
							6.7					
54			12.10AM		f 7.11		PERRINE		34.8	f 11.28	5.00	
							5.8					
27					f 7.24		FALLS CITY		40.6	f 11.17		
							7.3					
54	CWY		A 1.00AM	7.00PM	s 7.50	DN	JEROME **YL**	JO	47.9	s 11.01	4.00PM	A12.01AM
							8.8					
54				8.00	s 8.10	D	WENDELL	ND	56.7	s 10.36		11.30PM
							9.5					
54				8.30	s 8.30		TUTTLE		66.2	s 10.15		10.55
							7.4					
250	PWY			A 9.30PM	A 8.45AM	DN-R	**BLISS YL**	IS	73.6	10.00AM		10.30PM
							(73.6)			Daily Except Sunday	Daily Except Sunday	Daily Except Sunday
			(4.00) 12.0	(2.30) 10.3	(2.50) 26.0	.....Thru Time..... ....Average speed per hour.....				(3.55) 18.8	(4.00) 12.0	(1.31) 17.0

WESTWARD — WELLS BRANCH — EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.					SECOND CLASS 439 Mixed Daily Except Sunday	Time-Table No. 4 April 30, 1950 STATIONS			Mile Post	SECOND CLASS 440 Mixed
	COPWYZ				7.00PM	DN-R	**TWIN FALLS YL**	NA	0.0	A 8.00AM
							10.9			
31					f 7.25		BERGER		10.9	f 7.15
							8.5			
31					s 7.45		HOLLISTER		19.4	s 6.55
							9.4			
21	PWY				s 8.10	D	ROGERSON	RG	28.8	s 6.30
							9.9			
38					f 8.35		METEOR		38.7	f 6.03
							11.4			
34					f 9.05		IDAVADA		50.1	f 5.36
							6.0			
34	PW				f 9.19		DELAPLAIN		56.1	f 5.22
							4.6			
34					f 9.35		SAN JACINTO		60.7	f 5.12
							8.1			
34	P				s 9.55	D	CONTACT	CN	68.8	s 4.55
							6.3			
33	CPW				f10.10		HENRY		75.1	f 4.38
							5.8			
34					f10.25		HUBBARD		80.9	f 4.26
							5.8			
33					f10.40		SHORES		86.7	f 4.14
							6.9			
48	PWY				f11.00		WILKINS		93.6	f 3.59
							3.7			
37					f11.10		HERRELL		97.3	f 3.49
							5.2			
44	PY				s11.30		SUMMER CAMP		102.5	s 3.33
							6.4			
44					f11.50PM		MELANDCO		108.9	f 3.04
							7.2			
35					f12.05AM		TOWN CREEK		116.1	f 2.47
							7.3			
	PWY				A12.30AM	DN-R	**WELLS YL**	HU	123.4	2.30AM
							(123.4)			Daily Except Monday
					(5.30) 22.4	.....Thru Time..... ....Average speed per hour.....				(5.30) 22.4

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 — KETCHUM BRANCH — EASTWARD

Time-Table No. 4
April 30, 1950

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		SECOND CLASS 479 Mixed Monday Wednesday Friday	SECOND CLASS 441 Mixed Daily Except Sunday		STATIONS		Mile Post	SECOND CLASS 480 Mixed	SECOND CLASS 442 Mixed
420	COPWY	6.00PM	6.00AM	DN-R	**SHOSHONE YL**	X	0.0	A 1.00AM	A12.45PM
					15.3				
39	PWY	A 6.35PM	s 6.35	D-R	**RICHFIELD YL**	FK	15.3	12.20AM	s12.05PM
					6.4				
29			f 6.50		PAGARI		21.7		f11.45AM
					8.0				
27			f 7.10		TIKURA		29.7		f11.25
					7.6				
59	PW		s 7.30	D	PICABO	XN	37.3		s11.05
					14.8				
30			s 8.05	D	BELLEVUE	V	52.1		s10.25
					5.1				
17	W		s 8.16	D	HAILEY	RI	57.2		s10.05
					12.2				
33	WY		A 8.45AM	D-R	**KETCHUM YL**	KU	69.4		9.30AM
					(69.4)			Tuesday Thursday Saturday	Daily Except Sunday
		(0.35) 26.2	(2.45) 25.2		.....Thru Time.....		.....	(0.40) 22.9	(3.15) 21.4
					.....Average speed per hour.....		.....		

WESTWARD — HILL CITY BRANCH — EASTWARD

Time-Table No. 4
April 30, 1950

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		SECOND CLASS 479 Mixed Monday Wednesday Friday		STATIONS		Mile Post	SECOND CLASS 480 Mixed
39	PWY	6.40PM	D-R	**RICHFIELD YL**	FK	0.0	A12.05AM
				9.4			
30		f 7.05		BURMAH		9.4	f11.37PM
				12.1			
42	P	f 7.37		MAGIC		21.5	f11.05
				9.7			
31		f 8.02		MACON		31.2	f10.40
				2.8			
31	P	f 8.10		BLAINE		34.0	f10.32
				5.7			
17		f 8.25		SELBY		39.7	f10.17
				4.1			
43	PW	s 8.40	D	FAIRFIELD	FD	43.8	s10.07
				7.9			
32		f 9.00		CORRAL		51.7	f 9.45
				6.1			
57	WY	A 9.15PM	D-R	**HILL CITY YL**	HC	57.8	9.30PM
				(57.8)			Monday Wednesday Friday
		(2.35) 22.4		.....Thru Time.....		.....	(2.35) 22.4
				.....Average Speed per Hour.....		.....	

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 — HOMESTEAD BRANCH — EASTWARD

Time Table No. 4
April 30, 1950

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		STATIONS		Mile Post
P		**BLAKES JCT.**		0.0
		32.9		
34	PT	D-R **ROBINETTE YL**	RQ	32.9
		(32.9)		

WESTWARD — HOMEDALE BRANCH — EASTWARD

Time Table No. 4
April 30, 1950

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		STATIONS		Mile Post
155	PWY	D-R **NYSSA YL**	SY	0.0
		8.1		
19		OVERSTREET		8.1
		2.5		
20		ADRIAN		10.6
		6.3		
32		NAPTON		16.9
		7.5		
54	PWY	D-R HOMEDALE	HR	24.4
		6.6		
19		CLAYTONIA		31.0
		2.1		
19	OPY	D-R **MARSING YL**	MR	33.1
		(33.1)		

WESTWARD — PAYETTE BRANCH — EASTWARD

Time Table No. 4
April 30, 1950

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		SECOND CLASS 483 Mixed Daily Except Sunday		STATIONS		Mile Post	SECOND CLASS 484 Mixed
190	OPW	7.00AM	DN-R	**PAYETTE YL**	AY	0.0	A 2.45PM
				3.9			
20		f 7.10		EIFFIE		3.9	f 2.30
				1.2			
43	P	s 7.30	D	FRUITLAND	FU	5.1	s 2.25
				1.7			
20		f 7.40		BUCKINGHAM		6.8	f 2.06
				4.3			
33	P	s 8.00	D	NEW PLYMOUTH	NP	11.1	s 1.55
				10.5			
13		f 8.27		LETHA		21.6	f 1.23
				8.1			
96	PWY	A 8.50AM	D-R	**EMMETT YL**	MF	29.7	1.00PM
				(29.7)			Daily Except Sunday
		(1.50) 16.2		.....Thru Time.....		.....	(1.45) 16.8
				.....Average speed per hour.....		.....	

WESTWARD — WILDER BRANCH — EASTWARD

Time Table No. 4
April 30, 1950

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		STATIONS		Mile Post
204	W	DN-R **CALDWELL YL**	CW	0.0
		2.5		
40		SIMPLOT **YL**		2.5
		1.2		
21		SHELP **YL**		3.7
		1.4		
32		DOLES **YL**		5.1
		6.4		
43		R **WILDER**		11.5
		(11.5)		

WESTWARD — STODDARD BRANCH — EASTWARD

Time-Table No. 4
April 30, 1950

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		STATIONS		Mile Post
COPTWYZ		DN-R **NAMPA YL**	D AU-Q	0.0
		4.4		
20		DEAL		4.4
		4.5		
46		BOWMONT		8.9
		5.7		
28		MELBA		14.6
		2.5		
60		STODDARD		17.1
		2.9		
		END OF TRACK		20.0
		(20.0)		

WESTWARD — BOISE BRANCH — EASTWARD

Time-Table No. 4
April 30, 1950

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		STATIONS		Mile Post
P		**BOISE JCT.**		0.0
		1.1		
22		FAIR GROUNDS	**YL**	1.1
		2.1		
CPTWZ		D-R BOISE FREIGHT **YL**	BD	3.2
		5.2		
		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 IDAHO NORTHERN BRANCH Eastward

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS 485 Mixed Daily Except Sunday	Time-Table No. 4 April 30, 1950 STATIONS	Mile Post	SECOND CLASS 486 Mixed
COPTWYZ	8.30AM	DN-R NAMPA YL AU-Q D	0.0	A 4.30PM
		0.7 IDA. NOR. JCT. YL	0.7	
25	f 8.40	1.7 FISCHER	2.4	4.25
14	s 9.00	6.9 MIDDLETON	9.3	s 4.05
15	f 9.20	9.6 JENNESS	18.9	f 3.40
96 PWY	s10.20	D-R 8.1 EMMETT YL MF	27.0	s 3.10
42	f10.40	4.8 PLAZA	31.8	f 2.35
43 P	s11.20	9.3 MONTOUR	41.1	s 1.55
32 P	s11.55AM	D 8.6 HORSESHOE BEND YL HB	49.7	s 1.30
32	486 f12.40PM	5.4 GARDENA	55.1	485 f12.40
35 OPTW	s 1.30	D 9.0 BANKS YL AB	64.1	s12.05PM
25 PW	f 2.20	11.3 BIG EDDY	75.4	f10.55AM
31 PW	s 3.00	7.6 SMITHS FERRY YL	83.0	s10.25
15 P	f 3.35	9.7 CABARTON	92.7	f 9.50
32 W	f 3.45	2.8 BELVIDERE	95.5	f 9.40
32 P	s 4.30	D 3.7 CASCADE YL CD	99.2	s 9.30
31	f 5.00	11.8 ARLING	111.0	f 8.00
33 W	s 5.30	D 8.4 DONNELLY FY	119.4	s 7.35
14	f 5.45	5.3 NORWOOD	124.7	f 7.22
53 OPWY	A 6.15PM	D-R 8.1 McCALL YL NE	132.8	7.00AM
		(132.8)		Daily Except Sunday

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

Westward NEW MEADOWS BRANCH Eastward

Car Capacity of sidings, etc. See Rule 6(A), See Page 23.	FIRST CLASS 557 Motor Passenger Daily Except Sunday	Time-Table No. 4 April 30, 1950 STATIONS	Mile Post	FIRST CLASS 558 Motor Passenger
233 COP TWY	10.15AM	DN-R WEISER YL SR	0.0	A 5.30PM
12	10.28	6.0 REBECCA	6.0	5.17
48	f10.55	13.1 CONCRETE	19.1	f 4.50
26 P	s11.27	D 12.7 MIDVALE MI	31.8	s 4.18
35 P	s11.50AM	D 8.7 CAMBRIDGE RA	40.5	s 3.58
3 W	s12.13PM	9.3 GOODRICH	49.8	s 3.36
18	f12.29	6.8 MESA	56.6	f 3.20
42 OPWY	s12.38	D-R 3.6 COUNCIL YL CN	60.2	s 3.12
7	f12.41	1.4 HOOVER YL	61.6	f 3.04
6	f 1.04	10.4 GLENDALE	72.0	f 2.35
15	f 1.26	8.0 WOODLAND	80.0	f 2.19
43	f 1.36	4.1 RUBICON YL	84.1	f 2.09
146 CPWY	A 1.50PM	D-R 5.6 NEW MEADOWS YL DS	89.7	1.55PM
		(89.7)		Daily Except Sunday

(3.35) .....Thru Time..... ..... (3.35)
25.0 ....Average speed per hour.... ..... 25.0

WESTWARD OREGON EASTERN BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS 459 Mixed Daily Except Sunday	SECOND CLASS 493 Mixed Tuesday Thursday Saturday	Time-Table No. 4 April 30, 1950 STATIONS	Mile Post	SECOND CLASS 460 Mixed	SECOND CLASS 494 Mixed
444 COP WY	1.00PM	11.15AM	DN-R ONTARIO YL ON	0.0	A 4.00PM	A 4.15PM
PY	f 1.10	11.25	1.9 MALHEUR JCT. YL	1.9	3.40	4.00
38	f 1.25	f11.40	5.0 LUSE	6.9	f 3.25	f 3.47
24	f 1.35	f11.50AM	3.1 MALLETT	10.0	f 3.15	f 3.39
134 PWY	s 1.55	A12.05PM	D-R 5.5 VALE YL VA	15.5	s 3.00	3.25PM
46	460 f 2.20		8.0 HOPE	23.5	459 f 2.20	
52	f 2.50		11.3 LITTLE VALLEY	34.8	f 1.50	
53 P	s 3.15		7.2 HARPER	42.0	s 1.25	
50	f 3.40		9.2 NAMORF	51.2	f12.55	
27	f 4.07		11.0 JONESBORO	62.2	f12.28PM	
53 PWY	s 4.40		D 11.4 JUNTURA JN	73.6	s11.50AM	
50	f 5.25		13.0 LONG	86.6	f11.10	
49 PW	s 5.50		6.1 RIVERSIDE	92.7	s10.50	
31	f 6.15		10.1 DUNNEAN	102.8	f10.25	
32 PW	f 6.40		7.4 VENATOR	110.2	f10.05	
32	f 7.00		7.7 CIRCLE BAR	117.9	f 9.45	
31 PW	s 7.30		8.7 CRANE	126.6	s 9.15	
31	f 8.20		16.9 REDESS	143.5	f 8.32	
23 COP WYZ	A 9.00PM		13.3 D-R BURNS YL BR	156.8	8.00AM	
			(156.8)		Daily Except Sunday	Tuesday Thursday Saturday

(8.00) (0.50) .....Thru Time..... ..... (8.00) (0.50)
19.6 18.6 ....Average speed per hour.... ..... 19.6 18.6

WESTWARD BROGAN BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS 493 Mixed Tuesday Thursday Saturday	Time-Table No. 4 April 30, 1950 STATIONS	Mile Post	SECOND CLASS 494 Mixed
134 PWY	12.30PM	D-R VALE YL VA	0.0	A 3.15PM
29	f 1.22	17.3 JAMIESON	17.3	f 2.20
31 PWY	A 1.45PM	6.0 BROGAN YL	23.3	2.00PM
		(23.3)		Tuesday Thursday Saturday

(1.15) .....Thru Time..... ..... (1.15)
18.6 ....Average speed per hour.... ..... 18.6

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

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.

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 23	Switch Connection
First Subdivision			
Leefe	64.8	Spur 2.4 Mi. Y	Both
Onyx	197.5	14 P	West
Inkom Ballast Quarry	202.9	140 P	East
Second Subdivision			
Don	219.6	43 PX	Both
Schiller	226.5	11	Both
Coates	369.5	8 P	West
Sand Bank	370.9	42 PX	Both
Third Subdivision			
Hillcrest	B-445.1	14 P	Both
Apple Valley	485.9	26	Both
Arcadia	491.7	45 P	Both
Washoe Spur	500.9	32	West
Wood	506.2	10	Both
Feltham	512.7	23	Both
Fourth Subdivision			
Chubbuck	138.2	40	Both
Kimball	166.6	20	Both
Jason Spur	175.4	60	West
Mitchell	176.9	22	Both
Red Rock....(1)	302.8	28	Both
Dalys.....(1)	316.4	19 P	Both
Glen.....(1)	347.8	8	West
Lavon.....(1)	351.7	None	None
Maiden Rock.(1)	366.0	None	None
Goshen Branch			
Cox	9.2	11	West
Ammon	18.1	34	West
Wilkinson	21.0	3	West
Yellowstone Branch			
St. Leon	3.7	16	East
Mark	22.2	24	Both
Jolley	27.6	10	Both
Wilford	32.9	7	East
Pineview	72.5	5 P	Both
Teton Valley Branch			
Judkins.....(2)	22.3	6 6	East Both
Fox Creek....(2)	42.3	12	Both
Aberdeen Branch			
Strang.....(3)	23.6	6	Both
Fingal	26.0	9	Both
Mackay Branch			
Collins.....(4)	2.1	10	West
Aiken.....(4)	3.8	10 10	Both East
West Belt Branch			
Coltman.....(5)	2.8	19 P	East
Grant.....(5)	4.8	18 P	East
Barlow	7.0	17	East
Midway	9.4	31 19	Both West
Pyke.....(5)	35.3	5	West
East Belt Branch			
Gale spur	27.5	10	East
Twin Falls Branch			
Amalga	17.3	12	East
Parsons.....(6)	35.5	18 P	Both
Stowe	52.1	12	West
Oakley Branch			
Warr	19.4	12	Both

Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 23	Switch Connection
Raft River Branch			
Unity	3.1	36	Both
Springdale	6.0	22	Both
North Side Branch			
Travers.....(7)	3.5	18	Both
Black	26.9	30	Both
Hunt.....(7)	31.5	8	Both
Sugar Loaf	38.3	12	Both
Barrymore...(7)	42.6	13	Both
Haytown	44.7	7	Both
Hydra	45.8	7	Both
Appleton....(7)	52.9	12	Both
King	58.1	17	Both
Wells Branch			
Knull.....(8)	5.6	7	Both
Godwin.....(8)	7.0	8	Both
Amsterdam..(8)	23.2	9	West
Ketchum Branch			
Marley.....(9)	10.9	3	Both
Priest.....(10)	33.9	6 6	East West
Hay.....(10)	41.8	6	Both
Gannett.....(10)	44.3	10	Both
Barite.....(10)	60.0	12	Both
Gimlet.....(10)	63.2	30	East
Triumph....(10)	67.6	16	Both
Hill City Branch			
Rawson.....(11)	4.5	13	Both
Rands.....(11)	36.8	9	Both
Homestead Branch			
Home	14.0	4 P	East
Mineral	15.3	10 W	East
Still	16.2	2	East
Sturgill	27.1	15	East
Payette Branch			
Ingard	3.3	8	Both
Falks.....(12)	17.2	5	East
Little Rock	18.9	10	Both
Wilder Branch			
Greenleaf	7.0	9	West
Allendale	9.7	13	Both
Stoddard Branch			
Westma	11.6	5	East
Boise Branch			
Penitentiary Spur	5.0	10	East
Vernon	6.3	10	West
Idaho Northern Branch			
Maddens.....(13)	6.1	5	East
Bramwell.....(13)	22.2	5	East
Black Canyon.(13)	33.0	5	East
Archabal.....(13)	127.4	9	Both
Oregon Eastern Branch			
Cairo.....(14)	3.7	14	Both
Lawen.....(15)	138.4	3	East
New Meadows Branch			
Presley.....(16)	11.7	9	Both
Diamond.....(16)	26.7	4 W	West
Fruitvale.....(17)	66.5	3	Both
Starkey.....(16)	69.3	5	West
Tamarack....(17)	81.9	29	Both
Brogan Branch			
Lancaster	11.4	4	East

(1) Flag stop for Nos. 29–30.
(2) Flag stop for Nos. 33–34.
(3) Flag stop for Nos. 421–422.
(4) Flag stop for Nos. 409–410.
(5) Flag stop for No. 492.
(6) Flag stop for Nos. 49–50–573–574.
(7) Flag stop for Nos. 465–466.
(8) Flag stop for Nos. 439–440.
(9) Flag stop for Nos. 441–442–479–480.
(10) Flag stop for Nos. 441–442.
(11) Flag stop for Nos. 479–480.
(12) Flag stop for Nos. 483–484.
(13) Flag stop for Nos. 485–486.
(14) Flag stop for Nos. 459–460–493–494.
(15) Flag stop for Nos. 459–460.
(16) Flag stop for Nos. 557–558.
(17) Regular stop for Nos. 557–558.

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		
	Str.	Psgr.	Frt.
Maximum speed.	79	75	50
Diesel-electric helper locomotive.	60	60	
Mountain type engines.		70	50
On curves indicated by curve warning signs, unless otherwise specified.	40	40	25
Inspection bus cars.		40	40
Battery motor car 01886.		50	
When caboose is handled in train consisting of passenger train equipment.		55	
MacArthur type engines with 63-inch drivers.		55	50
MacArthur type engines with 57-inch drivers.		35	35
3900 class engines.		65	50
3800 class engines.		60	50
4000, 9000 and 2-10-2 type engines.		50	50
Ten Wheeler type engines 1573, 1575, 1577 to 1580.		55	40
Other Ten Wheeler and Consolidation type engines.		35	35
Mallet type engines, 3500 to 3599, incl., and 3670 to 3674, incl.		35	35
0-6-0 and 0-8-0 type yard engines.		20	20
Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35
Diesel-electric locomotives in road or helper service:			
Backing up shoving a train. (Speed of train being helped will govern).	40	40	40
Backing up pulling train.			40
Backing up light.			
Diesel switch engines in road service.	35	35	35
Steam engines running backward.	20	20	20
Trains handling scale test cars—			
On main line, Twin Falls Branch and between Idaho Falls and Ashton.			30
On other branch lines.			20
Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules:			
Maximum speed.			20
Through truss bridges.			6

Location	Miles Per Hour		
	Str.	Psgr.	Frt.
Trains handling company roadway machines on their own wheels—			
On main line and Twin Falls Branch:			
On straight track.			30
On curves.			25
Between Idaho Falls and Ashton.			20
On other branch lines.			15
Passing fueling stations—			
On main lines.	50	40	25
On branch lines.		30	15
Within yard limits—			
Protected by continuous block signal system.	60	50	25
Not protected by continuous block signal system.	50	40	25
On branch lines.	30	30	15
When using cross-overs and turn-outs:			
9000 class engines;			
Forward movement.		10	10
Back-up movement.		6	6
All other classes engines;			
Forward movement.	15	15	15
Back-up movement.	10	10	10
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
When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
Tracks other than main tracks.	15	15	15
On wye tracks.	6	6	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, branch lines.		10	10

FIRST SUBDIVISION

Location	Miles Per Hour		
	Str.	Psgr.	Frt.
Maximum speed.	75	75	50
Granger Between M. P. 3.4 and 3.7.	70	60	50
Moxa Between M.P. 12.2 and 12.3.	70	60	50
Hassett Between M.P. 14.4 and 14.6.	70	60	50
Nutria Between M.P. 16.1 and 16.5.	70	60	50
Between M.P. 18.2 and 18.3.	60	50	40
Cosgriff Between M.P. 21.2 and 21.5.	70	60	50
Between M.P. 23.6 and 23.8.	70	60	50
Opal Between M.P. 28.7 and 29.6.	70	60	50
Between M.P. 31.3 and 32.3.	50	40	30
Between M.P. 33.0 and 33.1.	70	60	50
Waterfall Between M.P. 34.6 and 34.8.	60	50	40
Between M.P. 35.5 and 35.9.	50	40	30
Between M.P. 36.5 and 38.8.	50	40	25
Kemmerer 7000 and heavier type engines, turntable lead.			5
Passing coal chute.	30	30	25
Between M.P. 43.2 and 44.0 Watch for rocks.	25	20	20
Between M.P. 44.0 and 49.2.	50	40	30
Between M.P. 49.2 and 49.4.	40	35	25
Fossil Between M.P. 54.5 and 58.0.	40	35	25
Nugget Between M.P. 58.0 and 59.6.	70	60	50
Orr Between M.P. 60.8 and 61.2.	70	60	50
Sage Between M.P. 63.6 and 65.4.	60	50	40
Between M.P. 66.5 and 68.2.	70	60	50

Location	Miles Per Hour		
	Str.	Psgr.	Frt.
Cokeville Over streets and alleys.	30	30	30
Between M.P. 87.4 and 87.7.	60	50	40
Border Between M.P. 92.9 and 93.1.	60	50	40
Between M.P. 96.5 and 96.9.	70	60	50
Pegram Between M.P. 98.3 and 99.2.	60	50	40
Between M.P. 99.5 and 99.7.	70	60	50
Between M.P. 102.6 and 104.9.	60	50	40
Harer Between M.P. 105.2 and 105.4.	70	60	50
Montpelier Between M.P. 120.6 and 123.4.	60	50	40
Between M.P. 125.0 and 125.3.	70	60	50
Between M.P. 125.8 and 126.8.	60	50	40
Georgetown Between M.P. 127.6 and 127.9.	70	60	50
Between M.P. 128.2 and 128.6.	60	50	40
Between M.P. 129.5 and 130.0.	60	50	40
Between M.P. 131.6 and 132.2.	70	60	50
Cavanaugh Between M.P. 135.5 and 135.7.	70	60	50
Manson Between M.P. 138.6 and 139.2.	60	50	40
Rose Between M.P. 141.0 and 141.9.	60	50	40
Between M.P. 142.4 and 143.4.	70	60	50
Between M.P. 143.7 and 143.9.	60	50	40
Between M.P. 144.5 and 145.3.	60	50	40
Soda Springs Over streets and alleys.	30	30	30

Location	Miles Per Hour		
	Str.	Psgr.	Frt.
Between M.P. 148.0 and 148.3.	70	60	50
Alexander Between M.P. 152.1 and 152.4.	60	50	40
Bancroft Over streets and alleys.	25	25	25
Between M.P. 164.2 and 164.6.	70	60	50
Kinport Between M.P. 167.5 and 168.1.	70	60	50
Between M.P. 168.9 and 169.3.	60	50	40
Pebble Between M.P. 171.2 and 171.7.	60	50	40
Between M.P. 171.9 and 174.8.	70	60	50
Broxon Between M.P. 176.4 and 176.7.	70	60	50
Blaser Between M.P. 177.4 and 178.5.	60	50	40
M.P. 179.0 to 180.0 (Westward).	45	35	20
M.P. 180.0 to 179.0 (Eastward).	50	40	25
Lava Hot Springs Between M.P. 180.1 and 181.6.	70	60	50
Between M.P. 181.8 and 183.1.	60	50	40
Between M.P. 183.2 and 184.8.	70	60	50
Topaz Between M.P. 185.5 and 185.7.	70	60	50
Between M.P. 186.0 and 187.3.	50	40	30
Between M.P. 187.5 and 187.9.	60	50	40
Between M.P. 188.2 and 190.2.	70	60	50
McCammon Between M.P. 192.4 and 192.6.	60	50	40
Between M.P. 195.0 and 195.4.	60	50	40
Onyx Between M.P. 197.7 and 200.3.	70	60	50
Between M.P. 200.3 and 201.1.	60	50	40
Inkom Between M.P. 202.3 and 202.6.	60	50	40
Between M.P. 207.1 and 208.4.	70	60	50
Pocatello Within platform limits of passenger depot.	6	6	6
Between passenger depot and M.P. 216.9.	20	20	20

SECOND SUBDIVISION

Location	Miles Per Hour Str.	Psgr.	Frt.
Pocatello Within platform limits of passenger depot.	6	6	6
Between passenger depot and M.P. 216.9.	20	20	20
On enginehouse lead and tracks.			6
American Falls Between M.P. 238.0 and 239.4.	70	60	50
Bridge 239.75.	40	25	25
Between M.P. 240.0 and 240.3.	40	40	25
Between M.P. 240.4 and 241.3.	70	60	50
Borah Between M.P. 244.5 and 244.8.	70	60	50
Wapi Between M.P. 258.8 and 259.2.	70	60	50
Minidoka Between M.P. 272.4 and 273.0.	20	20	20
Adelaide Between M.P. 285.8 and 286.2.	70	60	50
Dietrich M.P. 316.3 to 315.7 (Eastward).	70	60	50
Shoshone Over Greenwood Street.	15	15	15
Between M.P. 320.7 and 322.2.	20	20	20
Between M.P. 323.2 and 323.8.	70	60	50
Between M.P. 325.0 and 326.5.	70	60	50
Gooding Over streets and alleys.	30	30	30
Between M.P. 340.7 and 341.1.	60	50	40
Between M.P. 342.2 and 343.3.	60	50	40
Ticeska Between M.P. 357.3 and 360.2.	70	60	50
Between M.P. 360.2 and 360.8.	60	50	40
Between M.P. 360.8 and 365.8.	70	60	50
King Hill Between M.P. 367.5 and 368.2.	70	60	50
Between M.P. 369.0 and 370.9.	60	50	40
Between M.P. 371.1 and 373.3.	45	40	25
Between M.P. 373.3 and 373.8.	20	20	20
Glenns Ferry			

THIRD SUBDIVISION

Location	Str.	Psgr.	Frt.
Glenns Ferry Eastward, over Commercial Street Crossing.	20	20	20
Between M.P. 376.5 and 377.6.	60	50	40
Between M.P. 378.7 and 379.3.	45	40	25
Hammett Between Hammett and Reverse.	65	60	40
Between M.P. 385.6 and 387.0.	60	50	40
Between M.P. 389.8 and 390.8.	60	50	40
Mountain Home Over street crossings.	25	25	25
Orchard Between M.P. B-429.1 and B-430.0.	60	50	40
Leone Between M.P. B-431.0 and B-433.8.	70	60	50
Between M.P. B-433.9 and B-434.2.	60	50	40
Black's Creek Between M.P. B-435.8 and B-436.2.	70	60	50
Between M.P. B-438.5 and B-438.8.	70	60	50
Between M.P. B-439.5 and B-440.3.	50	40	25
Between M.P. B-440.4 and B-446.2.	60	50	40
Boise Between M.P. B-448.4 and B-449.2.	50	40	25
Between M.P. B-450.4 and B-450.9.	70	60	50
Meridian No. 17, to exchange mail.		20	
No. 18, to dispatch mail.		40	
Sonna Between M.P. B-467.0 and B-467.7.	40	25	25
Nampa Between passenger depot and M.P. 456.3.	15	15	15
Caldwell Over streets and alleys.	25	25	25
Parma Over streets and alleys.	30	30	30
Between M.P. 482.8 and 483.0.	70	60	50
Between M.P. 484.6 and 485.2.	70	60	50
Washoe Spur With 5000 class engines.			5
Ontario No. 106, to exchange mail.	10		
Between Payette and Weiser, trains handling logs.			30
Eaton Between M.P. 523.0 and 526.0.	70	60	50
Between M.P. 526.4 and 535.8.	60	50	40
Between M.P. 536.0 and 538.9.	40	25	25
Huntington			
Kuna Line. Orchard Between M.P. 428.4 and 428.9.	60	50	40
Kuna Between M.P. 447.3 and 450.8.	60	50	40
Between M.P. 456.3 and passenger depot, Nampa.	15	15	15

FOURTH SUBDIVISION

Location	Miles Per Hour Psgr.	Frt.
Maximum speed. Between Pocatello and Idaho Falls	70	50
Between Idaho Falls and Silver Bow.	60	40
Between Idaho Falls and Silver Bow. McArthur type engines with 63 inch drivers.	50	40
Pocatello Within platform limits of passenger depot.	6	6
Between passenger depot and M.P. 216.9.	20	20
Chubbuck Between M.P. 139.9 and 140.2.	60	50
Tyhee Between M.P. 142.3 and 142.5.	50	40
Between M.P. 143.4 and 143.5.	50	40
Gibson Between M.P. 152.6 and 152.9.	50	40
Blackfoot Over streets and alleys.	20	20
Wapello Between M.P. 166.8 and 167.0.	60	50
Firth Between M.P. 169.7 and 170.0.	60	50
Shelley Over streets and alleys.	30	30
Idaho Falls Over streets and alleys.	12	12
West Idaho Falls Between M.P. 185.5 and 185.9.	15	5
Between M.P. 187.4 and 188.7.	40	30
Between M.P. 190.7 and 190.9.	45	35
Roberts Between M.P. 205.5 and 206.2.	50	40
Tenno Between M.P. 208.4 and 210.1.	50	40
Hawgood Between M.P. 213.7 and 214.0.	50	40
Hamer Between M.P. 218.4 and 218.6.	50	40
Dubois Between M.P. 236.0 and 236.6.	35	25
Between M.P. 237.8 and 238.0.	40	30
Between M.P. 239.0 and 239.2.	40	30
Highbridge Between M.P. 244.5 and 246.6.	40	30
Spencer Between M.P. 248.5 and 248.9.	45	35
Between M.P. 249.5 and 249.6.	40	30
Between M.P. 251.0 and 251.4.	40	30
Between M.P. 252.7 and 257.5.	25	20
Humphrey Between M.P. 258.2 and 258.4.	35	25
Between M.P. 258.6 and 259.2.	45	35
Between M.P. 262.9 and 267.6.	35	25
Between M.P. 269.7 and 269.9.	40	30
Between M.P. 271.0 and 271.7.	40	30
Snowline Between M.P. 277.4 and 279.1.	35	25
Lima Over Center Street east of depot.	20	15
Westward within yard limits.	25	15
Armstead Between M.P. 307.7 and 308.0	40	30
Between M.P. 308.9 and 310.2.	35	25
Between M.P. 310.4 and 310.6.	25	20
Between M.P. 311.0 and 311.8.	45	35
Grayling Between M.P. 316.0 and 316.5, watch for rocks.	25	20
Dalys Between M.P. 316.5 and 318.7.	35	25
Dillon Over streets and alleys.	20	20
Between M.P. 328.6 and 329.2.	35	25
Bond Between M.P. 337.0 and 337.2.	40	30
Apex Between M.P. 341.1 and 341.4.	40	30
Between M.P. 342.7 and 346.3.	35	25
Glen Between M.P. 347.9 and 348.2.	40	30
Navy Between M.P. 351.0 and 354.4.	35	25
Between M.P. 357.2 and 357.7.	40	30
Melrose Between M.P. 361.8 and 366.4, watch for rocks.	25	20
Maiden Rock Between M.P. 366.4 and 366.6.	20	20
Curve M.P. 366.5, with 5000 and 5300 class engines.	10	10
Between M.P. 366.7 and 367.8.	35	25
Between M.P. 367.8 and 368.2.	30	20
Divide Between M.P. 373.5 and 374.6.	40	30
Woodin Between M.P. 375.2 and 377.8.	35	25
Between M.P. 379.0 and 381.1.	35	25
Feely Between M.P. 382.4 and 383.9.	25	20
Between M.P. 384.5 and 385.2.	35	25
Buxton Between M.P. 386.6 and 388.1.	35	25
Between M.P. 389.9 and 390.2.	20	20
Silver Bow On interchange tracks beyond N. P. crossing, with 3500, 3600, 5000 and 7000 class engines.	5	5

BRANCHES

Kemmerer Branch.		15
Cumberland Branch.		15
Glencoe Branch.		15
Elkol Branch.		15
Blazon Branch.		15
Grace Branch. Maximum speed.		20
Bridge 5.33 with light MacArthur type engines.		10
Conda Branch.		15
Leefe spur.		15
Gay Branch Maximum speed.		30
Between M.P. 3.1 and 3.4.		20
Between M.P. 5.5 and 7.3.		20
Between M.P. 8.9 and 9.1.		20

BRANCHES (Continued)

Location	Miles Per Hour Psgr.	Miles Per Hour Frt.
Gay Branch (Continued) Between M.P. 10.7 and 14.9.		20
Between M.P. 16.9 and 17.1.		20
Mackay Branch Between Blackfoot and M.P. 60.0.		25
Between M.P. 60.0 and Mackay.		20
Mackay On curve on low line smelter.		6
Gardner Branch		15
Thomas Branch		15
Aberdeen Branch		25
Goshen Branch Maximum speed.		25
Light MacArthur type engines.		20
Yellowstone Branch Between Idaho Falls and Ashton.	50	35
Between Idaho Falls and Ashton with MacArthur type engines.	40	30
Between Ashton and Gerrit, watch for rocks.	35	25
Between Gerrit and Big Springs.	50	35
Between Big Springs and West Yellowstone, watch for rocks.	35	25
Rexburg, Sugar City and St. Anthony, over streets and alleys.	20	20
St. Anthony, over highway crossing just west of depot.	8	8
Between M.P. 55.4 and 55.6.	20	15
Between M.P. 59.4 and 66.0.	20	15
Between M.P. 72.9 and 73.3.	35	25
Between M.P. 74.0 and 74.3.	45	35
Between M.P. 86.4 and 87.0.	20	15
Between M.P. 92.0 and 95.0.	20	15
Between M.P. 100.0 and 101.0.	20	15
East Belt Branch Maximum speed.		25
Light MacArthur type engines between Lincoln Jct. and Orvin.		20
Truss bridges.		15

Location	Miles Per Hour Psgr.	Miles Per Hour Frt.
West Belt Branch Maximum speed.		25
Truss bridges.		15
Annis Branch		15
Teton Valley Branch Maximum speed.	35	25
Engines 1575 to 1579, incl.	25	25
Bridges 4.48, 6.96 and 19.97.	12	12
Between M.P. 19.1 and 19.4.	15	15
Between M.P. 25.0 and 25.4.	15	15
Twin Falls Branch Maximum speed.	50	40
3500 and 3800 class engines.	30	30
Bridge 20.10.	25	25
Rupert, on west leg of wye.	10	10
Rupert, over streets and alleys.	12	12
McMillan, on tracks leading to sugar factory, with 3500 and 3800 class engines.	10	10
Buhl, on mill and elevator track with MacArthur type engines.		5
North Side Branch Maximum speed.		30
Heavy MacArthur type engines.		15
Between M.P. 30.0 and 30.5.		20
Raft River Branch		20
Oakley Branch		25
Light MacArthur type engines.		20
Wells Branch Maximum speed.		30
Between M.P. 31.0 and 36.2.		25
Between M.P. 45.8 and 53.3.		25
Between M.P. 69.6 and 71.6.		25
Between M.P. 91.2 and 91.5.		25
Between Herrell and Melandco.		20
Wells yard.		15
Ketchum Branch Maximum speed.	40	30
Bridge 16.04 with MacArthur type engines.	15	15
Between Hailey and Ketchum, over truss bridges.	15	15

Location	Miles Per Hour Psgr.	Miles Per Hour Frt.
Bellevue, over streets and alleys.	12	12
Between M.P. 63.1 and 64.6.	30	20
Hill City Branch Maximum speed.		25
Over trestles 21.6 and 23.40 with snow plows.		15
Boise Branch Between Boise Jct and Boise Freight.		25
Between Boise Freight and Barber.		15
Stoddard Branch		15
Idaho Northern Branch Maximum speed.		30
Between Jenness and Bramwell.		20
Trains handling high cars between Jenness and Bramwell.		12
Between Plaza and Banks. Watch for rocks between Black Canyon and Banks.		25
Banks, westward around curve east of east passing track switch, to east switch.		5
Between Banks and Smiths Ferry, watch for rocks.		15
Trains handling logs or high cars between Banks and M.P. 81.0.		12
Between Smiths Ferry and Cabarton, watch for rocks.		20
M.P. 31.4.		20
Between M.P. 33.0 and 35.4.		10
Bridge 36.61.		20
Between M.P. 99.6 and 113.6 on curves.		20
Between M.P. 128.2 and 128.5.		15
McCall, over street crossings.		10
Wilder Branch		15
Homedale Branch		25
Oregon Eastern Branch Maximum speed.		25
Hope Between M.P. 29.5 and 33.5, watch for rocks.		20
Little Valley Between M.P. 36.5 and 37.6, watch for rocks.		20

BRANCHES (Continued)

Location	Miles Per Hour Psgr.	Miles Per Hour Frt.
Little Valley (Continued) Between M.P. 37.6 and 37.7, soft spot.		10
Between M.P. 37.7 and 38.2, watch for rocks.		20
Juntura Between M.P. 78.6 and 80.7, watch for rocks.		20
Between M.P. 80.7 and 81.0, watch for rocks.		10
Between M.P. 81.0 and 86.6, watch for rocks.		20
Long Between M.P. 86.6 and 89.0, watch for rocks.		20
Dunnean Between M.P. 103.5 and 106.5.		20
Bridge 106.14.		15

Location	Miles Per Hour Psgr.	Miles Per Hour Frt.
Circle Bar Between M.P. 119.0 and 124.0, watch for rocks.		20
Brogan Branch		20
Payette Branch Maximum speed.		25
Payette Jct., on curve.		10
Trains handling logs between Payette and Emmett on curves.		20
New Meadows Branch Motor trains.		
Straight track.	35	
On curves.	25	
Between Weiser and Concrete.		
Straight track.	30	25
On curves.	25	20

Location	Miles Per Hour Psgr.	Miles Per Hour Frt.
Between Concrete and M.P. 30.0.		
Straight track.	25	15
On curves.	20	10
Between M.P. 30.0 and 66.5.		
Straight track.	30	25
On curves.	20	15
Between M.P. 66.5 and New Meadows.		
Straight track.	25	15
On curves.	20	10
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

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 oame in time-table indicate:

D—day operator;
N—night operator;
DN—day and night operator;
R—train register;
YL—yard limits.

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.

Standard clocks are located as shown below:

Kemmerer.....Telegraph Office
Montpelier...Engineers' Register Room
Montpelier.....Telegraph Office
Blackfoot.....Telegraph Office
Idaho Falls.....Telegraph Office
Idaho Falls.....Yard Office
Idaho Falls. Enginemens' Register Room
Lima.....Telegraph Office
Silver Bow.....Telegraph Office
Ashton.....Telegraph Office
West Yellowstone.....Telegraph Office
Pocatello.....Train Dispatcher's Office
Pocatello.....Passenger Conductors' Register Room, Passenger Station
Pocatello.....Yard Telegraph Office
Pocatello....Switchmen's Locker Room
Pocatello Engine Crew Dispatcher's Office
Pocatello. Train Crew Dispatcher's Office
Pocatello. West End Yardmaster's Office
Pocatello.....Tower Locker Room
Minidoka.....Telegraph Office
Shoshone.....Telegraph Office
Glenns Ferry.....Telegraph Office
Glenns Ferry Roundhouse Register Room
Glenn Ferry.....Yard Office
Nampa.....Telegraph Office
Nampa.....Central Yard Switch Shanty
Nampa.....Roundhouse Office
Nampa .....Train Dispatcher's Office
Nampa.....East End Switch Shanty
Nampa.....West End Switch Shanty
Nyssa.....Telegraph Office
Marsing.....Telegraph Office
Ontario.....Telegraph Office
Payette.....Telegraph Office
Weiser.....Telegraph Office
Boise Freight.....Yard Telegraph Office
Boise Freight.....Roundhouse Office
Jerome.....Telegraph Office
Wells.....Telegraph Office
Ketchum.....Telegraph Office
Emmett.....Telegraph Office
Banks.....Telegraph Office
McCall.....Telegraph Office
Burns.....Telegraph Office
Council.....Telegraph Office
New Meadows.....Telegraph Office
Burley.....Telegraph Office
Twin Falls.....Telegraph Office
Twin Falls.....Freight Office
Buhl.....Telegraph Office
Huntington.....Yard Office
Huntington.....Telegraph Office

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.		