

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, Asst. Chief Train Dispatcher.....Pocatello, Ida.
R. R. Johnson, Asst. Chief Train Dispatcher.....Pocatello, Ida.
H. L. Crawford, Asst. Chief Train Dispatcher.....Pocatello, Ida.
H. J. Bailey, Asst. Chief Train Dispatcher.....Pocatello, Ida.
J. Bowen, Asst. Chief Train Dispatcher.....Pocatello, Ida.

Third Subdivision and Branches

R. T. Petty, Chief Train Dispatcher.....Nampa, Ida.
E. C. Bullis, Asst. Chief Train Dispatcher.....Nampa, Ida.
H. H. Harbaugh, Asst. Chief Train Dispatcher.....Nampa, Ida.
W. M. Berner, Asst. Chief Train 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 Sub- divisions.	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 Sub- divisions.	Pendleton or beyond.	Ogden, Cheyenne or beyond.
105	Minidoka, Good- ing, Caldwell, Nyssa, Ontario, Payette, Weiser.	Omaha or beyond.	Portland or beyond.
106	Weiser, Payette, Ontario, Nyssa, Caldwell, Good- ing, Minidoka.	Portland or beyond.	Omaha or beyond.

Union Pacific Railroad Employees 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.
Richard G. Crandall..	Surgeon.....	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.
Frank L. Harms.....	Surgeon.....	Aberdeen.	Aberdeen Jet. 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 Jet.
Norman C. Hedemark.	Oculist.....	Boise.	Vicinity Boise.
Arthur C. Jones.....	Oculist and Auri.	Boise.	Vicinity Boise.
William A. Koelsch..	Surgeon.....	Boise.	Orchard to Nampa and Boise.
Roy L. Peterson.....	Oculist and Auri.	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 Auri.	Butte.	Butte to Dillon.
Robert L. Casebeer..	Oculist and Auri.	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.
George L. Routledge..	Surgeon.....	Dillon.	Melrose to Armistead.
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 Auri.	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.
A. Edgar Robison....	Surgeon.....	Lava Hot Springs	Soda Springs and Inkom.
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..	Auri.	Nampa.	Nampa and vicinity.
Frederick D. Koehne.	Surgeon.....	Nampa.	Mountain Home to Caldwell.
J. R. Mangum.....	Surgeon.....	Nampa.	Mountain Home to Caldwell.
Thomas E. Mangum, Jr.	Surgeon.....	Nampa.	Mountain Home to Caldwell.
Joseph J. Sarazin....	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.	Riehfield 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 Auri.	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.
F. K. Root.....	Surgeon.....	Wells.	Wells to Contact.

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS							Distance from Granger via Boise	Time-Table No. 6 August 13, 1950	FIRST CLASS						
19	61	11	105	457	17	25			12	458	106	20	18	26	62
Pgr.	Pgr.	Pgr.	Streamliner Passenger	Pgr.	Pgr.	Mail and Express			Pgr.	Pgr.	Streamliner Passenger	Pgr.	Pgr.	Mail and Express	Pgr.
STATIONS									STATIONS						
			6.15	2.15		3.55		0.0	GRANGER	A 9.30		A 12.42		A 10.30	
			11.20	6.05		9.50	1.20	213.9	POCATELLO	4.25		8.55		5.25	A 9.15
			2.35	8.35		1.25	4.55	373.8	GLENNS FERRY	12.30		6.10		1.50	5.00
			4.20	9.50		3.10	7.05	448.4	BOISE	10.35		5.00		12.10	2.40
			6.55	11.45		5.55	10.15	550.1	M.T. HUNTINGTON P.T.	7.45		3.05		9.40	11.40
			6.05	10.45		5.05	9.25		P.T.	6.35		2.05		8.30	10.25
			8.50	1.10		8.05	12.20	649.7	LA GRANDE	4.00		11.45		5.55	7.05
			11.20	3.20		11.20	3.15	723.9	PENDLETON	1.25		9.38		3.15	4.25
			11.30	3.30		11.30	3.25	727.5	RIETH	1.05		9.23		2.35	3.45
9.00	Moscow 6.45							948.3	SPOKANE			A 7.00			Moscow A 8.50
11.15	10.50							844.4	AYER			4.23			5.15
12.45	12.35							791.1	WALLULA			3.05			3.15
1.50	1.20							764.0	UMATILLA			2.05			12.50
4.05		1.50	5.35		3.40	6.25		855.4	THE DALLES	10.25		7.17	11.50	12.05	12.30
A 6.30	A 2.30 Pendleton	A 4.00	A 7.30	8.00	A 6.15	A 9.00		939.5	PORTLAND	8.10	A 9.15	5.30	9.45	10.00	10.10 Pendleton
				9.53				1030.6	CENTRALIA			7.05			
				11.05				1084.6	TACOMA			5.52			
				A 11.59				1122.7	SEATTLE			4.45			
(9.30) 38.7	(7.45) 29.3	(22.45) 41.3	(18.15) 51.5	(3.59) 46.0	(27.20) 34.4	(20.40) 35.1			 Thru Time	(24.20) 38.6	(4.30) 40.7	(18.12) 51.6	(9.15) 39.8	(23.30) 40.0	(22.05) 32.9
									Average speed per hour						(9.20) 24.4

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS				Distance from McCammon	Time-Table No. 6 August 13, 1950	FIRST CLASS			
31	33	35	29			32	34	30	36
Passenger	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Passenger
STATIONS						STATIONS			
10.10	3.55		12.20	0.0		McCAMMON	A 5.00	A 6.05	A 3.55
A 10.45	5.15	1.45	1.35	22.7		POCATELLO	4.30	5.35	3.25
	6.08	2.30	2.20	46.9		BLACKFOOT		4.00	1.55
	7.20	3.30	3.10	73.3		IDAHO FALLS		3.15	1.15
	A 8.55	5.10		124.3		ASHTON		1.15	10.10
				169.9		VICTOR			
				180.4		WEST YELLOWSTONE			7.30
			A 9.30	285.8		BUTTE			
(0.35) 38.9	(5.00) 24.9	(5.45) 27.4	(9.10) 31.2			 Thru Time	(0.30) 45.4	(4.50) 25.7	(8.55) 32.1
						Average speed per hour			(6.05) 25.9

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

MILEAGE

Main Line..... 848.07
Branches..... 1379.28
Grand Total..... 2227.35

BLOCK SIGNALS

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

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 22.	FIRST CLASS					Time-Table No. 6 August 13, 1950	Mile Post	FIRST CLASS									
	11	105	17	49	25			12	106	18	26	50					
	Passenger	Streamliner Passenger	Passenger	Mixed	Mail and Express			Passenger	Streamliner Passenger	Passenger	Mail and Express	Mixed					
	Daily	Daily	Daily	Daily	Daily												
STATIONS						STATIONS						STATIONS					
COPTWYZ	11.20PM	6.05PM	9.50AM	3.30AM	1.20AM	DN-R POCATELLO YL PO	213.9	A 3.55AM	A 8.45AM	A 5.05PM	A 9.15PM	A 11.25PM					
151 P	11.35	6.20	10.05	3.45	1.35	10.4 MICHAUD	224.3	3.33	8.30	4.48	8.36	10.58					
125 P	11.41		10.11	3.53	1.41	5.8 BANNOCK	230.1	3.28		4.43	8.30	10.48					
147 PW	11.50	6.31	10.21	4.06	1.50	8.4 DN AMERICAN FALLS AF	238.5	3.19	8.19	4.34	8.20	10.35					
125 P	11.55PM	6.36	10.26	4.12	1.55	3.8 BORAH	242.3	3.11	8.14	4.27	8.08	10.24					
125 P	12.02AM	6.42	10.34	4.20	2.02	7.8 QUIGLEY	250.1	3.04	8.08	4.19	8.00	10.13					
125 PW	12.07	6.47	10.39	4.26	2.07	5.9 WAPI	256.0	2.59	8.03	4.13	7.54	10.05					
125 P	12.10	6.50	10.42	4.30	2.10	3.8 DEWOFF	259.8	2.54	8.00	4.09	7.50	9.58					
125 P	12.16	6.56	10.49	4.37	2.16	7.5 HAWLEY	267.3	2.46	7.54	4.01	7.42	9.48					
409 COPWY	12.25	7.01	11.05	4.50AM	2.25	5.1 DN MINIDOKA YL RT	272.4	2.40	7.49	3.55	7.35	9.40PM					
125 P	12.29	7.05	11.09		2.30 ¹²	3.8 MAX	276.2	2.30 ²⁵	7.44	3.45	7.20						
125 P	12.36	7.12 ²⁶	11.16		2.38	8.1 ADELAIDE	284.3	2.22	7.37	3.38	7.12 ¹⁰⁵						
125 PW	12.40	7.16	11.20		2.42	4.7 KIMAMA	289.0	2.18	7.33	3.34	6.57						
125 P	12.46	7.22	11.26		2.48	6.7 SENTER	295.7	2.11	7.27	3.28	6.50						
125 P	12.53	7.28	11.33		2.55	7.8 OWINZA	303.5	2.03	7.21	3.21	6.43						
125 P	12.58		11.38		3.00	5.8 BESSLEN	309.3	1.57		3.16	6.38						
121 P	1.02	7.36	11.42		3.07	4.6 D DIETRICH HD	313.9	1.52	7.13	3.11	6.32						
420 COPWY	1.15	7.45	11.55AM		3.25	7.6 DN SHOSHONE YLX	321.5	1.40	7.05	3.00	6.20						
125 P	1.26 ¹²	7.54	12.06PM		3.36	9.3 TUNUPA	330.8	1.26 ¹¹	6.53	2.45	5.59						
186 PW	1.35	8.00	12.16		3.47	6.7 DN GOODING GD	337.5	1.16	6.47	2.37	5.52						
125 P	1.42	8.06	12.23		3.55	6.7 FULLER	344.2	1.08	6.41	2.28	5.42						
250 PWY	1.48	8.11	12.33		4.05	6.3 DN BLISS IS	350.5	1.02	6.36	2.22	5.35						
230 PY	1.55	8.17	12.40		4.12	6.8 TICESKA	357.3	12.54	6.30	2.15	5.25						
125 PWX	2.12	8.26	12.56		4.30	9.5 KING HILL	368.8	12.39	6.19	1.59	5.10						
COPTWY	A 2.25AM	A 8.35PM	A 1.15PM		A 4.45AM	7.0 DN-R GLENNS FERRY YL	373.8	12.30AM	6.10AM	1.50PM	5.00PM						
						(159.9)		Daily	Daily	Daily	Daily	Daily					
						 Thru Time.....		(3.25)	(2.35)	(3.15)	(4.15)	(1.45)					
						 Average speed per hour.....		46.8	61.9	49.2	37.6	33.4					

WESTWARD					KUNA LINE					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 22.	SECOND CLASS				Time-Table No. 6 August 13, 1950	Mile Post	SECOND CLASS							
				257						262				
				Time Freight						Time Freight				
				Daily			STATIONS							
105 CIPWY				5:05AM	BLOCK SIGNALS	DN	ORCHARD YL	OD	423.0	A 10:25PM				
84 P				5:17			7.8 ELY		430.8	10:10				
105 P				5:22			3.9 OWYHEE		434.7	10:00				
77 P				5:32			7.9 MORA		442.6	9:41				
							4.1							
110 P				5:37		D	KUNA	KA	446.7	9:30				
84 P				5:44			5.1 COLLOPY		451.3	9:15				
							4.8							
COPTWYZ				A 6:00AM		DN-R	NAMPA YL	AU-Q-D	456.6	9:00PM				
(33.6)										Daily				
(0.55)					Thru Time					(1.25)				
30.6					Average speed per hour					23.7				

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 22.	SECOND CLASS		FIRST CLASS				Time-Table No. 6 August 13, 1950	Mile Post	FIRST CLASS				SECOND CLASS				
	257	105	17	25	11	106			18	26	12	262					
	Time Freight	Streamliner Passenger	Passenger	Mail and Express	Passenger	Streamliner Passenger			Passenger	Mail and Express	Passenger	Time Freight					
	Daily	Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily					
COPTWY	3.30AM	8.35PM	1.25PM	4.55AM	2.35AM	DN-R GLENNS FERRY YL GF	373.8	As 6.10AM	A 1.40PM	A 4.45PM	A 12.20AM	A 11.55PM					
CS115 PW	3.50	8.45	1.37	5.07	2.47	8.9 HAMMETT	382.7	5.59	1.27	4.20	12.02AM	11.31					
CS127 PY	4.20	8.59	1.55	5.24	3.05	10.8 DN REVERSE YL RV	393.5	5.48	1.12	4.01	11.46PM	11.11					
250 PWY	4.35	9.06	2.08	5.41 ¹⁰⁶	3.18	3.8 DN MOUNTAIN HOME MZ	401.6	5.41 ²⁵	1.02	3.50	11.35	10.56					
154 P	4.43	9.11	2.14	5.50	3.24	5.9 SEBREE	407.5	5.36	12.55	3.38	11.25	10.47					
141 P	4.50	9.15	2.19	5.56	3.29	5.2 CLEFT	412.7	5.32	12.50	3.32	11.20	10.40					
195 CIPWY	A 5.05AM	9.24	2.30	6.10	3.40	10.3 DN ORCHARD YL OD	423.0	5.24	12.40	3.20	11.10	10.25PM					
78 P		9.31	2.38	6.19	3.48	7.3 LEONE	B-430.3	5.17	12.31	3.08	11.00						
79 P		9.36	2.44	6.26	3.54	5.6 BLACK'S CREEK	B-435.9	5.12	12.25	3.00	10.52						
78 P		9.42	2.50 ²⁶	6.32	4.00	5.8 SHAFER	B-441.7	5.06	12.18	2.50 ¹⁷	10.44						
109 PWY	VIA KUNA LINE	9.50	3.00	6.45	4.10	0.7 DN BOISE YL BG	B-448.4	5.00	12.10	2.40	10.35	VIA KUNA LINE					
P		9.53	3.13	7.15	4.23	2.3 BOISE JCT.	B-450.7	4.53	11.59AM	2.24	10.17						
35 P		9.54	3.14	7.16	4.24	0.7 PERKINS	B-451.4	4.52	11.58	2.23	10.16						
31 P		9.57	3.17	7.19	4.27	3.2 BEATTY	B-454.6	4.49	11.55	2.20	10.12						
77 P		10.00	3.21	7.24	4.31	2.7 D MERIDIAN MD	B-457.3	4.46	11.52	2.17	10.08						
25 P		10.03 ¹²	3.25	7.28	4.43 ¹⁰⁶	3.4 SONNA	B-460.7	4.43 ¹¹	11.49	2.10	10.03 ¹⁰⁵						
OPTWYZ	6.00AM	10.16	3.40	7.40	4.55	7.2 DN-R NAMPA YL AU-Q	456.6	4.36	11.40	2.00	9.48	A 9.00					
57 P	6.06	10.20	3.55	7.55	5.10	4.2 MOSS	460.8	4.25	11.22	1.43	9.32	8.50					
204 PW	6.14	10.25	4.05	8.06	5.19	4.8 DN CALDWELL YL CW	465.6	4.21	11.17	1.37	9.26	8.42					
22 P	6.19	10.28	4.09	8.10	5.23	3.6 ENROSE	469.2	4.17	11.08	1.27	9.18	8.37					
139 P	6.23	10.31	4.14	8.14	5.26	3.3 D NOTUS U	472.5	4.14	11.05	1.24	9.15	8.33					
104 P	6.34	10.38	4.25	8.25	5.33	8.3 DN PARMA MA	480.8	4.07	10.57	1.14	9.08	8.22					
155 PWY	6.44	10.45	4.35	8.37	5.42	7.6 DN NYSSA YL SY	488.4	4.00	10.49	1.01	9.00	8.12					
PY	6.56		4.44	8.45	5.50	8.4 MALHEUR JCT. YL	496.8		10.38	12.48	8.48	8.00					
444 COPY	7.01	10.56	4.53	8.54	5.57	1.9 DN ONTARIO YL ON	498.7	3.49	10.35	12.45	8.45	7.55					
190 PW	7.08	11.02	5.03	9.05	6.07	3.8 DN PAYETTE YL AY	502.5	3.43	10.25	12.30	8.34	7.41					
84 P	7.18	11.08	5.10	9.12	6.14	6.8 CRYSTAL	509.3	3.37	10.17	12.20	8.24	7.31					
233 PWY	7.28	11.16	5.20	9.27	6.23	6.6 DN WEISER YL SR	515.9	3.31	10.10	12.13	8.17	7.21					
77 P	7.37	11.22	5.27	9.34	6.29	6.1 EATON	522.0	3.24	10.02	12.02PM	8.07	7.12					
115 P	7.42	11.26	5.31	9.39	6.33	3.7 COBB	525.7	3.21	9.58	11.58AM	8.03	7.07					
116 P	7.56	11.36	5.41	9.49 ¹⁸	6.42	8.3 ROCK ISLAND	534.0	3.12	9.49 ²⁵	11.49	7.54	6.53					
P						3.1 BLAKES JCT.	537.1										
OPTWYZ	A 8.20AM	A 11.45PM	A 5.55PM	A 10.15AM	A 6.55AM	1.7 DN-R HUNTINGTON YL HU	538.8	3.05AM	9.40AM	11.40AM	7.45PM	6.40PM					
								Daily	Daily	Daily	Daily	Daily					
						(176.3)											
						 Thru Time		(3.05)	(4.00)	(5.05)	(4.35)	(5.15)					
						 Average speed per hour		57.2	44.1	34.7	38.5	31.4					

WESTWARD				YELLOWSTONE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 2.	SECOND CLASS		FIRST CLASS		Time-Table No. 6 August 13, 1950	Mile Post	FIRST CLASS		SECOND CLASS		
	477 Local Freight	491 Mixed	33 Passenger	35 Passenger			34 Passenger	36 Passenger	492 Mixed	478 Local Freight	
STATIONS											
COPTWYZ	9.15AM	7.55AM	7.20AM	3.30AM	DN-R IDAHO FALLS YL AK	0.0	A 2.50PM	A 1.45PM	A 2.00PM	A 8.00PM	
17 PY	9.25	A 18.05AM	7.26	3.36	3.0 ORVIN YL	3.0	2.33	11.35	1.50	7.10	
60 PW	9.40		7.34	3.42	4.6 D UCON UN	7.6	2.25	11.28	1.40PM	7.00	
54 P	10.05		7.45	3.53	6.2 D RIGBY RG	13.8	2.15	11.18	Via West Belt Branch	6.45	
36 W	10.20		7.51	3.59	4.3 LORENZO	18.1	2.08	11.08		5.45	
27 P	10.40		7.56	4.03	2.6 THORNTON	20.7	2.03	11.04		5.35	
67 P	11.10		8.06	4.13	5.3 D REXBURG RX	26.0	1.55	10.56		5.15	
51 P	11.25		8.13	4.18	3.8 D SUGAR CITY SC	29.8	1.48	10.45		4.15	
36 PY					1.1 HART	30.9					
118 PWY	11.40AM		8.25	4.30	5.9 D ST. ANTHONY YL SH	36.8	1.38	10.34	A 10.50AM	3.50	
P					1.5 BELT YL	38.3			10.40AM		
43 P	12.05PM		8.35	4.38	4.5 CHESTER	42.8	1.27	10.22		2.45	
46 COPWY	A 12.30PM		A 8.55AM	5.10	8.2 DN-R ASHTON YL HN	51.0	1.15PM	10.10		2.30PM	
					1.5 INGLING	52.5		9.55			
28 P				5.27	5.7 WARM RIVER	58.2		9.35			
15 P				5.53	8.7 GERRIT	66.9		9.07			
22				6.09	8.8 ECCLES	75.7		8.52			
15 P				6.19	4.9 ISLAND PARK	80.6		8.43			
20 P				6.30	4.8 TRUDE	85.4		8.34			
26 PWY				6.44	5.3 BIG SPRINGS	90.7		8.20			
22 PY				7.01	6.5 REAS PASS	97.2		7.55			
20 COPWY				A 7.30AM	9.9 D-R WEST YELLOWSTONE YL WS	107.1		7.30PM			
					(107.1)		Daily	Daily	Daily Except Sunday	Daily Except Sunday	
	(3.15) 15.7	(0.10) 18.0	(1.35) 32.2	(4.00) 26.8	 Thru Time		(1.35) 32.2	(4.15) 25.2	(3.20) 14.3	(5.30) 9.3	
					 Average speed per hour						

WESTWARD				TETON VALLEY BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 6 August 13, 1950		Mile Post	FIRST CLASS		SECOND CLASS	
		481 Local Freight		47 Passenger					48 Passenger		482 Local Freight
		Monday Wednesday Friday		Daily	STATIONS						
46	COPWY	7.00AM		5.20AM	DN-R	ASHTON YL HN	0.0	A 9.55PM		A 1.20PM	
19		7.10		5.24		MARYSVILLE YL	1.8	9.45		12.50	
33		7.25		5.32		GRAINVILLE	6.0	9.37		12.35	
19	PW	7.40		5.38	D	DRUMMOND MD	8.6	9.32		12.25	
11		7.55		5.46		FRANCE	12.8	9.24		12.05PM	
33	P	8.05		5.53		LAMONT	15.8	9.18		11.55AM	
20		8.38		6.17		FELT	26.3	8.55		11.20	
22	PWY	8.53		6.27	D	TETONIA NA	30.3	8.47		11.05	
				6.32		DWIGHT	32.7	8.41			
31		9.12		6.42	D	DRIGGS DI	37.2	8.33		10.40	
19	PWY	A 9.35AM		A 7.00AM	D-R	VICTOR YL VR	45.6	8.15PM		10.00AM	
						(45.6)		Daily		Monday Wednesday Friday	
		(2.35) 17.6		(1.40) 27.3	 Thru Time			(1.40) 27.3		(3.20) 13.7	
					 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. 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				WESTWARD				ABERDEEN BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 2.	SECOND CLASS		Time-Table No. 6 August 13, 1950		Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 2.	SECOND CLASS		Time-Table No. 6 August 13, 1950		Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 2.	SECOND CLASS		Time-Table No. 6 August 13, 1950		Mile Post	SECOND CLASS	
	421 Mixed	409 Mixed				422 Mixed	410 Mixed				421 Mixed			422 Mixed									
	Daily Except Sunday	Daily Except Sunday	STATIONS			Daily Except Sunday	Daily Except Sunday		STATIONS		Daily Except Sunday	STATIONS		Daily Except Sunday									
CPWY	8.15AM	7.30AM	DN-R	BLACKFOOT YL	BF	0.0	A	2.20PM	A	3.55PM	P	8.35AM	ABERDEEN JCT. YL	0.0	A	1.45PM							
				2.6 GARDNER JCT.		2.6					32	f	8.48	4.3 ROCKFORD		4.3	f	1.30					
9	f	8.25	f	7.42	1.7 CLARKSON		4.3	f	2.00	f	3.42	17	f	8.53	1.6 LIBERTY		5.9	f	1.20				
30	f	8.30	f	7.47	1.4 MORELAND		6.7	f	1.55	f	3.37	29 P	s	9.13	4.3 PINGREE	PG	10.2	f	12.58				
				0.2 THOMAS JCT.		5.9						31 P	f	9.33	5.3 SPRINGFIELD		16.5	f	12.40				
P	A	8.35AM	f	7.51	1.2 ABERDEEN JCT. YL		7.1	1.45PM	f	3.33	17 P	s	9.50	3.2 STERLING		19.7	s	12.25PM					
32 PW			f	8.24	13.0 TABER		20.1		f	3.00	32 PWY	A	10.25AM	8.5 D-R ABERDEEN YL	BN	28.2		11.50AM					
20 PY			f	9.15	19.6 SCOVILLE		39.7		f	2.10													
37 PWY			s	10.05	19.4 ARCO YL	RO	59.1		s	1.20													Daily Except Sunday
21 P			s	10.27	7.6 MOORE		66.7		s	12.48													
10			s	10.45	5.9 DARLINGTON		72.6		s	12.30													
5			s	11.00	4.7 LESLIE		77.3		s	12.15PM													
68 PWY			A	11.25AM	8.0 D-R MACKAY YL	MY	85.3			11.50AM													
					(55.3)				Daily Except Sunday	Daily Except Sunday													
(0.20) 21.3		(3.55) 21.7		 Thru Time				(0.35) 12.2		(4.05) 20.9													
				 Average speed per hour																			

WESTWARD		WEST BELT BRANCH		EASTWARD		WESTWARD		EAST BELT BRANCH		EASTWARD		
Car capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 6 August 13, 1950		Mile Post	SECOND CLASS	Car capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 6 August 13, 1950		Mile Post		
			492 Mixed				SECOND CLASS					
		STATIONS			Daily Except Sunday			STATIONS				
60	PW	D-R	UCON UN	0.0	A 1.40PM	17	PY	8.05AM	ORVIN	0.0		
21	P		LEWISVILLE	8.8	f 1.10	21		f 8.15	LINCOLN	2.3		
50	P	D	MENAN MN	10.5	s 1.00		P		LINCOLN JCT.	3.1		
			ANNIS JCT.	11.5		46	P	s 8.27	IONA	5.7		
52	PW		PLANO	25.0	f 12.12	21	PW	s 9.05	RIRIE RK	16.4		
18			EDMONDS	26.7	f 12.05PM	13	P	f 9.18	BYRNE	21.4		
11	P		EGIN	29.3	f 11.56AM	11	P	f 9.30	JENSON	25.6		
30			HEMAN	31.6	f 11.46	23	P	f 9.40	WALKER	28.2		
14	P		PARKER	33.5	f 11.40	40	P	f 9.52	PARKINSON	32.4		
118	PWY	D-R	ST. ANTHONY YL SH	38.7	11.15AM	10	P	f 9.58	MOODY	34.3		
						12	P	s 10.20	NEWDALE NE	38.1		
							P	A 10.40AM	BELT YL	44.4		
			(38.7)		Daily Except Sunday				(44.4)			
..... Thru Time					(2.25)	 Thru Time					(2.35)	
..... Average speed per hour					16.0	 Average speed per hour					17.2	

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 Siding, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 6 August 13, 1950		Mile Post	FIRST CLASS		SECOND CLASS			
	439	475	573	49				574	50	440	476		
	Freight	Time Freight	Motor Passenger	Mixed	Motor Passenger	Mixed	Freight	Time Freight					
	Daily Except Sunday	Daily Except Sunday	Daily	Daily									
	STATIONS												
469	CPWY	12.20PM	3.00AM	4.10PM	5.10AM	DN-R	MINIDOKA YL	RT	0.0	A 3.10PM	A 9.20PM	A11.00AM	A 1.30AM
75	P	12.35	3.17	f 4.25	f 5.23		ACEQUIA		8.2	f 2.45	f 8.59	10.35	11.10PM
206	PWY	12.50	3.40	s 4.40	s 5.45	DN-R	RUPERT YL	MS	13.5	s 2.35	s 8.50	10.20	10.55
32	P	1.01	3.52	s 4.48	s 5.53		HEYBURN		19.6	s 2.20	f 8.35	10.05	10.40
94	OPWY	1.15	4.10	s 5.00	s 6.13	DN	BURLEY YL	BU	21.7	s 2.15	s 8.30	10.00	10.35
76	P	1.25	4.20	f 5.08	f 6.21		STARRH'S FERRY		25.8	f 2.02	f 8.12	9.45	10.15
58	P	1.50 ⁵⁷⁴	4.35	f 5.19	f 6.31		MILNER		33.5	f 1.50 ⁴³⁹	f 8.00	9.30	10.00
73	PW	2.05	4.50	s 5.33	s 6.44	D	MURTAUGH	MU	41.4	s 1.35	s 7.47	9.15	9.45
53	P	2.15	4.59	5.39	6.50		BICKEL		45.1	1.27	7.39	9.05	9.35
30							BILLS		49.0				
41	P	2.30	5.10	s 5.48	s 6.58	D	HANSEN	NS	49.7	s 1.19	s 7.32	8.55	9.25
60	P	2.43	5.18	s 5.57	s 7.06	D	KIMBERLY	KY	53.3	s 1.08	s 7.22	8.45	9.15
29	P			6.02	7.11		McMILLAN YL		56.4				
	COPWYZ	A 4.00PM	A 7.00AM	6.10 6.25	7.20 7.40	DN-R	TWIN FALLS YL	NA	58.9	12.55 12.50	7.10 6.55	8.30AM	9.00PM
42				f 6.35	f 7.47		CURRY		63.3	f12.40	f 6.46		
60	P			s 6.41 ⁵⁰	s 7.52	D	FILER	FR	65.9	s12.35	s 6.41 ⁵⁷³		
45				f 6.47	f 7.56		PEAVEY		68.5	f12.28	f 6.35		
41				f 6.52	f 8.00		CEDAR		71.3	f12.24	f 6.30		
	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
		(3.40) 16.1	(4.00) 14.7	(2.50) 26.0	(3.00) 24.6	 Thru Time.....				(2.50) 26.0	(2.55) 25.3	(2.30) 23.6	(4.30) 13.1
		 Average speed per hour.....											

WESTWARD				OAKLEY BRANCH				EASTWARD							
Car Capacity of Siding, etc. See Rule 6(A), Page 23.			Time-Table No. 6 August 13, 1950		Mile Post			Car Capacity of Siding, etc. See Rule 6(A), Page 23.			Time-Table No. 6 August 13, 1950		Mile Post		
			STATIONS						STATIONS						
94	OPWY		DN-R	BURLEY YL	BU	0.0		94	OPWY		DN-R	BURLEY YL	BU	0.0	
30				4.3 BEETVILLE		4.3		16				4.7 EVANS		4.7	
25				0.9 PELLA		5.2		16				4.4 DECLO		9.1	
25				11.1 TROUT		16.3						0.5 END OF TRACK		9.6	
60				1.5 MARION		17.8		(9.6)							
20	Y		D-R	4.0 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 Siding, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 6 August 13, 1950	Mile Post	SECOND CLASS					
	471	473	465			466	472	474			
	Local Freight	Local Freight	Mixed			Mixed	Local Freight	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				MYERS YL		4.4				
73	P	9.35	6.07	D	PAUL YL	DJ	5.9	12.35	7.30		
20			6.11		BUDGE		7.9	12.26			
54		10.05	6.27		SCHODDE		15.9	12.10	6.40		
21			6.36		McHENRY		19.8	12.02PM			
22		11.01	6.46	D	HAZELTON	AZ	24.0	11.55AM	6.10		
63	W	11.45PM	6.56	D	EDEN	DX	28.1	11.45	5.40		
54		12.10AM	7.11		PERRINE		34.8	11.28	5.00		
27			7.24		FALLS CITY		40.6	11.17			
54	CWY	A 1.00AM	7.00PM	7.50	DN	JEROME YL	JO	47.9	11.01	4.00PM	A12.01AM
54			8.00	8.10	D	WENDELL	ND	56.7	10.36	11.30PM	
54			8.30	8.30		TUTTLE		66.2	10.15	10.55	
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.....		(3.55) 18.8	(4.00) 12.0	(1.31) 17.0	
Average speed per hour.....											

WESTWARD				WELLS BRANCH				EASTWARD			
Car Capacity of Siding, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 6 August 13, 1950	Mile Post	SECOND CLASS					
			439			440					
			Mixed			Mixed					
			Daily Except Sunday								
STATIONS											
	COPWYZ		7.00PM	DN-R	TWIN FALLS YL	NA	0.0	A 8.00AM			
31			7.25		BERGER		10.9	7.15			
31			7.45		HOLLISTER		19.4	6.55			
21	PWY		8.10	D	ROGERSON	RG	28.8	6.30			
38			8.35		METEOR		38.7	6.03			
34			9.05		IDAVADA		50.1	5.36			
34	PW		9.19		DELAPLAIN		56.1	5.22			
34			9.35		SAN JACINTO		60.7	5.12			
34	P		9.55	D	CONTACT	CN	68.8	4.55			
33	CPW		10.10		HENRY		75.1	4.38			
34			10.25		HUBBARD		80.9	4.26			
33			10.40		SHORES		86.7	4.14			
48	PWY		11.00		WILKINS		93.6	3.59			
37			11.10		HERRELL		97.3	3.49			
44	PY		11.30		SUMMER CAMP		102.5	3.33			
44			11.50PM		MELANDCO		108.9	3.04			
35			12.05AM		TOWN CREEK		116.1	2.47			
	PWY		A12.30AM	DN-R	WELLS YL	HU	128.4	2.30AM			
(123.4)								Daily Except Monday			
(5.30) Thru Time.....											
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				KETCHUM BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 6				SECOND CLASS			
441 Mixed Daily Except Sunday				August 13, 1950				442 Mixed			
				STATIONS							
420	COPWY		6.00AM	DN-R	SHOSHONE YL	X	0.0	A12.45PM			
39	PWY		6.35	D-R	RICHFIELD YL	FK	15.3	12.05PM			
29			6.50		PAGARI		21.7	11.45AM			
27			7.10		TIKURA		29.7	11.25			
59	PW		7.30	D	PICABO	XN	37.3	11.05			
30			8.05	D	BELLEVUE	V	52.1	10.25			
17	W		8.16	D	HAILEY	RI	57.2	10.05			
33	WY		8.45AM	D-R	KETCHUM YL	KU	69.4	9.30AM			
				(69.4)				Daily Except Sunday			

(2.45) Thru Time..... (3.15)
25.2 Average speed per hour..... 21.4

WESTWARD				HILL CITY BRANCH				EASTWARD			
				Time-Table No. 6							
				August 13, 1950							
				STATIONS							
39	PWY			D-R	RICHFIELD YL	FK	0.0				
30					BURMAH		9.4				
42	P				MAGIC		21.5				
31					MACON		31.2				
31	P				BLAINE		34.0				
17					SELBY		39.7				
43	PW			D	FAIRFIELD	FD	43.8				
32					CORRAL		51.7				
57	WY			D-R	HILL CITY YL	HC	57.8				
				(57.8)							

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. 6							
				August 13, 1950							
				STATIONS							
P					BLAKES JCT		0.0				
34	PT			D-R	ROBINETTE YL	RQ	32.9				
				(32.9)							

WESTWARD				HOMEDALE BRANCH				EASTWARD			
				Time Table No. 6							
				August 13, 1950							
				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. 6				SECOND CLASS			
483 Mixed Daily Except Sunday				August 13, 1950				484 Mixed			
				STATIONS							
190	OPW		7.00AM	DN-R	PAYETTE YL	AY	0.0	A 2.45PM			
20			7.10		EFFIE		3.9	2.30			
43	P		7.30	D	FRUITLAND	FU	5.1	2.25			
20			7.40		BUCKINGHAM		6.8	2.06			
33	P		8.00	D	NEW PLYMOUTH	NP	11.1	1.55			
13			8.27		LETHA		21.6	1.23			
96	PWY		8.50AM	D-R	EMMETT YL	MF	29.7	1.00PM			
				(29.7)				Daily Except Sunday			
				(1.50) Thru Time..... (1.45)				16.2 Average speed per hour..... 16.8			

WESTWARD				WILDER BRANCH				EASTWARD			
				Time Table No. 6							
				August 13, 1950							
				STATIONS							
204	W			DN-R	CALDWELL YL	CW	0.0				
40					SIMPLLOT YL		2.5				
21					SHELP YL		3.7				
32					DOLES YL		5.1				
43				R	WILDER		11.5				
				(11.5)							

WESTWARD				STODDARD BRANCH				EASTWARD			
				Time-Table No. 6							
				August 13, 1950							
				STATIONS							
OPTWYZ				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. 6							
				August 13, 1950							
				STATIONS							
P					BOISE JCT.		0.0				
22					FAIR GROUNDS YL		1.1				
	PTWZ			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 IDAHO NORTHERN BRANCH Eastward

Car Capacity of Siding, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 6 August 13, 1950	Mile Post	SECOND CLASS	
	485	486			485	486
	Mixed	Mixed			Mixed	Mixed
	Daily Except Sunday	Daily Except Sunday				
	STATIONS					
OPTWYZ	8.30AM	DN-R NAMPA YL AU-Q	0.0	A	4.30PM	
		IDA. NOR. JCT. YL	0.7			
25	8.40	FISCHER	2.4		4.25	
14	9.00	MIDDLETON	9.3		4.05	
15	9.20	JENNESS	18.9		3.40	
96 PWY	10.20	D-R EMMETT YL MF	27.0		3.10	
42	10.40	PLAZA	31.8		2.35	
43 P	11.20	MONTOUR	41.1		1.55	
32 P	11.55AM	D HORSESHOE BEND YL HB	49.7		1.30	
32	12.40PM	GARDENA	55.1		12.40	49.5
15 OPTW	1.30	D BANKS YL AB	64.1		12.05PM	
25 PW	2.20	BIG EDDY	75.4		10.55AM	
31 PWY	3.00	SMITHS FERRY YL	83.0		10.25	
15 P	3.35	CABARTON	92.7		9.50	
32 W	3.45	BELVIDERE	95.5		9.40	
32 PY	4.30	D CASCADE YL CD	99.2		9.30	
31	5.00	ARLING	111.0		8.00	
33 W	5.30	D DONNELLY FY	119.4		7.35	
14	5.45	NORWOOD	124.7		7.22	
53 OPWY	6.15PM	D-R 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.		Time-Table No. 6		Mile Post	
		August 13, 1950			
		STATIONS			
233	OP TWY	DN-R	WEISER YL SR		0.0
			6.0		
12			REBECCA		6.0
			13.1		
48			CONCRETE		19.1
			12.7		
26	P	D	MIDVALE MI		31.8
			8.7		
35	P	D	CAMBRIDGE RA		40.5
			9.3		
3	W		GOODRICH		49.8
			6.8		
18			MESA		56.6
			3.6		
42	OPWY	D-R	COUNCIL YL CN		60.2
			1.4		
7			HOOVER YL		61.6
			10.4		
6			GLENDALE		72.0
			8.0		
15			WOODLAND		80.0
			4.1		
43			RUBICON YL		84.1
			5.6		
146	PWY	D-R	NEW MEADOWS YL DS		89.7
			</		

WESTWARD OREGON EASTERN BRANCH EASTWARD

Car Capacity of Siding, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 6 August 13, 1950	Mile Post	SECOND CLASS	
	459	493			460	494
	Mixed	Mixed			Mixed	Mixed
	Daily Except Sunday	Tuesday Thursday Saturday				
	STATIONS					
444 COP WY	1.00PM	11.15AM	DN-R ONTARIO YL ON	0.0	A 4.00PM	A 4.15PM
PY	1.10	11.25	MALHEUR JCT. YL	1.9	3.40	4.00
38	1.25	11.40	LUSE	6.9	3.25	3.47
24	1.35	11.50AM	MALLETT	10.0	3.15	3.39
134 PWY	1.55	12.05PM	D-R VALE YL VA	15.5	3.00	3.25PM
46	2.20		HOPE	23.5	2.20	
52	2.50		LITTLE VALLEY	34.8	1.50	
53 P	3.15		HARPER	42.0	1.25	
50	3.40		NAMORF	51.2	12.55	
27	4.07		JONESBORO	62.2	12.28PM	
53 PWY	4.40		D JUNTURA JN	73.6	11.50AM	
50	5.25		LONG	86.6	11.10	
49 PW	5.50		RIVERSIDE	92.7	10.50	
31	6.15		DUNNEAN	102.8	10.25	
32 PW	6.40		VENATOR	110.2	10.05	
32	7.00		CIRCLE BAR	117.9	9.45	
31 PW	7.30		CRANE	126.6	9.15	
31	8.20		REDESS	143.5	8.32	
23 OP WYZ	9.00PM		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 Siding, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 6 August 13, 1950	Mile Post	SECOND CLASS	
	493	494			493	494
	Mixed	Mixed			Mixed	Mixed
	Daily Except Sunday	Tuesday Thursday Saturday				
	STATIONS					
134 PWY	12.30PM	D-R VALE YL VA	0.0	A	3.15PM	
29	1.22	JAMIESON	17.3		2.20	
31 PWY	1.45PM	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.
For stations not shown on schedule pages.—See page 17.

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity of Siding, etc., See Rule 6(A), Page 23	Switch Connection	Location	Mile Post	Car Capacity of Siding, etc., See Rule 6(A), Page 23	Switch Connection
First Subdivision				Raft River Branch			
Leefe	64.8	Spur 2.4 Mi. Y	Both	Unity	3.1	36	Both
Onyx	197.5	14 P	West	Springdale	6.0	22	Both
Inkom Ballast Quarry	202.9	140 P	East	North Side Branch			
Second Subdivision				Travers	(7)	3.5	Both
Don	219.6	43 PX	Both	Black	26.9	30	Both
Schiller	226.5	11	Both	Hunt	(7)	31.5	Both
Coates	369.5	8 P	West	Sugar Loaf	38.3	12	Both
Sand Bank	370.9	42 PX	Both	Barrymore	(7)	42.6	Both
Third Subdivision				Haytown	44.7	7	Both
Hillcrest	B-445.1	14 P	Both	Hydra	45.8	7	Both
Apple Valley	485.9	26	Both	Appleton	(7)	52.9	Both
Arcadia	491.7	45 P	Both	King	58.1	17	Both
Washoe Spur	500.9	32	West	Wells Branch			
Wood	506.2	10	Both	Knoll	(8)	5.6	Both
Feltham	512.7	23	Both	Godwin	(8)	7.0	Both
Fourth Subdivision				Amsterdam	(8)	23.2	West
Chubbuck	138.2	40	Both	Ketchum Branch			
Kimball	166.6	20	Both	Marley	(9)	10.9	Both
Jason Spur	175.4	60	West	Priest	(10)	33.9	East
Mitchell	176.9	22	Both	Hay	(10)	41.8	Both
Red Rock	(1)	28	Both	Gannett	(10)	44.3	Both
Dalys	(1)	19 P	Both	Barite	(10)	60.0	Both
Glen	(1)	8	West	Gimlet	(10)	63.2	East
Lavon	(1)	None	None	Triumph	(10)	67.6	Both
Maiden Rock	(1)	None	None	Hill City Branch			
Goshen Branch				Rawson	4.5	13	Both
Cox	9.2	11	West	Rands	36.8	9	Both
Ammon	18.1	34	West	Homestead Branch			
Wilkinson	21.0	3	West	Home	14.0	4 P	East
Yellowstone Branch				Mineral	15.3	10 W	East
St. Leon	3.7	16	East	Still	16.2	2	East
Mark	22.2	24	Both	Sturgill	27.1	15	East
Jolley	27.6	10	Both	Payette Branch			
Wilford	32.9	7	East	Ingard	3.3	8	Both
Pineview	72.5	5 P	Both	Falks	(11)	17.2	East
Teton Valley Branch				Little Rock	18.9	10	Both
Judkins	(2)	6	East	Wilder Branch			
Fox Creek	(2)	12	Both	Greenleaf	7.0	9	West
Aberdeen Branch				Allendale	9.7	13	Both
Strang	(3)	6	Both	Stoddard Branch			
Fingal	26.0	9	Both	Westma	11.6	5	East
Mackay Branch				Boise Branch			
Collins	(4)	10	West	Penitentiary Spur	5.0	10	East
Aiken	(4)	10	Both	Vernon	6.3	10	West
West Belt Branch				Idaho Northern Branch			
Coltman	(5)	19 P	East	Maddens	(12)	6.1	East
Grant	(5)	18 P	East	Bramwell	(12)	22.2	East
Barlow	7.0	17	East	Black Canyon	(12)	33.0	East
Midway	9.4	31	Both	Archabal	(12)	127.4	Both
Pyke	(5)	5	West	Oregon Eastern Branch			
East Belt Branch				Cairo	(13)	3.7	Both
Gale spur	27.5	10	East	Lawn	(14)	138.4	East
Twin Falls Branch				New Meadows Branch			
Amalgam	17.3	12	East	Presley	11.7	9	Both
Parsons	(6)	18 P	Both	Diamond	26.7	4 W	West
Stowe	52.1	12	West	Fruitvale	66.5	3	Both
Oakley Branch				Starkey	69.3	5	West
Warr	19.4	12	Both	Tamarack	81.9	29	Both
				Brogan Branch			
				Lancaster	11.4	4	East

- (1) Flag stop for Nos. 29-30.
(2) Flag stop for Nos. 47-48.
(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. 483-484.
(12) Flag stop for Nos. 485-486.
(13) Flag stop for Nos. 459-460-493-494.
(14) Flag stop for Nos. 459-460.

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.	79	75	50	Trains handling company roadway machines on their own wheels— On main line and Twin Falls Branch: On straight track. On curves. Between Idaho Falls and Ashton. On other branch lines.			
Diesel-electric helper locomotive.	60	60					30
Mountain type engines.		70	50				25
Inspection bus cars.		40	40				20
Battery motor car 01886.		50		Passing fueling stations— On main lines. On branch lines.			15
When caboose is handled in train consisting of passenger train equipment.		55			50	40	25
MacArthur type engines with 63-inch drivers.		55	50	Within yard limits— Protected by continuous block signal system. Not protected by continuous block signal system. On branch lines.			15
MacArthur type engines with 57-inch drivers.		35	35		60	50	25
3900 class engines.		65	50		50	40	25
3800 class engines.		60	50	When using cross-overs and turn-outs: 9000 class engines; Forward movement. Back-up movement. All other classes engines; Forward movement. Back-up movement.	30	30	15
4000, 9000 and 2-10-2 type engines.		50	50			10	10
Ten Wheeler type engines 1573, 1575, 1577 to 1580.		55	40			6	6
Other Ten Wheeler and Consolidation type engines.		35	35		15	15	15
Mallet type engines, 3500 to 3599, incl., and 3670 to 3674, incl.		35	35	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.	10	10	10
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	When using No. 14 turn-outs at power operated switches or at end of double track.	20	20	20
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		25	20	20
Diesel switch engines in road service.	35	35	35	Tracks other than main tracks.	15	15	15
Steam engines running backward.	20	20	20	On wye tracks.	6	6	6
Trains handling scale test cars— On main line, Twin Falls Branch and between Idaho Falls and Ashton. On other branch lines.			30	Jordan spreaders and other machines of spreader type, when in operation.			15
			20				
Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch lines. (Slower speed must be observed where conditions require.)			25
			6				15
				Through tunnels, branch lines.		10	10

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	75	75	50	Cokeville Over streets and alleys.	30	30	30	Between M.P. 148.0 and 148.3.	70	60	50
Granger Between M. P. 3.4 and 3.7.	70	60	50		Between M.P. 87.4 and 87.7.	60	50	40	Alexander Between M.P. 152.1 and 152.4.	60	50
Moxa Between M.P. 12.2 and 12.3.	70	60	50	Border Between M.P. 92.9 and 93.1.	60	50	40	Bancroft Over streets and alleys.	25	25	25
Hassett Between M.P. 14.4 and 14.6.	70	60	50		Between M.P. 96.5 and 96.9.	70	60	50	Between M.P. 164.2 and 164.6.	70	60
Nutria Between M.P. 16.1 and 16.5.	70	60	50	Pegram Between M.P. 98.3 and 99.2.	60	50	40	Kinport Between M.P. 167.5 and 168.1.	70	60	50
Between M.P. 18.2 and 18.3.	60	50	40		Between M.P. 99.5 and 99.7.	70	60	50	Between M.P. 168.9 and 169.3.	60	50
Cosgriff Between M.P. 21.2 and 21.5.	70	60	50	Between M.P. 102.6 and 104.9.	60	50	40	Pebble Between M.P. 171.2 and 171.7.	60	50	40
Between M.P. 23.6 and 23.8.	70	60	50	Harer Between M.P. 105.2 and 105.4.	70	60	50	Between M.P. 171.9 and 174.8.	70	60	50
Opal Between M.P. 28.7 and 29.6.	70	60	50		Montpelier Between M.P. 120.6 and 123.4.	60	50	40	Broxon Between M.P. 176.4 and 176.7.	70	60
Between M.P. 31.3 and 32.3.	50	40	30	Between M.P. 125.0 and 125.3.		70	60	50	Blaser Between M.P. 177.4 and 178.5.	60	50
Between M.P. 33.0 and 33.1.	70	60	50	Between M.P. 125.8 and 126.8.	60	50	40	M.P. 179.0 to 180.0 (Westward).	45	35	20
Waterfall Between M.P. 34.6 and 34.8.	60	50	40	Georgetown Between M.P. 127.6 and 127.9.	70	60	50	M.P. 180.0 to 179.0 (Eastward).	50	40	25
Between M.P. 35.5 and 35.9.	50	40	30		Between M.P. 128.2 and 128.6.	60	50	40	Lava Hot Springs Between M.P. 180.1 and 181.6.	70	60
Between M.P. 36.5 and 38.8.	50	40	25	Between M.P. 129.5 and 130.0.	60	50	40	Between M.P. 181.8 and 183.1.	60	50	40
Kemmerer 7000 and heavier type engines, turntable lead. Passing coal chute.	30	30	5	Between M.P. 131.6 and 132.2.	70	60	50	Between M.P. 183.2 and 184.8.	70	60	50
Between M.P. 43.2 and 44.0 Watch for rocks.	25	20	20	Cavanaugh Between M.P. 135.5 and 135.7.	70	60	50	Topaz Between M.P. 185.5 and 185.7.	70	60	50
Between M.P. 44.0 and 49.2.	50	40	30		Manson Between M.P. 138.6 and 139.2.	60	50	40	Between M.P. 186.0 and 187.3.	50	40
Between M.P. 49.2 and 49.4.	40	35	25	Rose Between M.P. 141.0 and 141.9.		60	50	40	Between M.P. 187.5 and 187.9.	60	50
Fossil Between M.P. 54.5 and 58.0.	40	35	25		Between M.P. 142.4 and 143.4.	70	60	50	Between M.P. 188.2 and 190.2.	70	60
Nugget Between M.P. 58.0 and 59.6.	70	60	50	Between M.P. 143.7 and 143.9.	60	50	40	McCammon Between M.P. 192.4 and 192.6.	60	50	40
Orr Between M.P. 60.8 and 61.2.	70	60	50	Between M.P. 144.5 and 145.3.	60	50	40	Between M.P. 195.0 and 195.4.	60	50	40
Sage Between M.P. 63.6 and 65.4.	60	50	40	Soda Springs Over streets and alleys.	30	30	30	Onyx Between M.P. 197.7 and 200.3.	70	60	50
Between M.P. 66.5 and 68.2.	70	60	50		Pocatello Within platform limits of pas- senger depot.				Between M.P. 200.3 and 201.1.	60	50
									Inkom Between M.P. 202.3 and 202.6.	60	50
								Between M.P. 207.1 and 208.4.	70	60	50
								Pocatello Between passenger depot and M.P. 216.9.	6	6	6
									20	20	20

SECOND SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Frt.		Str.	Psg.	Frt.		Str.	Psg.	Frt.
Pocatello Within platform limits of passenger depot.	6	6	6	Minidoka Between M.P. 272.4 and 273.0.	20	20	20	Between M.P. 340.7 and 341.1.	60	50	40
Between passenger depot and M.P. 216.9.	20	20	20	Adelaide Between M.P. 285.8 and 286.2.	70	60	50	Between M.P. 342.2 and 343.3.	60	50	40
On enginehouse lead and tracks.			6	Districh M.P. 316.3 to 315.7 (Eastward).	70	60	50	Ticeska Between M.P. 357.3 and 360.2.	70	60	50
American Falls Between M.P. 238.0 and 239.4.	70	60	50	Shoshone Over Greenwood Street.	15	15	15	Between M.P. 360.2 and 360.8.	60	50	40
Bridge 239.75.	40	25	25	Between M.P. 320.7 and 322.2.	20	20	20	Between M.P. 360.8 and 365.8.	70	60	50
Between M.P. 240.0 and 240.3.	40	40	25	Between M.P. 323.2 and 323.8.	70	60	50	King Hill Between M.P. 367.5 and 368.2.	70	60	50
Between M.P. 240.4 and 241.3.	70	60	50	Between M.P. 325.0 and 326.5.	70	60	50	Between M.P. 369.0 and 370.9.	60	50	40
Borah Between M.P. 244.5 and 244.8.	70	60	50	Gooding Over streets and alleys.	30	30	30	Between M.P. 371.1 and 373.3.	45	40	25
Wapi Between M.P. 253.8 and 259.2.	70	60	50					Between M.P. 373.3 and 373.8.	20	20	20
								Glenns Ferry			

THIRD SUBDIVISION

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

FOURTH SUBDIVISION

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

BRANCHES

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

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
Gay Branch (Continued) Between M.P. 10.7 and 14.9.		20	West Belt Branch Maximum speed.		25	Bellevue, over streets and alleys.	12	12
Between M.P. 16.9 and 17.1.		20	Truss bridges.		15	Between M.P. 63.1 and 64.6.	30	20
Mackay Branch Between Blackfoot and M.P. 60.0.		25	Annis Branch		15	Hill City Branch Maximum speed.		25
Between M.P. 60.0 and Mackay.		20	Teton Valley Branch Maximum speed.	35	25	Over trestles 21.6 and 23.40 with snow plows.		15
Mackay On curve on low line smelter.	6		Engines 1575 to 1579, incl.	25	25	Boise Branch Between Boise Jet and Boise Freight.		25
Gardner Branch	15		Bridges 4.48, 6.96 and 19.97.	12	12	Between Boise Freight and Barber.		15
Thomas Branch	15		Between M.P. 19.1 and 19.4.	15	15	Stoddard Branch		15
Aberdeen Branch	25		Between M.P. 25.0 and 25.4.	15	15	Idaho Northern Branch Maximum speed.	30	
Goshen Branch Maximum speed.	25		Twin Falls Branch Maximum speed.	50	40	Between Jenness and Bramwell.		20
Light MacArthur type engines.	20		3500 and 3800 class engines.	30	30	Trains handling high cars between Jenness and Bramwell.		12
Yellowstone Branch Between Idaho Falls and Ashton.	50	35	Bridge 20.10.	25	25	Between Plaza and Banks. Watch for rocks between Black Canyon and Banks.		25
Between Idaho Falls and Ashton with MacArthur type engines.	40	30	Rupert, on west leg of wye.	10	10	Banks, westward around curve east of east passing track switch, to east switch.		5
Between Ashton and Gerrit, watch for rocks.	35	25	Rupert, over streets and alleys.	12	12	Between Banks and Smiths Ferry, watch for rocks.		15
Between Gerrit and Big Springs.	50	35	McMillan, on tracks leading to sugar factory, with 3500 and 3800 class engines.	10	10	Trains handling logs or high cars between Banks and M.P. 81.0.		12
Between Big Springs and West Yellowstone, watch for rocks.	35	25	Buhl, on mill and elevator track with MacArthur type engines.		5	Between Smiths Ferry and Cabarton, watch for rocks.		20
Rexburg, Sugar City and St. Anthony, over streets and alleys.	20	20	North Side Branch Maximum speed.		30	M.P. 31.4.		20
St. Anthony, over highway crossing just west of depot.	8	8	Heavy MacArthur type engines.		15	Between M.P. 33.0 and 35.4.		10
Between M.P. 55.4 and 55.6.	20	15	Between M.P. 30.0 and 30.5.		20	Bridge 36.61.		20
Between M.P. 59.4 and 66.0.	20	15	Raft River Branch		20	Between M.P. 99.6 and 113.6 on curves.		20
Between M.P. 72.9 and 73.3.	35	25	Oakley Branch		25	Between M.P. 128.2 and 128.5.		15
Between M.P. 74.0 and 74.3.	45	35	Light MacArthur type engines.		20	McCall, over street crossings.		10
Between M.P. 86.4 and 87.0.	20	15	Wells Branch Maximum speed.		30	Wilder Branch		15
Between M.P. 92.0 and 95.0.	20	15	Between M.P. 31.0 and 36.2.		25	Homedale Branch		25
Between M.P. 100.0 and 101.0.	20	15	Between M.P. 45.8 and 53.3.		25	Oregon Eastern Branch Maximum speed.		25
East Belt Branch Maximum speed.		25	Between M.P. 69.6 and 71.6.		25	Hope Between M.P. 29.5 and 33.5, watch for rocks.		20
Light MacArthur type engines between Lincoln Jet. and Orvin.		20	Between M.P. 91.2 and 91.5.		25	Little Valley Between M.P. 36.5 and 37.6, watch for rocks.		20
Truss bridges.		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			

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
Little Valley (Continued) Between M.P. 37.6 and 37.7, soft spot.		10	Circle Bar Between M.P. 119.0 and 124.0, watch for rocks.		20	Between Concrete and M.P. 30.0. Straight track. On curves.		15 10
Between M.P. 37.7 and 38.2, watch for rocks.		20	Brogan Branch		20	Between M.P. 30.0 and 60.5. Straight track. On curves.		25 15
Juntura Between M.P. 78.6 and 80.7, watch for rocks.		20	Payette Branch Maximum speed.		25	Between M.P. 66.5 and New Meadows. Straight track. On curves.		15 10
Between M.P. 80.7 and 81.0, watch for rocks.		10	Payette Jet., on curve.		10	Engines running backwards.		10
Between M.P. 81.0 and 86.6, watch for rocks.		20	Trains handling logs between Payette and Emmett on curves.		20	Between M.P. 55.0 and 55.5.		10
Long Between M.P. 86.6 and 89.0, watch for rocks.		20	New Meadows Branch Maximum speed.		25	Homestead Branch Maximum speed, watch for rocks.		20
Dunnean Between M.P. 103.5 and 106.5.		20	Between Weiser and Concrete. Straight track. On curves.		25 20	On curves.		15
Bridge 106.14.		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 name 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	Nampa.....	Roundhouse Office
Montpelier.....	Engineers' Register Room	Nampa.....	Train Dispatcher's Office
Montpelier.....	Telegraph Office	Nampa.....	East End Switch Shanty
Blackfoot.....	Telegraph Office	Nampa.....	West End Switch Shanty
Idaho Falls.....	Telegraph Office	Nyssa.....	Telegraph Office
Idaho Falls.....	Yard Office	Marsing.....	Telegraph Office
Idaho Falls.....	Engineers' Register Room	Ontario.....	Telegraph Office
Lima.....	Telegraph Office	Payette.....	Telegraph Office
Silver Bow.....	Telegraph Office	Weiser.....	Telegraph Office
Ashton.....	Telegraph Office	Boise Freight.....	Yard Telegraph Office
West Yellowstone.....	Telegraph Office	Boise Freight.....	Roundhouse Office
Pocatello.....	Train Dispatcher's Office	Jerome.....	Telegraph Office
Pocatello.....	Passenger Conductors' Register Room, Passenger Station	Wells.....	Telegraph Office
Pocatello.....	Yard Telegraph Office	Ketchum.....	Telegraph Office
Pocatello.....	Switchmen's Locker Room	Emmett.....	Telegraph Office
Pocatello.....	Engine Crew Dispatcher's Office	Banks.....	Telegraph Office
Pocatello.....	Train Crew Dispatcher's Office	McCall.....	Telegraph Office
Pocatello.....	West End Yardmaster's Office	Burns.....	Telegraph Office
Pocatello.....	Tower Locker Room	Council.....	Telegraph Office
Minidoka.....	Telegraph Office	New Meadows.....	Telegraph Office
Shoshone.....	Telegraph Office	Burley.....	Telegraph Office
Glenns Ferry.....	Telegraph Office	Twin Falls.....	Telegraph Office
Glenns Ferry.....	Roundhouse Register Room	Twin Falls.....	Freight Office
Glenn Ferry.....	Yard Office	Buhl.....	Telegraph Office
Nampa.....	Telegraph Office	Huntington.....	Yard Office
Nampa.....	Central Yard Switch Shanty	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.		