



UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



IDAHO DIVISION
TIME-TABLE
No. 7

Effective Sunday,
September 24, 1950
At 12:01 A. M. Mountain Time

Be Careful Today

FOR EMPLOYEES ONLY

NORTH WESTERN DISTRICT
IDAHO DIVISION
CORRECTED TO AUG. 1, 1949
SCALE OF MILES



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

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. Wilnot, Trainmaster Pocatello, Ida.
E. L. Chantry, Trainmaster Pocatello, Ida.
H. G. Baker, Trainmaster Pocatello, Ida.
R. B. Hardin, Terminal Trainmaster Pocatello, Ida.
A. R. Nelson, Master Mechanic Pocatello, Ida.
G. L. Jensen, 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	Anystation Second and Third Subdivisions.	Ogden, Cheyenne or beyond.	Pendleton or beyond.
18	Any station First Subdivision.	Pendleton or beyond.	Cheyenne or beyond.
18	Anystation 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 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 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	Rupert 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.
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. Rullen	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. Small	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	Aurist	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.
Sam Pobanz	Surgeon	Ontario	Payette to Nyssa.
Wilfred N. Sanders	Surgeon	Ontario	Payette to Nyssa.
Ira R. Woodward, Jr.	Surgeon	Payette	Weiser to Ontario and Fruitland.
M. F. Rigby	Surgeon	Rexburg	Rigby to St. Anthony.
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.
Allen H. Tigert	Surgeon	Soda Springs	Montpelier to McCammon.
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.
F. K. Root	Surgeon	Wells	Wells to Contact.

WESTWARD							CONDENSED TIME-TABLE										EASTWARD						
FIRST CLASS							Time-Table No. 7 Sept. 24, 1950	FIRST CLASS															
19	61	11	105	457	17	25		12	458	106	20	18	26	62									
Psgr.	Psgr.	Psgr.	Streamliner Passenger	Psgr.	Psgr.	Mail and Express		Psgr.	Psgr.	Streamliner Passenger	Psgr.	Psgr.	Mail and Express	Psgr.									
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Distance from Granger via Boise	STATIONS															
		6.20	2.15		3.55		0.0	GRANGER	A 9.30	A 12.42		A 10.30											
		11.25	6.05		9.50	1.20	213.9	POCATELLO	4.25	8.55		5.25	A 9.15										
							373.8	GLENN'S FERRY	12.30	6.10		1.50	5.00										
		2.40	8.35		1.25	4.55	448.4	BOISE	10.35	5.00		12.10	2.40										
		4.25	9.50		3.10	7.05		M.T. HUNTINGTON P.T.	7.45	3.05		9.40	11.40										
		7.05	11.45		5.55	10.15	550.1	M.T. HUNTINGTON P.T.	6.35	2.05		8.30	10.25										
		6.15	10.45		5.05	9.25		LA GRANDE	4.00	11.40		5.55	7.05										
		9.00	1.05		8.05	12.20	649.7	PENDLETON	1.25	9.35		3.15	4.25										
		11.35	3.20		11.20	3.15	723.9	RIETH	1.05	9.20		2.35	3.45										
		11.45	3.30		11.30	3.25	727.5																
9.00	Moscow 6.45						948.3	SPOKANE			A 7.00		Moscow 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		2.15	5.35		3.40	6.25	855.4	THE DALLES	10.25	7.15	11.50	12.05	12.30										
A 6.30	A 2.30 Pendleton	A 4.30	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	11.30 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	(23.10) 40.6	(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	(9.20) 24.4			
Average speed per hour																							

WESTWARD				CONDENSED TIME-TABLE										EASTWARD			
FIRST CLASS				Time-Table No. 7 September 24, 1950	FIRST CLASS												
31	33	29	32		34	30											
Passenger	Passenger	Passenger	Passenger		Passenger	Passenger											
Daily	Daily	Daily	Distance from McCammon	STATIONS													
	10.10	3.55	12.20	0.0	McCAMMON	A 5.00	A 6.05	A 3.55									
	A 10.45	5.15	1.35	22.7	POCATELLO	4.30	5.35	3.25									
		6.08	2.20	46.9	BLACKFOOT		4.00	1.53									
		7.20	3.10	73.3	IDAHO FALLS		3.15	1.15									
		9.00		124.3	ASHTON		1.15										
		A 10.40		169.9	VICTOR		11.30										
				180.4	WEST YELLOWSTONE												
				285.8	BUTTE			7.00									
						Daily	Daily	Daily									
(0.35) 38.9	(6.45) 25.2	(9.10) 31.2 Thru Time				(0.30) 45.4	(6.35) 25.9	(8.55) 32.1								
Average speed per hour																	
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

SECOND CLASS

FIRST CLASS

Time-Table No. 7
September 24, 1950

Table with columns for Car Capacity of Sidings, Time Freight, and Passenger/Streamliner Passenger for various stations (263, 251, 257, 277, 11, 31, 105, 17, 33, 29).

STATIONS

Vertical list of stations including DN-R GRANGER YL GN, DONOVAN, MOXA, HASSETT, NUTRIA, COSGRIFF, OPAL, FOLGER, WATERFALL, EAST KEMMERER YL, MOYER JCT. YL, FOSSIL YL FI, NUGGET, ORR, SAGE, CARLSON, BECKWITH, PIXLEY, COKEVILLE CK, MARSE, BORDER, PEGRAM, HARER, DINGLE, MONTEPELIER YL MX, PESCADERO, GEORGETOWN, CAVANAUGH, MANSON, ROSE, SODA SPRINGS SD, ALEXANDER, TALMAGE, BANCROFT YL BN, KINPORT, PEBBLE, BROXON, BLASER, LAVA HOT SPGS. XY, TOPAZ, McCAMMON YL MC, INKOM KO, PORTNEUF, POCATELLO YL H CA.

BLOCK SIGNALS

Double Track

Double Track

Double Track

(7.20) 29.2 (0.50) 27.2 (7.20) 29.2 (1.10) 19.5 (4.40) 45.8 (0.35) 38.9 (3.40) 58.3 (5.25) 39.5 (0.35) 38.9 (0.35) 38.9 Thru Time Average speed per hour

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

FIRST CLASS

SECOND CLASS

Time-Table No. 7
September 24, 1950

Table with columns for Mile Post, Passenger, Streamliner Passenger, Stock Special, and Time Freight for various stations (30, 12, 32, 106, 18, 34, 262, 278, 270, 264).

STATIONS

Vertical list of stations including DN-R GRANGER YL GN, DONOVAN, MOXA, HASSETT, NUTRIA, COSGRIFF, OPAL, FOLGER, WATERFALL, EAST KEMMERER YL, MOYER JCT. YL, FOSSIL YL FI, NUGGET, ORR, SAGE, CARLSON, BECKWITH, PIXLEY, COKEVILLE CK, MARSE, BORDER, PEGRAM, HARER, DINGLE, MONTEPELIER YL MX, PESCADERO, GEORGETOWN, CAVANAUGH, MANSON, ROSE, SODA SPRINGS SD, ALEXANDER, TALMAGE, BANCROFT YL BN, KINPORT, PEBBLE, BROXON, BLASER, LAVA HOT SPGS. XY, TOPAZ, McCAMMON YL MC, INKOM KO, PORTNEUF, POCATELLO YL H CA.

BLOCK SIGNALS

Double Track

Double Track

Double Track

(213.9) (0.30) 45.4 (5.05) 42.1 (0.30) 45.4 (3.47) 58.6 (5.05) 42.1 (0.30) 45.4 (8.00) 26.7 (0.50) 27.2 (0.50) 27.2 (8.00) 26.7 Thru Time Average speed per hour

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.

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	WESTWARD					SECOND SUBDIVISION					EASTWARD				
	FIRST CLASS					Time-Table No. 7 September 24, 1950	Mile Post	FIRST CLASS							
	11 Passenger Daily	105 Streamliner Passenger Daily	17 Passenger Daily	49 Mixed Daily	25 Mail and Express Daily			12 Passenger	106 Streamliner Passenger	18 Passenger	26 Mail and Express	50 Mixed			
	STATIONS														
COPTWY	11.25PM	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 11.45PM			
151 P	11.40	6.20	10.05	3.45	1.35	MICHAUD	224.3	3.33	8.30	4.48	8.36	11.20			
125 P	11.46		10.11	3.53	1.41	BANNOCK	230.1	3.28		4.43	8.30	11.13			
147 PW	11.56PM	6.31	10.21	4.06	1.50	DN AMERICAN FALLS AF	238.5	s 3.19	8.19	s 4.34	s 8.20	s 11.00			
125 P	12.01AM	6.36	10.26	4.12	1.55	BORAH	242.3	3.11	8.14	4.27	8.08	10.49			
125 P	12.08	6.42	10.34	4.20	2.02	QUIGLEY	250.1	3.04	8.08	4.19	8.00	10.38			
125 PW	12.13	6.47	10.39	4.26	2.07	WAPI	256.0	2.59	8.03	4.13	7.54	10.30			
125 P	12.16	6.50	10.42	4.30	2.10	DEWOFF	259.8	2.54	8.00	4.09	7.50	10.23			
125 P	12.22	6.56	10.49	4.37	2.16	HAWLEY	267.3	2.46	7.54	4.01	7.42	10.13			
469 COPWY	12.30	7.01	11.05	4.50AM	2.25	DN MINIDOKA YL RT	272.4	s 2.40	7.49	s 3.55	s 7.35	10.05PM			
125 P	12.34	7.05	11.09		2.30 ¹²	MAX	276.2	2.30 ²⁵	7.44	3.45	7.20				
125 P	12.41	7.12 ²⁶	11.16		2.38	ADELAIDE	284.3	2.23	7.37	3.38	7.12 ¹⁰⁵				
125 PW	12.45	7.16	11.20		2.42	KIMAMA	289.0	2.19	7.33	3.34	6.57				
125 P	12.51	7.22	11.26		2.48	SENER	295.7	2.13	7.27	3.28	6.50				
125 P	12.58	7.28	11.33		2.55	OWINZA	303.5	2.06	7.21	3.21	6.43				
125 P	1.03		11.38		3.00	BESSLEN	309.3	2.01		3.16	6.38				
121 P	1.07	7.36	11.42		s 3.07	D DIETRICH HD	313.9	1.56	7.13	3.11	s 6.32				
420 COPWY	s 1.20	s 7.45	s 11.55AM		s 3.25	DN SHOSHONE YL X	321.5	s 1.45	s 7.05	s 3.00	s 6.20				
125 P	1.31 ¹²	7.54	12.06PM		3.36	TUNUPA	330.8	1.31 ¹¹	6.53	2.45	5.59				
186 PW	s 1.40	8.00	s 12.16		s 3.47	DN GOODING GD	337.5	s 1.20	6.47	s 2.37	s 5.52				
125 P	1.47	8.06	12.23		3.55	FULLER	344.2	1.10	6.41	2.28	5.42				
250 PWY	1.53	8.11	s 12.33		s 4.05	DN BLISS IS	350.5	1.03	6.36	2.22	s 5.35				
230 PY	2.00	8.17	12.40		4.12	TICESKA	357.3	12.55	6.30	2.15	5.25				
125 PWX	2.17	8.26	12.56		s 4.30	KING HILL	366.8	12.39	6.19	1.59	f 5.10				
COPTWY	A 2.30AM	As 8.35PM	A 1.15PM		A 4.45AM	DN-R GLENNS FERRY YL	373.8	12.30AM	6.10AM	1.50PM	5.00PM				
	(3.05) 51.9	(2.30) 64.0	(3.25) 46.8	(1.20) 43.9	(3.25) 46.8			(3.25) 46.8	(2.35) 61.9	(3.15) 49.2	(4.15) 37.6	(1.40) 35.1			

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	WESTWARD				KUNA LINE				EASTWARD			
	SECOND CLASS				Time-Table No. 7 September 24, 1950	Mile Post	SECOND CLASS					
				257 Time Freight Daily						262 Time Freight		
	STATIONS											
195 CIPWY				5.05AM	DN ORCHARD YL OD	423.0	A 10.25PM					
84 P				5.17	ELY	430.8	10.10					
105 P				5.22	OWYHEE	434.7	10.00					
77 P				5.32	MORA	442.6	9.41					
116 P				5.37	D KUNA KA	446.7	9.30					
84 P				5.44	COLLOPY	451.8	9.15					
COPTWY				A 6.00AM	DN-R NAMPA YL AU-Q-D	456.6	9.00PM					
				(0.55) 36.6			(1.25) 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.

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	WESTWARD					THIRD SUBDIVISION					EASTWARD				
	SECOND CLASS					Time-Table No. 7 September 24, 1950	Mile Post	FIRST CLASS							
	257 Time Freight Daily	105 Streamliner Passenger Daily	17 Passenger Daily	25 Mail and Express Daily	11 Passenger Daily			106 Streamliner Passenger	18 Passenger	26 Mail and Express	12 Passenger	262 Time Freight			
	STATIONS														
COPTWY	3.30AM	8.35PM	1.25PM	4.55AM	2.40AM	DN-R GLENNS FERRY YL	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	s 5.07	2.52	HAMMETT	382.7	5.59	1.27	s 4.20	12.02AM	11.31			
CS127 PY	4.20	8.59	1.55	5.24	3.10	DN REVERSE YL RV	393.5	5.48	1.12	4.01	11.46PM	11.11			
256 PWY	4.35	9.06	s 2.08	s 5.41 ¹⁰⁶	s 3.23	DN MOUNTAIN HOME MZ	401.6	5.41 ²⁵	s 1.02	s 3.50	s 11.35	10.56			
154 P	4.43	9.11	2.14	5.50	3.29	SEBREE	407.5	5.36	12.55	3.38	11.25	10.47			
141 P	4.50	9.15	2.19	5.56	3.34	CLEFT	412.7	5.32	12.50	3.32	11.20	10.40			
195 CIPWY	A 5.05AM	9.24	2.30	s 6.10	3.45	DN ORCHARD YL OD	423.0	5.24	12.40	s 3.20	11.10	10.25PM			
78 P		9.31	2.38	6.19	3.53	LEONE	B-430.3	5.17	12.31	3.03	11.00				
79 P		9.36	2.44	6.26	3.59	BLACK'S CREEK	B-435.9	5.12	12.25	3.00	10.52				
78 P		9.42	2.50 ²⁶	6.32	4.05	SHAFFER	B-441.7	5.06	12.18	2.50 ¹⁷	10.44				
109 PWY	VIA KUNA LINE	s 9.50	3.00	6.45	4.15	DN BOISE YL BG	B-448.4	s 5.00	12.10	2.40	10.35	VIA KUNA LINE			
P		9.53	3.13	7.15	4.28	BOISE JCT.	B-450.7	4.55	11.59AM	2.24	10.17				
35 P		9.54	3.14	7.16	4.29	PERKINS	B-451.4	4.54	11.58	2.23	10.16				
31 P		9.57	3.17	7.19	4.32	BEATTY	B-454.6	4.51	11.55	2.20	10.12				
77 P		10.00	f 3.21	s 7.24	s 4.35	D MERIDIAN MD	B-457.3	4.48	11.52	s 2.17	10.08				
25 P		10.03 ¹²	3.25	7.28	4.45 ¹⁰⁶	SONNA	B-460.7	4.45 ¹¹	11.49	2.10	10.03 ¹⁰⁵				
OPTWY	6.00AM	s 10.16	3.40	7.40	5.00	DN-R NAMPA YL AU-Q	456.6	s 4.37	11.40	2.00	9.48	A 9.00PM			
57 P	6.06	10.20	3.55	7.55	5.15	MOSS	460.8	4.25	11.22	1.43	9.32	8.50			
204 PW	6.14	10.25	s 4.05	s 8.06	s 5.25	DN CALDWELL YL CW	465.6	4.21	s 11.17	s 1.37	s 9.26	8.42			
122 P	6.19	10.28	4.09	8.10	5.29	ENROSE	469.2	4.17	11.08	1.27	9.18	8.37			
139 P	6.23	10.31	s 4.14	f 8.14	5.32	D NOTUS U	472.5	4.14	11.05	s 1.24	9.15	8.33			
104 P	6.34	10.38	s 4.25	s 8.25	5.39	DN PARMA MA	480.8	4.07	f 10.57	s 1.14	9.08	8.22			
155 PWY	6.44	10.45	s 4.35	s 8.37	5.48	DN NYSSA YL SY	488.4	4.00	s 10.49	s 1.01	s 9.00	8.12			
PY	6.56		4.44	8.45	5.56	MALHEUR JCT. YL	496.8		10.38	12.48	8.48	8.00			
444 COPY	7.01	10.56	s 4.53	s 8.54	6.03	DN ONTARIO YL ON	498.7	3.49	s 10.35	s 12.45	s 8.45	7.55			
190 PW	7.08	11.02	s 5.03	s 9.05	6.14	DN PAYETTE YL AY	502.5	3.43	s 10.25	s 12.30	s 8.34	7.41			
84 P	7.18	11.08	5.10	9.12	6.21	CRYSTAL	509.3	3.37	10.17	12.20	8.24	7.31			
233 PWY	7.28	11.16	s 5.20	s 9.27	6.31	DN WEISER YL SR	515.9	3.31	s 10.10	s 12.13	s 8.17	7.21			
77 P	7.37	11.22	5.27	9.34	6.37	EATON	522.0	3.24	10.02	12.02PM	8.07	7.12			
115 P	7.42	11.26	5.31	9.39	6.42	COBB	525.7	3.21	9.58	11.58AM	8.03	7.07			
116 P	7.56	11.36	5.41	9.49 ¹⁸	6.51	ROCK ISLAND	534.0	3.12	9.49 ²⁵	11.49	7.54	6.53			
P						BLAKES JCT.	537.1								
OPTWY	A 8.20AM	A 11.45PM	A 5.55PM	A 10.15AM	A 7.05AM	DN-R HUNTINGTON	538.8	3.05AM	9.40AM	11.40AM	7.45PM	6.40PM			
	(4.50) 34.1	(3.10) 55.7	(4.30) 39.2	(5.20) 33.1	(4.25) 39.9			(3.05) 57.2	(4.00) 44.1	(5.05) 34.7	(4.35) 38.5	(5.15) 31.4			

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 and 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 Glens 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 Glens 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		FIRST CLASS		Time-Table No. 7 September 24, 1950	Mile Post	FIRST CLASS		SECOND CLASS	
	251 Time Freight Daily	277 Time Freight Daily	33 Passenger Daily	29 Passenger Daily			30 Passenger	34 Passenger	252 Time Freight	278 Stock Special
					STATIONS					
					DN-R POCATELLO YL ^H GA PO	133.9	A 2.55AM	A 4.45PM	A 9.00PM	A 11.00AM
					MONTANA JCT.	136.7	2.30	4.28	8.03	10.33
					TYHEE ^{2.8}	140.4	2.20	4.24	7.56	10.26
					D FORT HALL ^{5.3} FH	145.7	2.10	4.17	7.48	10.18
					GIBSON ^{7.1}	151.0	2.02 ²⁹	4.08 ²⁵¹	7.40	10.10
					DN BLACKFOOT YL BF	158.1	s 1.53	s 4.00	7.25	9.55
					WAPELLO ^{5.9}	164.0	1.40	3.46	7.10	9.40
					D FIRTH ^{5.4} FR	169.4	1.35	3.39	7.00	9.30
					GOSHEN JCT.	169.8				
					DN SHELLEY ^{3.8} SY	175.5	s 1.28	s 3.30	6.50	9.20
					COTTON ^{3.8}	179.3	1.22	3.23	6.43	9.13
					BACH ^{3.8} YL	183.1	1.18	3.19	6.35	9.05
					DN-R IDAHO FALLS YL AR ^{6.7}	184.5	s 1.15	3.15PM	6.30	9.00
					PAYNE ^{5.9}	191.2	f 12.56		5.45 ²⁵¹	7.50
					BASSETT ^{5.9}	196.5	f 12.50		5.30	7.40
					D ROBERTS ^{5.0} AR	202.0	s 12.43		5.20	7.30
					TENNO ^{5.1}	207.0	12.35		5.10	7.20
					HAWGOOD ^{5.2}	212.1	12.29		5.00	7.10 ²⁷⁷
					HAMER ^{5.6}	217.5	s 12.23		4.50	6.55
					CAMAS ^{5.1}	223.1	s 12.15		4.40	6.45
					JONES ^{6.7}	228.2	12.09		4.28	6.33
					DN DUBOIS YL BO ^{8.0}	234.9	s 12.01AM		4.15	6.20
					HIGHBRIDGE ^{5.6}	242.9	11.45PM		3.50	5.55
					D SPENCER ^{9.5} RC	248.5	s 11.37		3.35	5.40
					HUMPHREY ^{8.7}	258.0	s 11.18		3.10	5.12 ²⁹
					D MONIDA ^{8.1} MO	264.7	s 11.08		2.50	4.45
					SNOWLINE ^{7.1}	272.8	10.55		2.30	4.25
					DN-R LIMA YL RD ^{8.1}	279.9	10.45 ²⁵¹		2.00	4.00
					DELL ^{6.0} DE	288.0	s 10.20		12.35 ²⁷⁷	2.15
					KIDD ^{13.0}	294.0	f 10.11		12.20PM	2.00
					D ARMSTEAD ^{5.9} AD	307.0	s 9.55		11.50AM	1.30
					GRAYLING ^{7.1}	312.9	f 9.40		11.35	1.15
					BARRATTS ^{7.6}	320.4	f 9.29		11.20	1.00
					DN DILLON YL DN ^{6.4}	328.0	s 9.18		11.00	12.40 ²⁵¹
					BOND ^{5.9}	334.4	f 9.01		10.16	12.15
					APEX ^{8.4}	340.3	f 8.53		10.05	12.05AM
					NAVY ^{10.2}	348.7	f 8.37		9.47	11.47PM
					D MELROSE ^{6.0} VI	358.9	s 8.22		9.25	11.25
					QUINN ^{5.2}	364.9	f 8.05		9.05	11.06
					D DIVIDE ^{4.2} J	370.1	s 7.55		8.52	10.53
					WOODIN ^{6.4}	374.3	f 7.47		8.38 ²⁹	10.42
					FEELY ^{3.9}	380.7	f 7.37		7.57	10.27
					BUXTON ^{7.0}	384.6	f 7.29		7.45	10.15
					DN-R SILVER BOW YL SB	390.0	s 7.20PM		7.30AM	10.00PM
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		7.00 AM 9.30 PM
						(263.1)		Daily	Daily	Daily
	(13.45) 19.1	(17.30) 15.0	(1.45) 28.9	(7.55) 33.2	..... Thru Time		(7.55) 33.2	(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			WESTWARD CUMBERLAND BRANCH EASTWARD			WESTWARD ELKOL BRANCH EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 7 September 24, 1950		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 7 September 24, 1950		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 7 September 24, 1950		Mile Post
	STATIONS	STATIONS			STATIONS	STATIONS					
	CPTWZ	DN-R KEMMERER YL Z	0.0	WS 71 ES 70 PY	MOYER JCT. YL	0.0	53		GLENCOE JCT. YL	0.0	
		NO. KEMMERER JCT. YL	1.0		GLENCOE JCT. YL	4.8			ELKOL	3.9	
		NO. KEMMERER YL	2.4		BLAZON JCT.	9.3			(3.9)		
		PHOSPHATE YL	5.1	16	MINE NO. 8 YL	13.0					
		QUEALY YL	9.2		(13.0)						
		(9.2)									
WESTWARD GLENCOE BRANCH EASTWARD			WESTWARD BLAZON BRANCH EASTWARD			WESTWARD CONDA BRANCH EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 7 September 24, 1950		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 7 September 24, 1950		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 7 September 24, 1950		Mile Post
	STATIONS	STATIONS			STATIONS	STATIONS					
		GLENCOE JCT.	0.0		BLAZON JCT.	0.0	186	PWY	DN SODA SPRINGS	0.0	SD
		GLENCOE	1.9		RADIANT	1.4	6		FORMATION (Spur)	2.8	
		(1.9)			(1.4)		6		PANTING	5.6	
							19	Y	CONDA	7.0	
									(7.0)		
WESTWARD GRACE BRANCH EASTWARD			WESTWARD GAY BRANCH EASTWARD			WESTWARD GOSHEN BRANCH EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 7 September 24, 1950		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 7 September 24, 1950		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 7 September 24, 1950		Mile Post
	STATIONS	STATIONS			STATIONS	STATIONS					
		ALEXANDER YL	0.0	73	PW	D FORT HALL	0.0			GOSHEN JCT.	0.0
		GRACE	6.0	42		M.P. 9.1	9.1	19		GOSHEN	4.8
		(6.0)		132	YZ	GAY	20.8	22		GERRARD	10.6
						(20.8)		11		INDIAN	12.4
								14		HACKMAN	15.2
								P		LINCOLN JCT.	21.6
										(21.6)	
WESTWARD ANNIS BRANCH EASTWARD			WESTWARD GARDNER BRANCH EASTWARD			WESTWARD THOMAS BRANCH EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 7 September 24, 1950		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 7 September 24, 1950		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 7 September 24, 1950		Mile Post
	STATIONS	STATIONS			STATIONS	STATIONS					
		ANNIS JCT.	0.0		GARDNER JCT.	0.0			THOMAS JCT.	0.0	
		GRAYS (Spur)	0.5	23	PETERSON	3.2	12		THOMAS (Spur)	4.4	
		ANNIS (Spur)	2.6		END OF TRACK	3.4			END OF TRACK	4.6	
		(2.6)			(3.4)				(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			
Car Capacity of Sidings, etc. See Rule 6(A), Page 2.	SECOND CLASS		FIRST CLASS	Time-Table No. 7 September 24, 1950	Mile Post	FIRST CLASS	SECOND CLASS		Mile Post	478 Local Freight	
	477 Local Freight	491 Mixed	33 Passenger			34 Passenger	492 Mixed				
	Daily Except Sunday	Daily Except Sunday	Daily			Daily	Daily				
COPTWYZ	9.15AM	7.55AM	7.20AM	DN-R	0.0	A 2.50PM	A 2.00PM	A 8.00PM			
17 PY	9.25	Af 8.05AM	7.26	IDAHO FALLS YL AK	3.0	2.33	f 1.50	7.10			
60 PW	9.40		s 7.34	ORVIN YL	7.6	s 2.25	1.40PM	7.00			
54 P	10.05		s 7.45	UCON UN	13.8	s 2.15		6.45			
36 W	10.20		f 7.51	RIGBY RG	18.1	s 2.08		5.45			
27 P	10.40		s 7.56	LORENZO	20.7	s 2.03		5.35			
67 P	11.10		s 8.06	THORNTON	26.0	s 1.55		5.15			
51 P	11.25		s 8.13	REXBURG RX	29.8	s 1.48		4.15			
36 PY				HART	30.9						
118 PWY	11.40AM		s 8.25	SUGAR CITY SC	36.8	s 1.38	A 10.50AM	3.50			
P				HART	38.3		10.40AM				
43 P	12.05PM		f 8.35	ST. ANTHONY YL SH	42.8	s 1.27		2.45			
46 COPWY	A 12.30PM		A 8.55AM	BELT YL	51.0	1.15PM		2.30PM			
				CHESTER	52.5						
28 P				ASHTON YL HN	58.2						
15 P				INGLING	66.9						
22				WARM RIVER	75.7						
15 P				GERRIT	80.6						
29 P				ECCLES	85.4						
26 PWY				ISLAND PARK	90.7						
22 PY				TRUDE	97.2						
29 COPWY				BIG SPRINGS	107.1						
				REAS PASS							
				WEST YELLOWSTONE YL WS							
					(107.1)	Daily	Daily Except Sunday	Daily Except Sunday			
	(3.15) 15.7	(0.10) 18.0	(1.35) 32.2	..... Thru Time	(1.35) 32.2	(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. 7 September 24, 1950	Mile Post	FIRST CLASS	SECOND CLASS		Mile Post	482 Local Freight	
	481 Local Freight	33 Passenger	34 Passenger			482 Local Freight					
	Daily Except Sunday	Daily	Daily			Daily					
46 COPWY	7.00AM		9.00AM	DN-R	0.0	A 1.10PM	A 2.00PM				
19	7.10		f 9.04	ASHTON YL HN	1.8	f 1.00	1.45				
33	7.25		f 9.12	MARYSVILLE YL	6.0	f 12.52	1.30				
19 PW	7.40		s 9.18	GRAINVILLE	8.6	s 12.47	1.20				
11	7.55		f 9.26	DRUMMOND MD	12.8	f 12.39	1.05				
33 P	8.05		s 9.33	FRANCE	15.8	s 12.33	12.55				
20	8.38		s 9.57	LAMONT	26.3	s 12.10	12.10PM				
22 PWY	8.53		s 10.07	FELT	30.3	s 12.02PM	11.45AM				
			f 10.12	TETONIA NA	32.7	f 11.56AM					
31	9.12		s 10.22	DWIGHT	37.2	s 11.48	11.20				
19 PWY	A 9.35AM		A 10.40AM	DRIGGS DI	45.6	11.30AM	10.40AM				
				VICTOR YL VR							
					(45.6)	Daily	Daily Except Sunday				
	(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 23.	SECOND CLASS		Time-Table No. 7 September 24, 1950	Mile Post	SECOND CLASS		Mile Post	SECOND CLASS		Mile Post	422 Mixed	410 Mixed	Mile Post	421 Mixed	Time-Table No. 7 September 24, 1950	Mile Post	422 Mixed		
	421 Mixed	409 Mixed			422 Mixed	410 Mixed													
	Daily Except Sunday	Daily Except Sunday			Daily Except Sunday	Daily Except Sunday													
CPWY	8.15AM	7.30AM	DN-R	0.0	A 2.20PM	A 3.55PM	P	8.35AM	ABERDEEN JCT. YL	0.0	A 1.45PM								
									ROCKFORD	4.3	f 1.30								
									LIBERTY	5.9	f 1.20								
									PINGREE PG	10.2	f 12.58								
									SPRINGFIELD	16.5	f 12.40								
									STERLING	19.7	s 12.25PM								
									ABERDEEN YL BN	28.2	11.50AM								
									(28.2)		Daily Except Sunday								
									(1.50) 15.4	..... Thru Time	(1.55) 14.7							
	(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.	SECOND CLASS		Time-Table No. 7 September 24, 1950	Mile Post	SECOND CLASS		Mile Post	SECOND CLASS		Mile Post	491 Mixed	499 Mixed	Mile Post	491 Mixed	Time-Table No. 7 September 24, 1950	Mile Post	499 Mixed		
	492 Mixed	499 Mixed			491 Mixed	499 Mixed													
	Daily Except Sunday	Daily Except Sunday			Daily Except Sunday	Daily Except Sunday													
60 PW			DN-R	0.0	A 1.40PM	17 PY	8.05AM	ORVIN	0.0										
21 P				8.8	f 1.10	21	f 8.15	LINCOLN	2.3										
50 P			D	10.5	s 1.00	P		LINCOLN JCT.	3.1										
				11.5		46 P	s 8.27	IONA	5.7										
52 PW				25.0	f 12.12	21 PW	s 9.05	RIRIE RK	16.4										
18				26.7	f 12.05PM	13 P	f 9.18	BYRNE	21.4										
11 P				29.3	f 11.56AM	11 P	f 9.30	JENSON	25.6										
30				31.6	f 11.46	23 P	f 9.40	WALKER	28.2										
14 P				33.5	f 11.40	40 P	f 9.52	PARKINSON	32.4										
118 PWY			DN-R	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										
								(44.4)											
									(2.35) 17.2 Thru Time Average speed per hour								
	(2.25) 16.0	(2.35) 17.2 Thru Time	(2.25) 16.0 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		FIRST CLASS		Time-Table No. 7 September 24, 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	
STATIONS											
469 CPWY	12.20PM	3.00AM	4.10PM	5.10AM	DN-R	0.0	A 3.10PM	A 9.45PM	A 11.00AM	A 1.30AM	
75 P	12.35	3.17	f 4.25	f 5.23		8.2	f 2.45	f 9.24	10.35	11.10PM	
206 PWY	12.50	3.40	s 4.40	s 5.45	DN-R	13.5	s 2.35	s 9.15	10.20	10.55	
32 P	1.01	3.52	s 4.48	s 5.53		19.6	s 2.20	f 9.00	10.05	10.40	
94 OPWY	1.15	4.10	s 5.00	s 6.13	DN	21.7	s 2.15	s 8.55	10.00	10.35	
76 P	1.25	4.20	f 5.08	f 6.21		25.8	f 2.02	f 8.37	9.45	10.15	
58 P	1.50 ⁵⁷⁴	4.35	f 5.19	f 6.31		33.5	f 1.50 ⁴³⁹	f 8.25	9.30	10.00	
73 PW	2.05	4.50	s 5.33	s 6.44	D	41.4	s 1.35	s 8.12	9.15	9.45	
53 P	2.15	4.59	5.39	6.50		45.1	1.27	8.04	9.05	9.35	
30						49.0					
41 P	2.30	5.10	s 5.48	s 6.58	D	49.7	s 1.19	s 7.57	8.55	9.25	
60 P	2.43	5.18	s 5.57	s 7.06	D	53.3	s 1.08	s 7.47	8.45	9.15	
29 P			6.02	7.11		56.4					
COPWYZ	A 4.00PM	A 7.00AM	6.10	7.20	DN-R	58.9	12.55	7.35	8.30AM	9.00PM	
42			f 6.23	f 7.47		63.3	f 12.40	f 7.11			
60 P			s 6.28	s 7.52	D	65.9	s 12.35	s 7.06			
45			f 6.33	f 7.56		68.5	f 12.28	f 7.00			
41			f 6.38	f 8.00		71.3	f 12.24	f 6.55			
OPWY			A 6.50 ⁵⁰ PM	A 8.10AM	DN-R	73.8	12.20PM	6.50 ⁵⁷³ PM			
						(73.8)	Daily	Daily	Daily Except Sunday	Daily Except Sunday	
	(3.40)	(4.00)	(2.40)	(3.00)	Thru Time	(2.50)	(2.55)	(2.30)	(4.30)		
	16.1	14.7	27.7	24.6	Average speed per hour	26.0	25.3	23.6	13.1		

WESTWARD				OAKLEY BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 7 September 24, 1950		Mile Post	WESTWARD		RAFT RIVER BRANCH		EASTWARD					
	STATIONS			STATIONS		STATIONS		STATIONS					
	94 OPWY	DN-R		BURLEY YL BU	0.0	94 OPWY	DN-R	BURLEY YL BU	0.0	16	EVANS	4.7	16	DECLO	9.1
30		BEEVILLE	4.3										
25		PELLA	5.2										
25		TROUT	16.3										
60		MARION	17.8										
20 Y	D-R	OAKLEY OA	21.8										
			(21.8)										

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

WESTWARD				NORTH SIDE BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 7 September 24, 1950		Mile Post	SECOND CLASS		Time-Table No. 7 September 24, 1950		Mile Post	SECOND CLASS	
	471	473	465	466		472	474					
	Local Freight	Local Freight	Mixed	Mixed		Local Freight	Local Freight					
STATIONS												
206 PWY		9.00PM		5.55AM	DN-R	0.0	A 1.55PM	A 8.00PM				
34 P						4.4						
73 P		9.35		6.07	D	5.9	s 12.35	7.30				
20				6.11		7.9	f 12.26					
54		10.05		6.27		15.9	f 12.10	6.40				
21				6.36		19.8	f 12.02PM					
22		11.01		6.46	D	24.0	s 11.55AM	6.10				
63 W		11.45PM		6.56	D	28.1	s 11.45	5.40				
54		12.10AM		7.11		34.8	f 11.28	5.00				
27				7.24		40.6	f 11.17					
54 CWY		A 1.00AM	7.00PM	7.50	DN	47.9	s 11.01	4.00PM	A 12.01AM			
54			8.00	8.10	D	56.7	s 10.36		11.30PM			
54			8.30	8.30		66.2	s 10.15		10.55			
250 PWY			A 9.30PM	A 8.45AM	DN-R	73.6	10.00AM		10.30PM			
						(73.6)	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday			
		(4.00)	(2.30)	(2.50)	Thru Time	(3.55)	(4.00)	(1.31)				
		12.0	10.3	26.0	Average speed per hour	18.8	12.0	17.0				

WESTWARD				WELLS BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 7 September 24, 1950		Mile Post	SECOND CLASS		Time-Table No. 7 September 24, 1950		Mile Post	SECOND CLASS	
	439	440	440	440								
	Mixed	Mixed	Mixed	Mixed								
STATIONS												
COPWYZ			7.00PM	DN-R	0.0	A 8.00AM						
31			f 7.25		10.9	f 7.15						
31			s 7.45		19.4	s 6.55						
21 PWY			s 8.10	D	28.8	s 6.30						
38			f 8.35		38.7	f 6.03						
34			f 9.05		50.1	f 5.36						
34 PW			f 9.19		56.1	f 5.22						
34			f 9.35		60.7	f 5.12						
34 P			s 9.55	D	68.8	s 4.55						
33 CPW			f 10.10		75.1	f 4.38						
34			f 10.25		80.9	f 4.26						
33			f 10.40		86.7	f 4.14						
48 PWY			f 11.00		93.6	f 3.59						
37			f 11.10		97.3	f 3.49						
44 PY			s 11.30		102.5	s 3.33						
44			f 11.50PM		108.9	f 3.04						
35			f 12.05AM		116.1	f 2.47						
PWY			A 12.30AM	DN-R	123.4	2.30AM						
					(123.4)	Daily Except Monday						
		(5.30)	(5.30)	Thru Time	(5.30)	(5.30)						
		22.4	22.4	Average speed per hour	22.4	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			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 7 September 24, 1950	Mile Post	FIRST CLASS		SECOND CLASS		
		441		55				56	442		
		Mixed Daily Except Sunday		Passenger Daily				Passenger	Mixed		
STATIONS											
420	COPWY		6.00AM		4.30AM	DN-R	SHOSHONE YL	X	0.0	A12.45AM	A12.45PM
39	PWY	s	6.35		5.05	D-R	RICHFIELD YL	FK	15.3	f12.10AM	s12.05PM
29		f	6.50		5.21		PAGARI		21.7	f11.57PM	f11.45AM
27		f	7.10		5.39		TIKURA		29.7	f11.44	f11.25
59	PW	s	7.30		5.58	D	PICABO	XN	37.3	f11.29	s11.05
30		s	8.05		6.34	D	BELLEVUE	V	52.1	f11.04	s10.25
17	W	s	8.16		6.48	D	HAILEY	RI	57.2	f10.54	s10.05
33	WY	A	8.45AM		7.30AM	D-R	KETCHUM YL	KU	69.4	10.30PM	9.30AM
(69.4)											
Daily											
Daily Except Sunday											
		(2.45)		(3.00)		..... Thru Time		(2.15)		(3.15)	
		25.2		23.1		..... Average speed per hour		30.9		21.4	

WESTWARD				HILL CITY BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 7 September 24, 1950	Mile Post	FIRST CLASS		SECOND CLASS		
		483		484				483	484		
		Mixed Daily Except Sunday		Mixed Daily Except Sunday				Mixed Daily Except Sunday	Mixed Daily Except Sunday		
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.
 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				HOMESTEAD BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time Table No. 7 September 24, 1950	Mile Post	FIRST CLASS		SECOND CLASS		
		483		484				483	484		
		Mixed Daily Except Sunday		Mixed Daily Except Sunday				Mixed Daily Except Sunday	Mixed Daily Except Sunday		
STATIONS											
P							BLAKES JCT		0.0		
34	PT					D-R	ROBINETTE YL	RQ	32.9		
(32.9)											

WESTWARD				PAYETTE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time Table No. 7 September 24, 1950	Mile Post	FIRST CLASS		SECOND CLASS		
		483		484				483	484		
		Mixed Daily Except Sunday		Mixed Daily Except Sunday				Mixed Daily Except Sunday	Mixed Daily Except Sunday		
STATIONS											
190	OPW		7.00AM			DN-R	PAYETTE YL	AY	0.0	A 2.45PM	
20		f	7.10				EFFIE		3.9	f 2.30	
43	P	s	7.30			D	FRUITLAND	FU	5.1	s 2.25	
20		f	7.40				BUCKINGHAM		6.8	f 2.06	
33	P	s	8.00			D	NEW PLYMOUTH	NP	11.1	s 1.55	
13		f	8.27				LETHA		21.6	f 1.23	
96	PWY	A	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				STODDARD BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 7 September 24, 1950	Mile Post	FIRST CLASS		SECOND CLASS		
		483		484				483	484		
		Mixed Daily Except Sunday		Mixed Daily Except Sunday				Mixed Daily Except Sunday	Mixed Daily Except Sunday		
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)											

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	Time-Table No. 7 September 24, 1950	Mile Post	SECOND CLASS	STATIONS
	485 Mixed Daily Except Sunday			486 Mixed	
OPTWYZ	8:30AM	DN-R NAMPA YL AU-Q	0.0	A 4:30PM	
		IDA. NOR. JCT. YL	0.7		
25	f 8:40	FISCHER	2.4	4:25	
14	s 9:00	MIDDLETON	9.3	4:05	
15	f 9:20	JENNESS	18.9	3:40	
96 PWY	s 10:20	D-R EMMETT YL MF	27.0	3:10	
42	f 10:40	PLAZA	31.8	2:35	
43 P	s 11:20	MONTOUR	41.1	1:55	
32 P	s 11:55AM	D HORSESHOE BEND YL HB	49.7	1:30	
32	f 12:40 ⁴⁸⁶	GARDENA	55.1	12:40 ⁴⁸⁵	
5 OPTW	s 1:30	D BANKS YL AB	64.1	12:05PM	
25 PW	f 2:20	BIG EDDY	75.4	10:55AM	
31 PWY	s 3:00	SMITHS FERRY YL	83.0	10:25	
15 P	f 3:35	CABARTON	92.7	9:50	
32 W	f 3:45	BELVIDERE	95.5	9:40	
32 PY	s 4:30	D CASCADE YL CD	99.2	9:30	
31	f 5:00	ARLING	111.0	8:00	
33 W	s 5:30	D DONNELLY FY	119.4	7:35	
14	f 5:45	NORWOOD	124.7	7:22	
53 OPWY	A 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), Page 23.	Time-Table No. 7 September 24, 1950	Mile Post	STATIONS		
			233 OP TWY	DN-R WEISER YL SR	0.0
12	REBECCA	6.0			
48	CONCRETE	19.1			
26 P	D MIDVALE MI	31.8			
35 P	D CAMBRIDGE RA	40.5			
3 W	GOODRICH	49.8			
18	MESA	56.6			
42 OPWY	D-R COUNCIL YL CN	60.2			
7	HOOVER YL	61.6			
6	GLENDALE	72.0			
15	WOODLAND	80.0			
43	RUBICON YL	84.1			
146 PWY	D-R NEW MEADOWS YL DS	89.7			
		(89.7)			

WESTWARD OREGON EASTERN BRANCH			EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 7 September 24, 1950	Mile Post	SECOND CLASS	
	459 Mixed Daily Except Sunday	493 Mixed Tuesday Thursday Saturday			460 Mixed	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	MALHEUR JCT. YL	1.9	3:40	4:00
38	f 1:25	11:40	LUSE	6.9	3:25	3:47
24	f 1:35	11:50AM	MALLETT	10.0	3:15	3:39
134 PWY	s 1:55	12:05PM	D-R VALE YL VA	15.5	3:00	3:25PM
46	f 2:20 ⁴⁶⁰		HOPE	23.5	2:20 ⁴⁵⁹	
52	f 2:50		LITTLE VALLEY	34.8	1:50	
53 P	s 3:15		HARPER	42.0	1:25	
50	f 3:40		NAMORF	51.2	12:55	
27	f 4:07		JONESBORO	62.2	12:28PM	
53 PWY	s 4:40		D JUNTURA JN	73.6	11:50AM	
50	f 5:25		LONG	86.6	11:10	
49 PW	s 5:50		RIVERSIDE	92.7	10:50	
31	f 6:15		DUNNEAN	102.8	10:25	
32 PW	f 6:40		VENATOR	110.2	10:05	
32	f 7:00		CIRCLE BAR	117.9	9:45	
31 PW	s 7:30		CRANE	126.6	9:15	
31	f 8:20		REDESS	143.5	8:32	
23 OP WY	A 9:00PM		D-R BURNS YL BR	156.8	8:00AM	
			(156.8)		Daily Except Sunday	Tuesday Thursday Saturday
	(8:00) Thru Time	(0:50)	(8:00)	(0:50)		
	19.6	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		Time-Table No. 7 September 24, 1950	Mile Post	SECOND CLASS	
	493 Mixed Tuesday Thursday Saturday				494 Mixed	
134 PWY	12:30PM	D-R VALE YL VA	0.0	A 3:15PM		
29	f 1:22	JAMIESON	17.3	2:20		
31 PWY	A 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 Sidings, etc., See Rule 6(A), Page 23	Switch Connection	Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 23	Switch Connection
First Subdivision				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	18	Both
Don.....	219.6	43 PX	Both	Black.....	26.9	30	Both
Schiller.....	226.5	11	Both	Hunt.....(7).....	31.5	8	Both
Coates.....	369.5	8 P	West	Sugar Loaf.....	38.3	12	Both
Sand Bank.....	370.9	42 PX	Both	Barrymore.....(7).....	42.6	13	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	12	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	7	Both
Feltham.....	512.7	23	Both	Godwin.....(8).....	7.0	8	Both
Fourth Subdivision				Amsterdam.....(8).....	23.2	9	West
Chubbuck.....	138.2	40	Both	Ketchum Branch			
Kimball.....	166.6	20	Both	Marley.....(9).....	10.9	3	Both
Jason Spur.....	175.4	60	West	Priest.....(10).....	33.9	6	East
Mitchell.....	176.9	22	Both	Hay.....(10).....	41.8	6	West
Red Rock.....(1).....	302.8	28	Both	Gannett.....(10).....	44.3	10	Both
Dalys.....(1).....	316.4	19 P	Both	Barite.....(10).....	60.0	12	Both
Glen.....(1).....	347.8	8	West	Gimlet.....(10).....	63.2	30	Both
Lavon.....(1).....	351.7	None	None	Triumph.....(10).....	67.6	16	East
Maiden Rock.....(1).....	366.0	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	5	East
Teton Valley Branch				Little Rock.....	18.9	10	Both
Judkins.....(2).....	22.3	6	East	Wilder Branch			
Fox Creek.....(2).....	42.3	12	Both	Greenleaf.....	7.0	9	West
Aberdeen Branch				Allendale.....	9.7	13	Both
Strang.....(3).....	23.6	6	Both	Stoddard Branch			
Fingal.....	26.0	9	Both	Westma.....	11.6	5	East
Mackay Branch				Boise Branch			
Collins.....(4).....	2.1	10	West	Penitentiary Spur.....	5.0	10	East
Aiken.....(4).....	3.8	10	Both	Vernon.....	6.3	10	West
West Belt Branch				Idaho Northern Branch			
Coltman.....(5).....	2.8	19 P	East	Maddens.....(12).....	6.1	5	East
Grant.....(5).....	4.8	18 P	East	Bramwell.....(12).....	22.2	5	East
Barlow.....	7.0	17	East	Black Canyon.....(12).....	33.0	5	East
Midway.....	9.4	19	Both	Archabal.....(12).....	127.4	9	Both
Pyke.....(5).....	35.3	5	West	Oregon Eastern Branch			
East Belt Branch				Cairo.....(13).....	3.7	14	Both
Gale spur.....	27.5	10	East	Lawen.....(14).....	138.4	3	East
Twin Falls Branch				New Meadows Branch			
Amalga.....	17.3	12	East	Presley.....	11.7	9	Both
Parsons.....(6).....	35.5	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. 433-434.
- (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.			30
Diesel-electric helper locomotive.	60	60		On curves.			25
Mountain type engines.		70	50	Between Idaho Falls and Ashton.			20
Inspection bus cars.		40	40	On other branch lines.			15
Battery motor car 01886.		50		Passing fueling stations— On main lines.	50	40	25
When caboose is handled in train consisting of passenger train equipment.		55		On branch lines.		30	15
MacArthur type engines with 63-inch drivers.		55	50	Within yard limits— Protected by continuous block signal system.	60	50	25
MacArthur type engines with 57-inch drivers.		35	35	Not protected by continuous block signal system.	50	40	25
3900 class engines.		65	50	On branch lines.	30	30	15
3800 class engines.		60	50	When using cross-overs and turn-outs: 9000 class engines;			
4000, 9000 and 2-10-2 type engines.		50	50	Forward movement.		10	10
Ten Wheeler type engines 1573, 1575, 1577 to 1580.		55	40	Back-up movement.		6	6
Other Ten Wheeler and Consolidation type engines.		35	35	All other classes engines; Forward movement.	15	15	15
Mallet type engines, 3500 to 3599, incl., and 3670 to 3674, incl.		35	35	Back-up movement.	10	10	10
0-6-0 and 0-8-0 type yard engines.		20	20	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
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.	25	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	Tracks other than main tracks.	15	15	15
Diesel switch engines in road service.	35	35	35	On wye tracks.	6	6	6
Steam engines running backward.	20	20	20	Jordan spreaders and other machines of spreader type, when in operation.			15
Trains handling scale test cars— On main line, Twin Falls Branch and between Idaho Falls and Ashton. On other branch lines.			30 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 15
Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 6	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	40
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	50
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	40
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	50
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	40
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 38.8.	50	40	25	Between M.P. 128.2 and 128.6.	60	50	40	Lava Hot Springs Between M.P. 180.1 and 181.6.	70	60	50
Kemmerer 7000 and heavier type engines, turntable lead. Passing coal chute.	30	30	25	Between M.P. 129.5 and 130.0.	60	50	40	Between M.P. 181.8 and 183.1.	60	50	40
Between M.P. 43.2 and 44.0 Watch for rocks.	25	20	20	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. 44.0 and 49.2.	50	40	30	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. 49.2 and 49.4.	40	35	25	Manson Between M.P. 138.6 and 139.2.	60	50	40	Between M.P. 186.0 and 187.3.	50	40	30
Fossil Between M.P. 54.5 and 58.0.	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	40
Nugget Between M.P. 58.0 and 59.6.	70	60	50	Between M.P. 142.4 and 143.4.	70	60	50	Between M.P. 188.2 and 190.2.	70	60	50
Orr Between M.P. 60.8 and 61.2.	70	60	50	Between M.P. 143.7 and 143.9.	60	50	40	McCammion Between M.P. 192.4 and 192.6.	60	50	40
Sage Between M.P. 63.6 and 65.4.	60	50	40	Between M.P. 144.5 and 145.3.	60	50	40	Between M.P. 195.0 and 195.4.	60	50	40
Between M.P. 66.5 and 68.2.	70	60	50	Soda Springs Over streets and alleys.	30	30	30	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			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	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	Dietrich 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. 258.8 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		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	
	Psgr.	Frt.		Psgr.	Frt.		Psgr.	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	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.	Fr.		Psg.	Fr.		Psg.	Fr.
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.	30	25	Light MacArthur type engines.		20	McCall, over street crossings.		10
Between M.P. 85.2 and 85.5.	35	25	Wells Branch Maximum speed.		30	Wilder Branch		15
Between M.P. 86.4 and 87.0.	20	15	Between M.P. 31.0 and 36.2.		25	Homedale Branch		25
Between M.P. 92.0 and 95.0.	20	15	Between M.P. 45.8 and 53.3.		25	Oregon Eastern Branch Maximum speed.		25
Between M.P. 100.0 and 101.0.	20	15	Between M.P. 69.6 and 71.6.		25	Hope Between M.P. 29.5 and 33.5, watch for rocks.		20
East Belt Branch Maximum speed.		25	Between M.P. 91.2 and 91.5.		25	Little Valley Between M.P. 36.5 and 37.6, watch for rocks.		20
Light MacArthur type engines between Lincoln Jet. and Orvin.		20	Between Herrell and Melandco.		20			
Truss bridges.		15	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			

BRANCHES (Continued)

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