

L. A. COLLINS
General Manager

E. HICKS
General Superintendent

A. Bybee, Superintendent.....Pocatello, Ida.
C. H. Burnett, Assistant Superintendent.....Pocatello, Ida.
L. E. Mangum, Assistant Superintendent.....Nampa, Ida.
C. D. Waring, Terminal Superintendent.....Pocatello, Ida.
R. B. Hardin, Assistant Terminal Superintendent.....Pocatello, Ida.
J. Boweo, Trainmaster.....Nampa, Ida.
G. L. Wilmot, Trainmaster.....Pocatello, Ida.
E. L. Chantry, Trainmaster.....Pocatello, Ida.
H. G. Baker, 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, Assistant Chief Train Dispatcher.....Pocatello, Ida.
R. R. Johnson, Assistant Chief Train Dispatcher.....Pocatello, Ida.
H. L. Crawford, Assistant Chief Train Dispatcher.....Pocatello, Ida.
H. J. Bailey, Assistant Chief Train Dispatcher.....Pocatello, Ida.
K. A. Leger, Assistant Chief Train Dispatcher.....Pocatello, Ida.

Third Subdivision and Branches

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

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

Name	Title	Location	Name	Title	Location
Douglas L. Gamette...	Medical Director	Los Angeles, Calif.	Simeon Hopper.....	Surgeon	Hazelton, Ida.
R. R. Merrell.....	District Surgeon	Pocatello, Ida.	Newell H. Battles.....	Oculist and Aurist	Idaho Falls, Ida.
H. H. Hughart.....	Asst. to District Surgeon	Pocatello, Ida.	Harvey E. Guyett.....	Surgeon	Idaho Falls, Ida.
Richard G. Crandall...	Surgeon	Pocatello, Ida.	M. T. Rees.....	Surgeon	Idaho Falls, Ida.
H. Dean Hartvigson...	Surgeon	Pocatello, Ida.	Fred E. Wallber.....	Oculist and Aurist	Idaho Falls, Ida.
Forrest H. Howard.....	Surgeon	Pocatello, Ida.	W. C. Smail.....	Surgeon	Jerome, Ida.
Orville E. Merrell.....	Surgeon	Pocatello, Ida.	Robert O. Hummer.....	Surgeon	Kemmerer, Wyo.
David C. Miller.....	Surgeon	Pocatello, Ida.	George H. Bjorkman...	Surgeon	Lava Hot Springs, Ida.
Clark T. Parker.....	Surgeon	Pocatello, Ida.	Don S. Numbers.....	Surgeon	McCall, Ida.
Eugene V. Simison.....	Oculist and Aurist	Pocatello, Ida.	Carl D. Lusty.....	Surgeon	Meridian, Ida.
Frank L. Harms.....	Surgeon	Aberdeen, Ida.	Harry H. King.....	Surgeon	Montpelier, Ida.
Lowell G. Merrill.....	Surgeon	American Falls, Ida.	R. B. Lindsay.....	Surgeon	Montpelier, Ida.
Ivan R. Egbert.....	Surgeon	Arco, Ida.	Russell Tigert, Jr.....	Surgeon	Montpelier, Ida.
LaGrande C. Larsen...	Surgeon	Ashton, Ida.	J. P. Weber.....	Surgeon	Mountain Home, Ida.
James O. Hampton.....	Surgeon	Blackfoot, Ida.	Ernest D. Hunsaker...	Aurist	Nampa, Ida.
Norman C. Hedemark...	Oculist	Boise, Ida.	Frederick D. Koehne...	Surgeon	Nampa, Ida.
Arthur C. Jones.....	Oculist and Aurist	Boise, Ida.	John R. Mangum.....	Surgeon	Nampa, Ida.
William A. Koelsch.....	Surgeon	Boise, Ida.	Thomas E. Mangum, Jr..	Surgeon	Nampa, Ida.
Curtis Jones.....	Oculist and Aurist	Boise, Ida.	Joseph J. Sarazin.....	Surgeon	Nyssa, Ore.
Warren D. Springer...	Surgeon	Boise, Ida.	Wilfred N. Sanders.....	Surgeon	Ontario, Ore.
Melvin A. Drake.....	Surgeon	Buhl, Ida.	Ira R. Woodward, Jr...	Surgeon	Payette, Ida.
John W. Davis.....	Surgeon	Burley, Ida.	M. F. Rigby.....	Surgeon	Rexburg, Ida.
Chas. A. Terhune.....	Surgeon	Burley, Ida.	W. L. Sutherland.....	Surgeon	Rexburg, Ida.
John H. Weare.....	Surgeon	Burns, Ore.	Aldon Tall.....	Surgeon	Rigby, Ida.
Harvey L. Casebeer...	Oculist and Aurist	Butte, Mont.	Otto A. Moellmer.....	Surgeon	Rupert, Ida.
Robert L. Casebeer...	Oculist and Aurist	Butte, Mont.	Emory L. Soule.....	Surgeon	St. Anthony, Ida.
Richard C. Monahan...	Surgeon	Butte, Mont.	Royal G. Neher.....	Surgeon	Shoshone, Ida.
Clifford M. Kaley.....	Surgeon	Caldwell, Ida.	Allen H. Tigert.....	Surgeon	Soda Springs, Ida.
Robert T. Whiteman...	Surgeon	Cambridge, Ida.	John R. Moritz.....	Surgeon	Sun Valley, Ida.
Dale B. Patterson...	Surgeon	Cascade, Ida.	Royal S. Cutler.....	Surgeon	Sun Valley, Ida.
John A. Edwards.....	Surgeon	Council, Ida.	Charles B. Beymer.....	Surgeon	Twin Falls, Ida.
George L. Routledge...	Surgeon	Dillon, Mont.	Wallace Bond.....	Oculist and Aurist	Twin Falls, Ida.
Gordon M. Jensen.....	Surgeon	Driggs, Ida.	Harwood L. Stowe.....	Surgeon	Vale, Ore.
A. C. Truxal.....	Surgeon	Dubois, Ida.	Neal E. McCarthy.....	Surgeon	Wendell, Ida.
Marion J. Kerns.....	Surgeon	Fairfield, Ida.	Harold F. Holsinger...	Surgeon	Weiser, Ida.
Ward A. Rulien.....	Surgeon	Glenns Ferry, Ida.	Marion S. McGrath...	Surgeon	Wells, Nev.
John H. Cromwell.....	Surgeon	Gooding, Ida.	F. K. Root.....	Surgeon	
R. H. Wright.....	Surgeon	Hailey, Ida.			

A. D. HANSON
General Supt. Transportation

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS							Distance from Granger via Boise	Time-Table No. 10 Sept. 9, 1951	FIRST CLASS						
19	11	105	403	457	17	25			12	404	458	106	18	20	26
Pagr.	Pagr.	Streamliner Passenger	Pagr.	Pagr.	Pagr.	Mail and Express			Pagr.	Pagr.	Pagr.	Streamliner Passenger	Pagr.	Pagr.	Mail and Express
STATIONS									STATIONS						
		5.05	2.05		4.05		0.0	GRANGER	A 9.15			A 12.42	A 10.30		
		10.25	5.55		9.40	1.10	213.9	POCATELLO	4.10			8.55	5.25		A 9.15
		1.40	8.25		1.05	4.45	373.8	GLENNS FERRY	12.05			6.10	1.50		5.00
		3.25	9.40		2.50	7.05	448.4	BOISE	10.15			5.00	12.10		2.50
		6.05	11.40		5.35	10.15	550.1	M.T. HUNTINGTON P.T.	7.30			3.05	9.40		11.40
		5.15	10.40		4.45	9.25			6.20			2.05	8.30		10.25
		8.00	1.05		7.45	12.20	649.7	LA GRANDE	3.45			11.40	5.50		7.05
		10.23	3.13		10.25	2.53	723.9	PENDLETON	1.10			9.30	2.55		4.20
	9.00						940.6	SPOKANE						A 7.20	
	11.20						836.7	AYER						4.40	
	12.27						783.4	WALLULA						3.20	
	1.45	11.15	3.50		12.01	3.50	755.3	HINKLE	12.20			8.50	2.10	2.40	3.15
	4.05	1.15	5.35		3.25	6.20	855.4	THE DALLES	10.15			7.15	11.50	12.05	12.30
	A 6.30	A 3.30	A 7.30	8.30	8.00	A 6.00	A 9.00	939.5	PORTLAND	8.10	A 1.45	A 9.15	5.30	9.45	10.00
				10.59	9.53			1030.6	CENTRALIA		11.05	7.05			
				12.30	11.05			1084.6	TACOMA		9.45	5.52			
				A 1.45	A 11.59			1122.7	SEATTLE		8.30	4.45			
									Daily	Daily	Daily	Daily	Daily	Daily	Daily
(9.30)	(23.25)	(18.25)	(5.15)	(3.59)	(26.55)	(20.50)		 Thru Time.....	(24.05)	(5.15)	(4.30)	(18.12)	(23.45)	(9.20)	(22.05)
38.9	40.1	51.0	34.9	46.0	34.9	34.8		Average speed per hour	39.0	34.9	40.7	51.6	39.6	39.6	32.9

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS				Distance from McCammon	Time-Table No. 10 September 9, 1951	FIRST CLASS			
31	33	29				32	34	30	
Passenger	Passenger	Passenger				Passenger	Passenger	Passenger	
STATIONS						STATIONS			
	9.20	3.40	12.10	0.0		McCAMMON	A 4.45	A 6.05	A 3.45
	A 9.55	5.15	1.35	22.7		POCATELLO	4.15	5.35	3.15
		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)	(7.00)	(9.20)			 Thru Time.....	(0.30)	(6.35)	(8.45)	
38.9	24.3	30.6			Average speed per hour.....	45.4	25.9	32.6	

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

MILEAGE

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

WESTWARD

FIRST SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS				FIRST CLASS						Time-Table No. 10 September 9, 1951	
	263	251	257	277	31	11	105	17	33	29	STATIONS	
	Time Freight	Time Freight	Time Freight	Time Freight	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Passenger		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
150 RCS IPWY	10.00AM		2.45AM			5.05PM	2.05PM	4.05AM			DN-R	GRANGER YL GN
70 P	10.08		2.53			5.09	2.09	4.09				DONOVAN
114 P	10.14		2.59			5.13	2.12	4.13				MOXA
75 P	10.21		3.06			5.18	2.16	4.18				HASSETT
117 P	10.26		3.11			5.21	2.19	4.21				NUTRIA
83 P	10.34		3.19			5.26	2.23	4.26				COSGRIFF
125 P	10.41		3.26			5.30	2.27	4.32			DN	OPAL OW
77 P	10.49		3.34			5.35	2.31	4.38				FOLGER
130 PW	10.56		3.41			5.40	2.35	4.43				WATERFALL
	11.06		3.51			5.47	2.41	4.50				EAST KEMMERER YL
CPTWXZ	11.15		4.00			5.54	2.43	5.00			DN	KEMMERER YL Z
WS 71 ES 70 PXY	11.22		4.07			5.58	2.46	5.04				MOYER JCT. YL
WS 72 PW ES 76 XY	11.47 ¹⁰⁶		4.30 ²⁶⁴			6.11	2.57	5.18			DN	FOSSIL YL FI
98 PW	11.57AM		4.40			6.18	3.04	5.26				NUGGET
77 P	12.05PM		4.48			6.22	3.08	5.30				ORR
113 P	12.11		4.54			6.25	3.11	5.35				SAGE
68 P	12.18		5.01			6.29	3.15	5.40				CARLSON
124 P	12.24		5.07			6.33	3.19	5.44				BECKWITH
74 P	12.32		5.15			6.38	3.24	5.49				PIXLEY
128 PW	12.42		5.25			6.46	3.29	5.60			DN	COKEVILLE CK
125 P	12.50		5.33			6.51	3.33	5.66				MARSE
77 P	12.56		5.39			6.55	3.37	5.71				BORDER
124 P	1.04		5.47			7.01	3.42	5.79				PEGRAM
92 P	1.12		5.55			7.07	3.47	5.87				HARER
69 P	1.21		6.04			7.13	3.52 ²⁶²	5.93				DINGLE
COPTWYZ	1.45		6.20 ¹⁷			7.25	4.00	6.45 ²⁵⁷			DN-R	MONTPELIER YL MX
	2.20		7.00			7.35		6.55				PESCADERO
80 P	2.32		7.12			7.43	4.07	7.03				GEORGETOWN
109 PW	2.40 ²⁶²		7.20			7.49	4.13	7.09				CAVANAUGH
127 P	2.47		7.27			7.55	4.18	7.15				MANSON
104 P	2.53		7.33			7.59	4.22	7.20				ROSE
77 P	2.59		7.39			8.03	4.26	7.24				SODA SPRINGS SD
186 PWY	3.08		7.48			8.12	4.32	7.35			DN	ALEXANDER
113 PW	3.16		7.56			8.19	4.37	7.42				TALMAGE
116 P	3.23		8.03			8.24	4.41	7.47				BANCROFT YL BN
368 CPWY	3.35		8.15			8.33	4.46	7.56			DN	KINPORT
116 P	3.41		8.21			8.38	4.50	8.01				PEBBLE
120 P	3.48		8.28			8.43	4.54	8.06				BROXON
104 P	3.55		8.35			8.48	4.58	8.11				BLASER
102 PW	4.01		8.41			8.51	5.01	8.14				LAVA HOT SPGS. XY
30 PX	4.09		8.49			8.57	5.05	8.20				TOPAZ
CS 162 P	4.17		8.57			9.03	5.10	8.26			DN	McCAMMON YL MC
226 IPWXY	4.30	10.30AM	9.10	1.20AM	9.20PM	9.13	5.18	8.37	3.40AM	12.10AM	D	INKOM KO
WS 61 PWX ES 91	4.46	10.46	9.26	1.36	9.33	9.25	5.29	8.50	3.53	12.23		PORTNEUF
					9.39	9.31	5.34	8.56	3.59	12.29	DN-R	POCATELLO YL HCA
RCS COPTWYZ	5.20PM	11.20AM	10.05AM	2.30AM	9.55PM	9.45PM	5.45PM	9.10AM	4.15AM	12.45AM	(213.9)	
	(7.20) 29.2	(0.50) 27.2	(7.20) 29.2	(1.10) 19.5	(0.35) 38.9	(4.49) 42.1	(3.40) 39.8	(5.05) 42.1	(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 17.

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

FIRST SUBDIVISION

EASTWARD

Time-Table No. 10 September 9, 1951		FIRST CLASS						SECOND CLASS			
		30	12	32	106	18	34	262	278	270	264
		Passenger	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Time Freight	Stock Special	Time Freight	Time Freight
STATIONS		Mile Post									
DN-R GRANGER YL GN	0.0		As 9.15AM		At 2.42PM	At 10.30PM		At 7.30PM			At 6.20AM
DONOVAN	4.1		9.09		12.37	10.22		7.16			6.07
MOXA	7.7		9.05		12.34	10.18		7.10			6.00
HASSETT	12.6		9.00		12.30	10.13		7.03			5.52
NUTRIA	15.4		8.57		12.27	10.10		6.58			5.47
COSGRIFF	20.2		8.52		12.23	10.05		6.51			5.39
DN OPAL OW	24.5		8.47		12.19	10.00		6.44			5.32
FOLGER	29.3		8.41		12.15	9.55		6.37			5.24
WATERFALL	33.6		8.36		12.11	9.50		6.30			5.16
EAST KEMMERER YL	39.0		8.29		12.05	9.43		6.20			5.06
DN KEMMERER YL Z	39.7		8.27		12.03PM	9.41		6.15			5.01
MOYER JCT. YL	42.3		8.19		11.58AM	9.33		6.03			4.53
DN FOSSIL YL FI	50.3		8.04		11.47	9.18		5.40			4.30 ²⁵⁷
NUGGET	56.0		7.56		11.40	9.10		5.23			4.13
ORR	59.6		7.51		11.36	9.05		5.15			4.05
SAGE	63.1		7.47		11.33	9.01		5.08			3.58
CARLSON	67.3		7.42		11.29	8.56		5.00			3.50
BECKWITH	71.3		7.38		11.25	8.52		4.53			3.43
PIXLEY	77.4		7.32		11.20	8.47		4.45			3.35
DN COKEVILLE CK	83.5		7.25		11.15	8.40		4.35			3.25
MARSE	88.2		7.16		11.10	8.30		4.23			3.15
BORDER	92.1		7.12		11.07	8.25		4.17			3.09
PEGRAM	97.7		7.06		11.02	8.18		4.09			3.01
HARER	102.9		6.59		10.57	8.11		4.01			2.53
DINGLE	108.0		6.53		10.52	8.04		3.52 ¹⁰⁵			2.45
DN-R MONTPELIER YL MX	115.0		6.45		10.45	7.55		3.35			2.30
PESCADERO	121.3		6.35		10.45	7.45		3.10			1.55
GEORGETOWN	126.8		6.20		10.33	7.30		2.50			1.37
CAVANAUGH	131.9		6.13		10.28	7.23		2.40 ²⁶³			1.28
MANSON	136.1		6.07		10.23	7.17		2.31			1.21
ROSE	140.0		6.03		10.19	7.13		2.25			1.15
DN SODA SPRINGS SD	146.0		5.59		10.15	7.09		2.19			1.09
ALEXANDER	151.6		5.50		10.09	7.00		2.07			12.57
TALMAGE	156.2		5.38		10.03	6.48		1.56			12.46
DN BANCROFT YL BN	161.8		5.32		9.58	6.42		1.45			12.35
KINPORT	166.6		5.24		9.53	6.34		1.30			12.20
PEBBLE	170.3		5.16		9.48	6.28		1.19			12.09
BROXON	174.8		5.11		9.43	6.23		1.11			12.01AM
BLASER	177.4		5.06		9.38	6.18		1.03			11.53PM
DN LAVA HOT SPGS. XY	180.0		5.03		9.35	6.15		12.56			11.46
TOPAZ	184.3		4.58		9.31	6.10		12.48			11.38
DN McCAMMON YL MC	191.2		4.50		9.26	6.02		12.33			11.23
IN KOM KO	201.9		3.45AM		4.41	As 4.45AM	9.19	5.53	As 6.05PM	12.15PM	As 2.20PM
PORTNEUF	207.7		3.31		4.25	4.31	9.08	5.40	5.51	11.55AM	1.55
DN-R POCATELLO YL HCA	213.9		3.25		4.19	4.24	9.02	5.34	5.43	8.15	10.45
			Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily
			(0.30) 45.4		(5.09) 42.1	(0.30) 45.4	(3.47) 56.8	(5.09) 42.1	(0.30) 45.4	(8.00) 26.7	(0.50) 27.2
										(0.50) 27.2	(8.00) 26.7

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 17.

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

WESTWARD						SECOND SUBDIVISION						EASTWARD					
Car Capacity of Siding, etc. See Rule 6(A), Page 23.	FIRST CLASS					Time-Table No. 10 September 9, 1951	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												
COPTWYZ	10.25PM	5.55PM	9.40AM	3.30AM	1.10AM	DN-R POCATELLO YL PO	213.9	A 3.40AM	A 8.45AM	A 5.05PM	A 9.15PM	A 11.45PM					
151 P	10.40	6.10	9.55	3.45	1.25	10.4 MICHAUD	224.8	3.20	8.30	4.45	8.36	11.17					
125 P	10.46		10.01	3.53	1.31	5.8 BANNOCK	230.1	3.15		4.40	8.30	11.09					
147 PW	10.56 ⁵⁰	6.21	10.11	4.06	1.40	8.4 DN AMERICAN FALLS AF	238.5	3.06	8.19	4.31	8.20	10.56 ¹¹					
125 P	11.01	6.26	10.16	4.12	1.45	3.8 BORAH	242.3	2.59	8.14	4.24	8.08	10.41					
125 P	11.08	6.32	10.24	4.20	1.52	7.8 QUIGLEY	250.1	2.52	8.08	4.17	8.00	10.30					
125 PW	11.13	6.37	10.29	4.26	1.57	5.9 WAPI	256.0	2.47	8.03	4.12	7.54	10.22					
125 P	11.16	6.40	10.32	4.30	2.00	3.8 DEWOFF	259.8	2.43	8.00	4.08	7.50	10.16					
125 P	11.22	6.46	10.38	4.37	2.06	7.5 HAWLEY	267.3	2.36	7.54	4.01	7.42	10.07					
469 COPWY	11.30	6.51	10.55	4.50AM	2.13	5.1 DN MINIDOKA YL RT	272.4	2.30	7.49	3.55	7.35	10.00PM					
125 P	11.34	6.55	10.59		2.20 ¹²	3.8 MAX	278.2	2.20 ²⁵	7.44	3.45	7.20						
125 P	11.41	7.02	11.06		2.28	8.1 ADELAIDE	284.3	2.10	7.37	3.38	7.12						
125 PW	11.45	7.06 ²⁶	11.10		2.32	4.7 KIMAMA	289.0	2.06	7.33	3.34	7.06 ¹⁰⁵						
125 P	11.51	7.12	11.16		2.38	6.7 SENTER	295.7	2.00	7.27	3.28	6.51						
125 P	11.58PM	7.18	11.22		2.45	7.8 OWINZA	303.5	1.53	7.21	3.21	6.44						
125 P	12.03AM		11.27		2.50	5.8 BESSLEN	309.3	1.48		3.16	6.39						
121 P	12.07	7.26	11.31		2.57	4.6 D DIETRICH HD	313.9	1.43	7.13	3.11	6.33						
420 COPWY	12.20	7.35	11.45		3.15	7.6 DN SHOSHONE YL	321.5	1.30	7.05	3.00	6.20						
125 P	12.31	7.44	11.56AM		3.26	9.3 TUNUPA	330.8	1.05	6.53	2.45	5.59						
188 PW	12.40	7.50	12.05PM		3.36	6.7 DN GOODING GD	337.5	12.57	6.47	2.37	5.52						
125 P	12.47 ¹²	7.56	12.11		3.43	6.3 FULLER	344.2	12.47 ¹¹	6.41	2.28	5.42						
250 PWY	12.53	8.01	12.18		3.52	6.8 DN BLISS	350.5	12.36	6.36	2.22	5.35						
230 PY	1.00	8.07	12.25		3.59	9.5 TICESKA	357.3	12.29	6.30	2.15	5.25						
125 PWX	1.17	8.16	12.41		4.16	7.0 KING HILL	366.8	12.14	6.19	1.59	5.10						
COPTWY	A 1.30AM	A 8.25PM	A 12.55PM		A 4.35AM	DN-R GLENNS FERRY YL	373.8	12.05AM	6.10AM	1.50PM	5.00PM						
						(159.9)		Daily	Daily	Daily	Daily	Daily					
(3.05) 51.9						(2.30) 64.0	(3.15) 49.2	(1.20) 43.9	(3.25) 46.8	Thru Time..... (3.35) 44.6				(2.35) 61.9	(3.15) 49.2	(4.15) 37.6	(1.45) 33.4
Average speed per hour.....										Average speed per hour.....							
WESTWARD						KUNA LINE						EASTWARD					
Car Capacity of Siding, etc. See Rule 6(A), Page 23.	SECOND CLASS				Time-Table No. 10 September 9, 1951	Mile Post	SECOND CLASS										
				257						262							
				Time Freight						Time Freight							
				Daily						Daily							
195 CIPWY				5.05AM	DN	ORCHARD YL	OD	423.0	A 9.45PM	DN	ORCHARD YL	OD	423.0	A 9.45PM			
84 P				6.17	7.8 ELY			430.8	9.30	7.8 ELY			430.8	9.30			
105 P				6.22	3.9 OWYHEE			434.7	9.20	3.9 OWYHEE			434.7	9.20			
77 P				6.32	7.9 MORA			442.6	9.01	7.9 MORA			442.6	9.01			
116 P				6.37	4.1 D KUNA	KA		446.7	8.50	4.1 D KUNA	KA		446.7	8.50			
84 P				6.44	5.1 COLLOPY			451.8	8.35	5.1 COLLOPY			451.8	8.35			
COPTWYZ				A 6.00AM	4.8 DN-R NAMPA YL	AU-Q-D		456.6	8.20PM	4.8 DN-R NAMPA YL	AU-Q-D		456.6	8.20PM			
						(33.6)		Daily					Daily				
(0.55) 36.6						Thru Time..... (1.25) 23.7				Average speed per hour.....							
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 17.																	
For stations not shown on schedule pages.—See page 17.																	

WESTWARD						THIRD SUBDIVISION						EASTWARD					
Car Capacity of Siding, etc. See Rule 6(A), Page 23.	SECOND CLASS					Time-Table No. 10 September 9, 1951	Mile Post	FIRST CLASS					SECOND CLASS				
	257	105	17	25	11			106	18	26	12	262					
	Time Freight Daily	Streamliner Passenger Daily	Passenger Daily	Mail and Express Daily	Passenger Daily			Streamliner Passenger	Passenger	Mail and Express	Passenger	Time Freight					
COPTWY	3:30AM	8:25PM	1:05PM	4:45AM	1:40AM	DN-R GLENN'S FERRY YL	373.8	As 6:10AM	A 1:40PM	A 4:45PM	A 11:55PM	A 11:15PM					
CS115 PW	3:50	8:35	1:17	4:59	1:52	HAMMETT	382.7	5:59	1:27	4:20	11:37	10:51					
CS127 PY	4:20	8:49	1:35	5:18	2:10	DN REVERSE YL RV	393.5	5:48	1:12	4:01	11:22	10:31					
250 PWY	4:35	8:56	1:47	5:41	2:23	DN MOUNTAIN HOME MZ	401.6	5:41	1:02	3:50	11:12	10:16					
154 P	4:43	9:01	1:54	5:50	2:29	SEBREE	407.5	5:36	12:55	3:41	11:03	10:07					
141 P	4:50	9:05	1:58	5:56	2:33	CLEFT	412.7	5:32	12:50	3:35	10:59	10:00					
195 CIPWY	A 5:05AM	9:13	2:07	6:10	2:42	DN ORCHARD YL OD	423.0	5:24	12:40	3:25	10:50	9:45PM					
78 P		9:20	2:16	6:19	2:50	LEONE	B-430.3	5:17	12:31	3:15	10:41						
79 P		9:25	2:22	6:26	2:56	BLACK'S CREEK	B-435.9	5:12	12:25	3:08	10:34						
62 P		9:31	2:28	6:32	3:02	SHAVER	B-441.7	5:06	12:18	3:00	10:27						
109 PWY	VIA KUNA LINE	s 9:40	2:40 ²⁶ 2:50	6:45 7:05	3:15 3:25	DN BOISE YL BG	B-448.4	s 5:00	12:10 12:05PM	2:50 ¹⁷ 2:40	10:15 10:05	VIA KUNA LINE					
P		9:43	2:53	7:15	3:28	BOISE JCT.	B-450.7	4:54	11:59AM	2:34	9:58						
35 P		9:44	2:54	7:16	3:29	PERKINS	B-451.4	4:53	11:58	2:33	9:57						
31 P		9:47	2:57	7:19	3:32	BEATTY	B-454.6	4:50	11:55	2:30	9:54						
77 P		9:50 ¹²	f 3:01	s 7:24	s 3:35	D MERIDIAN MD	B-457.3	4:47	11:52	s 2:27	9:50 ¹⁰⁵						
25 P		9:53	3:05	7:28	3:39	SONNA	B-460.7	4:44	11:49	2:20	9:40						
OPTWYZ	6:00AM	s 10:08	3:20 3:30	7:40 7:50	3:50 4:00	DN-R NAMPA YL AU-Q	450.6	s 4:36	11:40 11:30	2:10 2:00	9:30 9:20	A 8:20PM					
57 P	6:06	10:12	3:35	7:55	4:05	MOSS	460.8	4:24	11:22	1:50	9:10	8:10					
PW	6:14	10:17	s 3:45	s 8:06	s 4:20 ¹⁰⁶	DN CALDWELL YL CW	465.6	4:20 ¹¹	s 11:17	s 1:45	s 9:05	8:02PM					
122 P	6:19	10:20	3:49	8:10	4:26	ENROSE	469.2	4:16	11:08	1:34	8:57	7:57					
139 P	6:23	10:23	s 3:54	f 8:14	4:29	D NOTUS U	472.5	4:13	11:05	s 1:31	8:54	7:53					
161 P	6:34	10:30	s 4:05	s 8:25	4:36	DN PARMA MA	480.8	4:06	10:57	s 1:20	8:47	7:42					
155 PWY	6:44	10:37	s 4:15	s 8:36	4:45	DN NYSSA YL SY	488.4	3:59	10:49	s 1:06	s 8:39	7:32					
PY	6:56		4:24	8:44	4:54	MALHEUR JCT. YL	496.8		10:38	12:53	8:28	7:20					
444 COPY	7:01	10:48	s 4:33	s 8:53	s 5:01	DN ONTARIO YL ON	498.7	3:49	s 10:35	s 12:50	s 8:25	7:15					
190 PW	7:08	10:54	s 4:41	s 9:03	s 5:12	DN PAYETTE YL AY	502.5	3:43	s 10:25	s 12:33	s 8:15	7:01					
84 P	7:18	11:00	4:48	9:10	5:19	CRYSTAL	509.3	3:37	10:17	12:22	8:07	6:51					
233 PWY	7:28	11:08	s 5:00	s 9:22	s 5:30	DN WEISER YL SR	515.9	3:31	s 10:10	s 12:15	s 8:00	6:41					
77 P	7:37	11:14	5:07	9:29	5:36	EATON	522.0	3:24	10:02	12:02PM	7:52	6:32					
115 P	7:42	11:18	5:11	9:34	5:41	COBB	525.7	3:21	9:58	11:58AM	7:48	6:27					
116 P	7:56	11:28	5:21	9:49 ¹⁸	5:50	ROCK ISLAND	534.0	3:12	9:49 ²⁵	11:49	7:39	6:13					
P						BLAKES JCT.	537.1										
OPTWYZ	A 8:20AM	A 11:40PM	A 5:35PM	A 10:15AM	A 6:05AM	DN-R HUNTINGTON YL HU	538.8	3:05AM	9:40AM	11:40AM	7:30PM	6:00PM					
						(176.3)		Daily	Daily	Daily	Daily	Daily					
	(4.50) 34.1	(3.15) 54.3	(4.30) 39.2	(5.30) 32.1	(4.25) 39.9	Thru Time.....	(3.05) 57.2	(4.00) 44.1	(5.05) 34.7	(4.25) 39.9	(5.15) 31.4						
						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 5-72.																	
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 17.																	
For stations not shown on schedule pages.—See page 17.																	
Between the end of Centralized Traffic Control territory at Glenns Ferry and the end of double track at Reverse, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.																	

WESTWARD

TWIN FALLS BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 10 September 9, 1951	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 9.45PM	A 11.00AM	A 1.30AM
75 P	12.35	3.17	4.25	5.23	ACEQUIA	8.2	f 2.45	f 9.24	10.35	11.10PM
206 PWY	12.50	3.40	4.40	5.45	DN-R RUPERT YL MS	13.5	s 2.35	s 9.15	10.20	10.55
32 P	1.01	3.52	4.48	5.53	HEYBURN	19.6	s 2.20	f 9.00	10.05	10.40
94 OPWY	1.15	4.10	5.00	6.13	DN BURLEY YL BU	21.7	s 2.15	s 8.55	10.00	10.35
76 P	1.25	4.20	5.08	6.21	STARRH'S FERRY	25.8	f 2.02	f 8.37	9.45	10.15
58 P	1.50	4.35	5.19	6.31	MILNER	33.5	f 1.50	f 8.25	9.30	10.00
18 P			5.23	6.34	PARSONS	35.5	f 1.45	f 8.21		
73 PW	2.05	4.50	5.33	6.44	D MURTAUGH MU	41.4	s 1.35	s 8.12	9.15	9.45
53 P	2.15	4.59	5.39	6.50	BICKEL	45.1	1.27	8.04	9.05	9.35
30					BILLS	49.0				
41 P	2.30	5.10	5.48	6.58	D HANSEN NS	49.7	s 1.19	s 7.57	8.55	9.25
60 P	2.43	5.18	5.57	7.06	D KIMBERLY KY	53.3	s 1.08	s 7.47	8.45	9.15
29 P			6.02	7.11	McMILLAN YL	56.4				
COPWYZ	A 4.00PM	A 7.00AM	6.10	7.20	DN-R TWIN FALLS YL NA	58.9	12.55	7.35	8.30AM	9.00PM
42			6.23	7.47	CURRY	63.3	f 12.40	f 7.11		
60 P			6.28	7.52	D FILER FR	65.0	s 12.35	s 7.06		
45			6.33	7.56	PEAVEY	68.5	f 12.28	f 7.00		
41			6.38	8.00	CEDAR	71.3	f 12.24	f 6.55		
OPWY			A 6.50PM	A 8.10AM	DN-R BUHL YL BO	73.8	12.20PM	6.50PM		
					(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. 10			Mile Post
	September 9, 1951			
	STATIONS			
94 OPWY	DN-R	BURLEY YL	BU	0.0
30		4.3 BEETVILLE		4.3
25		0.9 PELLA		5.2
25		11.1 TROUT		16.3
60		1.5 MARION		17.8
12		1.6 WARR		19.4
20 Y	D-R	2.4 OAKLEY	OA	21.8
		(21.8)		

WESTWARD RAFT RIVER BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 10	Mile Post	
		September 9, 1951		
		STATIONS		
94	OPWY	DN-R BURLEY YL BU	0.0	
36		3.1 UNITY	3.1	
22		2.9 SPRINGDALE	6.0	
16		3.1 DECLO	9.1	
		0.5 END OF TRACK	9.6	
		(9.6)		

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

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

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

WESTWARD

NORTH SIDE BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 10 September 9, 1951	Mile Post	SECOND CLASS	
	471	465			466	472
	Local Freight	Mixed			Mixed	Local Freight
	Daily Except Sunday	Daily Except Sunday	STATIONS			
206 PWY		9.00PM	5.55AM	DN-R RUPERT YL MS	0.0	A 1.55PM
34 P				MYERS YL	4.4	
73 P		9.35	6.07	D PAUL YL DJ	5.9	s 12.35
20			6.11	BUDGE	7.9	f 12.26
54		10.05	6.27	SCHODDE	15.9	f 12.10
21			6.36	McHENRY	19.8	f 12.02PM
22		11.01	6.46	D HAZELTON AZ	24.0	s 11.55AM
63 W		11.45PM	6.56	D EDEN DX	28.1	s 11.45
54		12.10AM	7.11	PERRINE	34.8	f 11.28
27			7.24	FALLS CITY	40.6	f 11.17
54 CWY	A 1.00AM	7.50		DN JEROME YL JO	47.9	s 11.01
54			8.10	D WENDELL ND	56.7	s 10.36
54			8.30	TUTTLE	66.2	s 10.15
250 PWY			8.45AM	DN-R BLISS YL IS	73.6	10.00AM
				(73.6)		Daily Except Sunday
(4.00) (2.50) Thru Time						(3.55) (4.00)
12.0 26.0 Average speed per hour						18.8 12.0

WESTWARD

WELLS BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 10 September 9, 1951	Mile Post	SECOND CLASS	
	439	440			440	
	Mixed	Mixed			Mixed	
	Daily Except Sunday	Daily Except Sunday	STATIONS			
COPWYZ		7.00PM	DN-R TWIN FALLS YL NA	0.0	A 8.00AM	
31		f 7.25	BERGER	10.9	f 7.15	
31		s 7.45	HOLLISTER	10.4	s 6.55	
21 PWY		s 8.10	D ROGERSON RG	28.8	s 6.30	
38		f 8.35	METER	38.7	f 6.03	
34		f 9.05	IDAVADA	50.1	f 5.36	
34 PW		f 9.19	DELAPLAIN	56.1	f 5.22	
34		f 9.35	SAN JACINTO	60.7	f 5.12	
34 P		s 9.55	D CONTACT CN	68.8	s 4.55	
33 CPW		f 10.10	HENRY	75.1	f 4.38	
33		f 10.40	SHORES	86.7	f 4.14	
48 PWY		f 11.00	WILKINS	93.6	f 3.59	
37		f 11.10	HERRELL	97.3	f 3.49	
44 PY		s 11.30	SUMMER CAMP	102.5	s 3.33	
44		f 11.50PM	MELANDCO	108.9	f 3.04	
35		f 12.05AM	TOWN CREEK	116.1	f 2.47	
PWY		A 12.30AM	DN-R WELLS YL HU	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.

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

Westward IDAHO NORTHERN BRANCH Eastward			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS 485 Mixed Daily Except Sunday	Time-Table No. 10 September 9, 1951 STATIONS	SECOND CLASS 486 Mixed Daily Except Sunday
OPTWYZ	8.30AM	DN-R NAMPA YL AU-Q	0.0 A 2.35PM
		IDA. NOR. JCT. YL	0.7
25	f 8.40	FISCHER	2.4 2.25
14	s 9.00	MIDDLETON	9.3 s 2.10
15	f 9.20	JENNESS	18.9 f 1.40
96 PWY	s 10.20	D-R EMMETT YL MF	27.0 s 1.10
42	f 10.40	PLAZA	31.8 f 12.45
43 P	s 11.20	MONTOUR	41.1 s 12.20PM
32 P	s 11.55AM	D HORSESHOE BEND HB	49.7 s 11.55AM
32	f 12.20PM	GARDENA	55.1 f 11.35
35 OPTW	s 1.20	D BANKS YL AB	64.1 s 11.10
25 PW	f 2.10	BIG EDDY	75.4 f 10.25
31 PWY	s 3.00	SMITHS FERRY YL	83.0 s 9.55
15 P	f 3.35	CABARTON	92.7 f 9.20
32 W	f 3.45	BELVIDERE	95.5 f 9.11
32 PY	s 4.30	D CASCADE YL CD	99.2 s 9.00
31	f 5.00	ARLING	111.0 f 8.00
33 W	s 5.30	D DONNELLY FY	119.4 s 7.35
14	f 5.45	NORWOOD	124.7 f 7.22
53 OPWY	A 6.15PM	D-R McCALL YL NE	132.8 A 7.00AM
	(9.45)	Thru Time	(7.35)
	13.6	Average speed per hour	17.5

Westward NEW MEADOWS BRANCH Eastward			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 10 September 9, 1951 STATIONS	Mile Post	
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 459 Mixed Daily Except Sunday	Time-Table No. 10 September 9, 1951 STATIONS	SECOND CLASS 460 Mixed Daily Except Sunday
444 COP WY	1.00PM	DN-R ONTARIO YL ON	0.0 A 4.00PM
PY	f 1.10	MALHEUR JCT. YL	1.9 3.40
14	f 1.15	CAIRO	3.7 f 3.35
38	f 1.25	LUSE	6.9 f 3.25
24	f 1.35	MALLET	10.0 f 3.15
134 PWY	s 1.55	D-R VALE YL VA	15.5 s 3.00
46	f 2.20	HOPE	23.5 f 2.20
52	f 2.50	LITTLE VALLEY	34.8 f 1.50
53 P	s 3.15	HARPER	42.0 s 1.25
50	f 3.40	NAMORF	51.2 f 12.55
27	f 4.07	JONESBORO	62.2 f 12.28PM
53 PWY	s 4.40	D JUNTURA JN	73.6 s 11.50AM
50	f 5.25	LONG	86.6 f 11.10
49 PW	s 5.50	RIVERSIDE	92.7 s 10.50
31	f 6.15	DUNNEAN	102.8 f 10.25
32 PW	f 6.40	VENATOR	110.2 f 10.05
32	f 7.00	CIRCLE BAR	117.9 f 9.45
31 PW	s 7.30	CRANE	126.6 s 9.15
31	f 8.20	REDESS	143.5 f 8.32
23 OP WYZ	A 9.00PM	D-R BURNS YL BR	156.8 A 8.00AM
	(8.00)	Thru Time	(8.00)
	19.6	Average speed per hour	19.6

WESTWARD BROGAN BRANCH EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 10 September 9, 1951 STATIONS	Mile Post	
134 PWY	D-R VALE YL VA	0.0	
29	JAMIESON	17.3	
31 PWY	BROGAN YL	23.3	
	(23.3)		

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	Location	Mile Post
First Subdivision				Homestead Branch					
Leece.....	64.8	Spur 2.4 Mi. Y	Both	Home.....	14.0	4 P	East		
Onyx.....	197.5	14 P	West	Mineral.....	15.3	10 W	East		
Inkom Ballast Quarry.....	202.9	140 P	East	Still.....	16.2	2	East		
Second Subdivision				Sturgill.....	27.1	15	East		
Don.....	219.6	43 PX	Both	Payette Branch					
Schiller.....	226.5	11	Both	Ingard.....	3.3	8	Both		
Coates.....	369.5	8 P	West	Falks.....(8).....	17.2	5	East		
Sand Bank.....	370.9	42 PX	Both	Little Rock.....	18.9	10	Both		
Third Subdivision				Wilder Branch					
Hillcrest.....	B-445.1	14 P	Both	Greenleaf.....	7.0	9	West		
Apple Valley.....	485.9	26	Both	Stoddard Branch					
Arcadia.....	491.7	45 P	Both	Westma.....	11.6	5	East		
Washoe Spur.....	500.9	32	West	Boise Branch					
Wood.....	506.2	10	Both	Penitentiary Spur.....	5.0	10	East		
Feltham.....	512.7	23	Both	Vernon.....	6.3	10	West		
Fourth Subdivision				Idaho Northern Branch					
Chubbuck.....	138.2	40	Both	Maddens.....(9).....	6.1	5	East		
Kimball.....	166.6	20	Both	Bramwell.....(9).....	22.2	5	East		
Jason Spur.....	175.4	60	West	Black Canyon.....(9).....	33.0	5	East		
Mitchell.....	176.9	22	Both	Archabal.....(9).....	127.4	9	Both		
Red Rock.....(1).....	302.8	28 W	Both	Oregon Eastern Branch					
Dalys.....(1).....	316.4	19 P	Both	Lawen.....(10).....	138.4	3	East		
Glen.....(1).....	347.8	8	West	New Meadows Branch					
Lavon.....(1).....	351.7	None	None	Presley.....	11.7	9	Both		
Maiden Rock.....(1).....	366.0	(18)	Both	Diamond.....	26.7	4 W	West		
Goshen Branch				Fruitvale.....	66.5	3	Both		
Cox.....	9.2	11	West	Tamarack.....	81.9	29	Both		
Ammon.....	18.1	34	West	Brogan Branch					
Wilkinson.....	21.0	3	West	Lancaster.....	11.4	4	East		
Yellowstone Branch				(1) Flag stop for Nos. 29-30. (6) Flag stop for Nos. 439-440.					
St. Leon.....	3.7	16	East	(2) Flag stop for Nos. 33-34. (7) Flag stop for Nos. 441-442.					
Mark.....	22.2	24	Both	(3) Flag stop for Nos. 409-410. (8) Flag stop for Nos. 483-484.					
Jolley.....	27.6	10	Both	(4) Flag stop for No. 492. (9) Flag stop for Nos. 485-486.					
Pineview.....	72.5	5 P	Both	(5) Flag stop for Nos. 465-466. (10) Flag stop for Nos. 459-460.					
Teton Valley Branch				CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS					
Judkins.....(2).....	22.3	{ 6	East	Train	At	Discharge Passengers From	Pick up Passengers Destined To		
Fox Creek.....(2).....	42.3	{ 6	Both	12	Any station First Sub-	Any station.	Any station.		
Mackay Branch				17	Any station First Sub-	Any station.	Any station.		
Collins.....(3).....	2.1	10	West	17	Any station Second and Third Subdivi-	Ogden, Cheyenne or beyond.	Pendleton or beyond.		
Aiken.....(3).....	3.8	{ 10	Both	18	Any station First Sub-	Pendleton or beyond.	Cheyenne or beyond.		
Cerro Grande.....(3).....	35.5	None	None	18	Any station Second and Third Subdivi-	Pendleton or beyond.	Ogden, Cheyenne or beyond.		
West Belt Branch				105	Minidoka, Gooding, Caldwell, Nyssa, Ontario, Payette, Weiser.	Omaha or beyond.	Portland or beyond.		
Coltman.....(4).....	2.8	19 P	East	106	Weiser, Payette, Ontario, Nyssa, Caldwell, Gooding, Minidoka.	Portland or beyond.	Omaha or beyond.		
Grant.....(4).....	4.8	18 P	East						
Barlow.....	7.0	17	East						
Midway.....	9.4	{ 31	Both						
Pyke.....(4).....	35.3	{ 19	West						
East Belt Branch									
Gale Spur.....	27.5	10	East						
Twin Falls Branch									
Amalga.....	17.3	12	West						
Stowe.....	52.1	12	West						
North Side Branch									
Travers.....(5).....	3.5	18	Both						
Black.....	26.9	30	Both						
Hunt.....(5).....	31.5	8	Both						
Sugar Loaf.....	38.3	12	Both						
Barrymore.....(5).....	42.6	13	Both						
Haytown.....	44.7	7	Both						
Hydra.....	45.8	7	Both						
Appleton.....(5).....	52.9	12	Both						
King.....	58.1	17	Both						
Wells Branch									
Knull.....(6).....	5.6	7	Both						
Godwin.....(6).....	7.0	8	Both						
Amsterdam.....(6).....	23.2	9	West						
Ketchum Branch									
Priest.....(7).....	33.9	{ 6	East						
Gimlet.....(7).....	63.2	{ 6	West						
		30	East						

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	79	50	Trains handling company roadway machines on their own wheels, except wrecking derricks— On main line and Twin Falls Branch: On straight track.			30
Inspection bus cars.		40	40	On curves.			25
Battery motor car 01886.		50		Between Idaho Falls and Ashton.			20
When caboose is handled in train consisting of passenger train equipment.		55		On other branch lines.			15
Within yard limits— Protected by continuous block signal system.	60	50	25	Jordan spreaders and other machines of spreader type, when in operation.			15
Not protected by continuous block signal system.	50	40	25	Trains handling scale test cars— On main line, Twin Falls Branch and between Idaho Falls and Ashton.			30
On branch lines.	30	30	15	On other branch lines.			20
Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed.			20
Diesel-electric locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern).	40	40	40	Through truss bridges.			6
Backing up pulling train.			40	Passing fueling stations— On main lines.	50	40	25
Backing up light.				On branch lines.		30	15
Diesel switch engines in road service.	35	35	35	When using cross-overs and turn-outs: 9000 class engines; Forward movement.		10	10
Diesel-electric helper locomotive.	60	60		Back-up movement.		6	6
Steam engines running backward.	20	20	20	All other class engines; Forward movement.	15	15	15
7000-7800 class engines.		70	50	Back-up movement.	10	10	10
MacArthur type engines with 63-inch drivers.		55	50	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement.	20	20	20
MacArthur type engines with 57-inch drivers.		35	35	Over spring switches, where movement is over facing point switch, except at Reverse.	20	20	20
3900 class engines.		65	50	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
3800 class engines.		60	50	Tracks other than main tracks.	15	15	15
4000, 9000 and 2-10-2 type engines.		50	50	On wye tracks.	6	6	6
Ten Wheeler type engines 1573, 1575, 1577 to 1580.		55	40	Through tunnels, branch lines.		10	10
Other Ten Wheeler and Consolidation type engines.		35	35	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line.			25
Mallet type engines, 3500 to 3599, incl., and 3670 to 3674, incl.		35	35	On branch lines.			15
0-6-0 and 0-8-0 type yard engines.		20	20	(Slower speed must be observed where conditions require.)			
Trains handling wrecking derricks: Derricks with 6-wheel trucks.			40				
Derricks with 4-wheel trucks.			35				
(All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)							

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	McCammon 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.	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	Ticeska Between M.P. 357.3 and 360.2.	70	60	50
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. 360.2 and 360.8.	60	50	40
On enginehouse lead and tracks.			6	Dietrich M.P. 316.3 to 315.7 (Eastward).	70	60	50	Between M.P. 360.8 and 365.8.	70	60	50
American Falls Between M.P. 238.0 and 239.4.	70	60	50	Shoshone Over Greenwood Street.	15	15	15	King Hill Between M.P. 367.5 and 368.2.	70	60	50
Bridge 239.75.	40	25	25	Between M.P. 320.7 and 322.2.	20	20	20	Between M.P. 369.0 and 370.9.	60	50	40
Between M.P. 240.0 and 240.3.	40	40	25	Between M.P. 323.2 and 323.8.	70	60	50	Sand Bank Engines using west switch to Sand Bank set-out track.			5
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. 371.1 and 373.3.	45	40	25
Borah Between M.P. 244.5 and 244.8.	70	60	50	Gooding Over streets and alleys.	30	30	30	Between M.P. 373.3 and 373.8.	20	20	20
Wapi Between M.P. 258.8 and 259.2.	70	60	50	Between M.P. 340.7 and 341.1.	60	50	40	Glenns Ferry			
				Between M.P. 342.2 and 343.3.	60	50	40				

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. MacArthur 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
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

Kenumerer Branch.	15	Grace Branch. Maximum speed.	20	Leefe Spur.	15
Cumberland Branch.	15	Bridge 5.33 with MacArthur type engines.	10	Gay Branch. Maximum speed.	25
Glencoe Branch.	15	Conda Branch.	15	Between M.P. 3.0 and Gay.	15
Ikol Branch.	15				
Blazon Branch.	15				

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
Mackay Branch Between Blackfoot and M.P. 60.0.		25	West Belt Branch Maximum speed.		25	Between Hailey and Ketchum, over truss bridges.	15	15
Between M.P. 60.0 and Mackay.		20	Truss bridges.		15	Between M.P. 63.1 and 64.6.	30	20
Mackay On curve on low line smelter.	6		Annis Branch		15	Hill City Branch Maximum speed.		25
Gardner Branch.	15		Teton Valley Branch Maximum speed.	35	25	Over trestles 21.6 and 23.40 with snow plows.		15
Thomas Branch.	15		Engines 1575 to 1579, incl.	25	25	Boise Branch Between Boise Jet. and Boise Freight.		25
Aberdeen Branch	25		Bridges 4.48, 6.96 and 19.97.	12	12	Between Boise Freight and Barber.		15
Goshen Branch Maximum speed.	25		Between M.P. 19.1 and 19.4.	15	15	Stoddard Branch		15
Light MacArthur type engines.	20		Between M.P. 25.0 and 25.4.	15	15	Idaho Northern Branch Maximum speed.	30	
Yellowstone Branch Between Idaho Falls and Ashton.	50	35	Twin Falls Branch Maximum speed.	50	40	Between Jenness and Bramwell.		20
Between Idaho Falls and Ashton with MacArthur type engines.	40	30	3500 and 3800 class engines.	30	30	Trains handling high cars between Jenness and Bramwell.		12
Between Ashton and Gerrit, watch for rocks.	35	25	Bridge 20.10.	25	25	Between Plaza and Banks. Watch for rocks between Black Canyon and Banks.	25	
Between Gerrit and Big Springs.	50	35	Rupert, on west leg of wye.	10	10	Banks, westward around curve east of east passing track switch, to east switch.		5
Between Big Springs and West Yellowstone, watch for rocks.	35	25	Rupert, over streets and alleys.	12	12	Between Banks and Smiths Ferry, watch for rocks.		15
Rexburg, Sugar City and St. Anthony, over streets and alleys.	20	20	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	
St. Anthony, over highway crossing just west of depot.	8	8	Buhl, on mill and elevator track with MacArthur type engines.		5	Between Smiths Ferry and Cabarton, watch for rocks.	20	
Between M.P. 55.4 and 55.6.	20	15	North Side Branch Maximum speed.		30	M.P. 31.4.	20	
Between M.P. 59.4 and 66.0.	20	15	Heavy MacArthur type engines.		15	Between M.P. 33.0 and 35.4.	10	
Between M.P. 72.9 and 73.3.	35	25	Between M.P. 30.0 and 30.5.		20	Bridge 36.61.	20	
Between M.P. 74.0 and 74.3.	30	25	Raft River Branch		20	Between M.P. 99.6 and 113.6 on curves.	20	
Between M.P. 85.2 and 85.5.	35	25	Oakley Branch		25	Between M.P. 128.2 and 128.5.	15	
Between M.P. 86.4 and 87.0.	20	15	Light MacArthur type engines.		20	McCall, over street crossings.	10	
Between M.P. 92.0 and 95.0.	20	15	Wells Branch Maximum speed.		30	Wilder Branch	15	
Between M.P. 100.0 and 101.0.	20	15	Between M.P. 31.0 and 36.2.		25	Homedale Branch	25	
East Belt Branch Maximum speed.	25		Between M.P. 45.8 and 53.3.		25	Oregon Eastern Branch Maximum speed.	25	
Light MacArthur type engines between Lincoln Jet. and Orvin.	20		Between M.P. 69.6 and 71.6.		25	Hope Between M.P. 29.5 and 33.5, watch for rocks.	20	
Truss bridges.	15		Between M.P. 91.2 and 91.5.		25	Little Valley Between M.P. 36.5 and 37.6, watch for rocks.	20	
			Between Herrell and Melandco.		20			
			Wells yard.		15			
			Ketchum Branch Maximum speed.	40	30			
			Bridge 16.04 with MacArthur type engines.	15	15			
			Bellevue, over streets and alleys.	12	12			

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 55.0. 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. 55.0 and 55.5.		10
Between M.P. 80.7 and 81.0, watch for rocks.		10	Payette Jet., on curve.		10	Between M.P. 55.5 and 66.5. Straight track. On curves.		25 15
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. 66.5 and New Meadows. Straight track. On curves.		15 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	Engines running backwards.		10	On curves.		15
Bridge 106.14.		15	Between Weiser and Concrete. Straight track. On curves.		25 20			

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.....	Central Yard Switch Shanty
Montpelier.....	Engineers' Register Room	Nampa.....	Roundhouse Office
Montpelier.....	Telegraph Office	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.....	Enginemen'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	Burley.....	Telegraph Office
Glenns Ferry.....	Telegraph Office	Twin Falls.....	Telegraph Office
Glenns Ferry.....	Roundhouse Register Room	Twin Falls.....	Freight Office
Glenns Ferry.....	Yard Office	Buhl.....	Telegraph Office
Nampa.....	Telegraph Office	Huntington.....	Yard Office
		Huntington.....	Telegraph Office

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