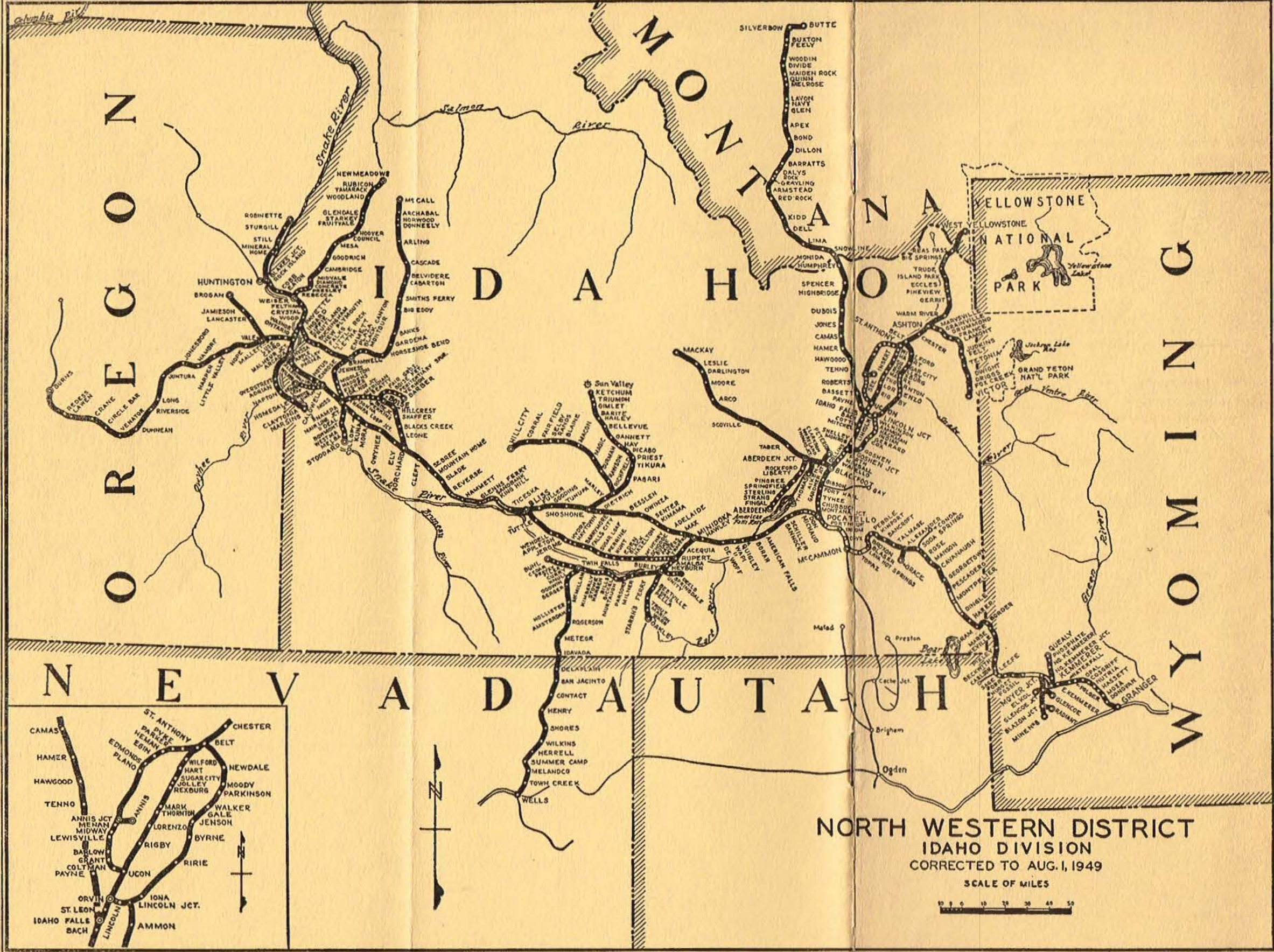




UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



IDAHO DIVISION
TIME-TABLE
No. 12

Effective Sunday
June 22, 1952
At 12:01 A.M. Mountain Time

*Safety Is
No Accident*

FOR EMPLOYEES ONLY

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

L. A. COLLINS
General Manager

E. H. BAILEY
General Superintendent

C. C. Larkin, 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.
H. J. Bailey, 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.

H. E. SHUMWAY
General Supt. Transportation

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.
W. P. Helsley, 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.	R. H. Wright.....	Surgeon	Hailey, Ida.
R. R. Merrell.....	District Surgeon	Pocatello, Ida.	Simeon Hopper.....	Surgeon	Hazelton, Ida.
H. H. Hughart.....	Asst. to District Surgeon	Pocatello, Ida.	Newell H. Battles.....	Oculist and Aurist	Idaho Falls, Ida.
Richard G. Crandall.....	Surgeon	Pocatello, Ida.	Harvey E. Guyett.....	Surgeon	Idaho Falls, Ida.
H. Dean Hartvigson.....	Surgeon	Pocatello, Ida.	M. T. Rees.....	Surgeon	Idaho Falls, Ida.
Forrest H. Howard.....	Surgeon	Pocatello, Ida.	Fred E. Wallber.....	Oculist and Aurist	Idaho Falls, Ida.
Orville E. Merrell.....	Surgeon	Pocatello, Ida.	W. C. Small.....	Surgeon	Jerome, Ida.
David C. Miller.....	Surgeon	Pocatello, Ida.	H. Henry Rock.....	Surgeon	Kemmerer, Wyo.
Clark T. Parker.....	Surgeon	Pocatello, Ida.	George H. Bjorkman.....	Surgeon	Lava Hot Springs, Ida.
Eugene V. Simison.....	Oculist and Aurist	Pocatello, Ida.	Don S. Numbers.....	Surgeon	McCall, Ida.
Frank L. Harms.....	Surgeon	Aberdeen, Ida.	Carl D. Lusty.....	Surgeon	Meridian, Ida.
Lowell G. Merrill.....	Surgeon	American Falls, Ida.	Harry H. King.....	Surgeon	Montpelier, Ida.
Ivan R. Egbert.....	Surgeon	Arco, Ida.	R. B. Lindsay.....	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	Burns, Ore.	W. L. Sutherland.....	Surgeon	Rexburg, Ida.
John H. Weare.....	Surgeon	Butte, Mont.	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.	Russell Tigert, Jr.....	Surgeon	Soda Springs, Ida.
Dale B. Patterson.....	Surgeon	Cascade, Ida.	John R. Moritz.....	Surgeon	Sun Valley, Ida.
John A. Edwards.....	Surgeon	Council, Ida.	Royal S. Cutler.....	Surgeon	Sun Valley, Ida.
George L. Routledge.....	Surgeon	Dillon, Mont.	Charles B. Beymer.....	Surgeon	Twin Falls, Ida.
A. C. Truxal.....	Surgeon	Dubois, Ida.	Wallace Bond.....	Oculist and Aurist	Twin Falls, Ida.
R. P. Rawlinson.....	Surgeon	Emmett, Ida.	Harwood L. Stowe.....	Surgeon	Twin Falls, Ida.
Marion J. Kerns.....	Surgeon	Fairfield, Ida.	Neal E. McCarthy.....	Surgeon	Vale, Ore.
Ward A. Rulien.....	Surgeon	Glenns Ferry, Ida.	Harold F. Holsinger.....	Surgeon	Wendell, Ida.
John H. Cromwell.....	Surgeon	Gooding, Ida.	Marion S. McGrath.....	Surgeon	Weiser, Ida.
Marion V. Klingler.....	Surgeon	Gooding, Ida.			

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS							Distance from Granger via Boise	Time-Table No. 12 June 22, 1952	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
Daily	Daily	Daily	Daily	Daily	Daily	Daily			STATIONS						
	5.05	2.05			4.05		0.0		GRANGER	A9.15		A12.42	A10.30		
	11.05	5.55			10.35	12.55	213.9		POCATELLO	4.10		8.55	5.25		A9.15
	2.15	8.25			2.00	4.45	373.8		GLENN'S FERRY	12.05		6.10	1.50		5.00
	3.59	9.40			3.45	7.05	448.4		BOISE	10.15		5.00	12.10		2.45
	6.35	11.40			6.25	10.10	550.1		M.T. HUNTINGTON P.T.	7.30		3.05	9.40		11.40
	5.45	10.40			5.35	9.25				6.20		2.05	8.30		10.25
	8.30	1.05			8.20	12.20	649.7		LA GRANDE	3.45		11.40	5.50		7.20
	10.50	3.11			11.00	2.53	723.9		PENDLETON	1.10		9.35	3.11		4.50
9.00							940.6		SPOKANE					A7.20	
11.30							836.7		AYER					4.40	
12.40							783.4		WALLULA					3.20	
2.00	11.40	3.55			12.30	3.50	755.3		HINKLE	12.20		8.55	2.15	2.40	3.50
4.05	1.45	5.35			3.25	6.20	855.4		THE DALLES	10.15		7.15	11.50	12.05	12.30
A6.30	A4.00	A7.30	8.30	8.00	A6.00	A9.00	939.5		PORTLAND	8.10	A1.45	A9.15	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			
			A1.45	A11.59			1122.7		SEATTLE		8.30	4.45			
										Daily	Daily	Daily	Daily	Daily	Daily
(9.30) 38.9	(23.55) 39.3	(18.25) 51.0	(5.15) 34.9	(3.59) 46.0	(26.55) 34.9	(21.05) 34.4		 Thru Time	(24.05) 39.0	(5.15) 34.9	(4.30) 40.7	(18.12) 51.6	(23.45) 39.6	(9.20) 39.6	(22.05) 32.9

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS					Distance from McCammon	Time-Table No. 12 June 22, 1952	FIRST CLASS				
29	33	31	47	35			32	34	36	30	48
Passenger	Passenger	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Passenger	Passenger
Daily	Daily	Daily	Daily	Daily							
STATIONS											
10.10	9.35			12.10	0.0		McCAMMON		A6.05	A2.55	A4.45
11.30	10.40			1.15	22.7		POCATELLO		5.35	2.25	4.15
12.04	11.16			1.49	46.9		BLACKFOOT		3.53	12.53	2.41
1.00	A12.25	7.00		3.00	73.3		IDAHO FALLS	A2.30	3.15	12.15	2.10
		A8.35	5.10	4.45	124.3		ASHTON	12.55		10.15	A9.55
			A7.00		169.9		VICTOR				8.15
				A7.30	180.4		WEST YELLOWSTONE			7.30	
A7.30					285.8		BUTTE				8.00
								Daily	Daily	Daily	Daily
(9.20) 30.6	(2.50) 25.9	(1.35) 32.2	(1.50) 24.9	(7.20) 24.6		 Thru Time	(1.35) 32.2	(2.50) 25.9	(7.25) 24.3	(8.45) 32.6	(1.40) 27.3

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

MILEAGE

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

WESTWARD					FIRST SUBDIVISION						Time-Table No. 12	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	SECOND CLASS				FIRST CLASS						June 22, 1952	
	263	251	257	277	29	11	105	33	17	35	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		
144 RCS—IPWY	10.00AM		2.45AM			5.05PM	2.05PM		4.05AM		DN-R	GRANGER YL GN
65 P	10.08		2.53			5.09	2.09		4.10			DONOVAN
112 P	10.14		2.59			5.13	2.12		4.14			MOXA
73 P	10.21		3.06			5.18	2.16		4.19			HASSETT
115 P	10.26		3.11			5.21	2.19		4.22			NUTRIA
80 P	10.34		3.19			5.26	2.23		4.27			COSGRIFF
121 P	10.41		3.26			5.30	2.27		4.34		DN	OPAL OV
74 P	10.49		3.34			5.35	2.31		4.40			FOLGER
125 PW	10.56		3.41			5.40	2.35		4.45			WATERFALL
	11.06		3.51			5.47	2.41		4.53			EAST KEMMERER YL
CPTWXZ	11.15		4.00			5.54	2.43		5.05		DN	KEMMERER YL Z
WS 70 ES 70 PXY	11.22		4.07			5.58	2.46		5.10			MOYER JCT. YL
WS 70 PW ES 70 XY	11.47 ¹⁰⁶		4.30 ²⁶⁴			6.11	2.57		5.25		DN	FOSSIL YL FI
94 PW	11.57AM		4.40			6.18	3.04		5.33			NUGGET
74 P	12.05PM		4.48			6.22	3.08		5.37			ORR
112 P	12.11		4.54			6.25	3.11		5.42			SAGE
66 P	12.18		5.01			6.29	3.15		5.47			CARLSON
124 P	12.24		5.07			6.33	3.19		5.51			BECKWITH
74 P	12.32		5.15			6.38	3.24		5.56			PIXLEY
120 PW	12.42		5.25			6.46	3.29		6.08		DN	COKEVILLE CR
74 P	12.50		5.33			6.51	3.33		6.15			MARSE
124 P	12.56		5.39			6.55	3.37		6.20			BORDER
74 PW	1.04		5.47			7.01	3.42		6.28			PEGRAM
88 P	1.12		5.55			7.07	3.47		6.36			HARER
69 P	1.21		6.04			7.13	3.52 ²⁶²		6.43			DINGLE
OPTWYZ	1.45		6.20 ¹⁷			7.25			6.55 ²⁵⁷		DN-R	MONTPELIER YL MX
	2.20		7.30			7.35	4.00		7.05			PESCADERO
78 P	2.32		7.42			7.43	4.07		7.13			GEORGETOWN
105 PW	2.40 ²⁶²		7.50			7.49	4.13		7.20			CAVANAUGH
124 P	2.47		7.57			7.55	4.18		7.26			MANSON
100 P	2.53		8.03			8.00	4.22		7.31			ROSE
73 P	2.59		8.09			8.04	4.26		7.35		DN	SODA SPRINGS SD
178 PWY	3.08		8.18			8.15	4.32		7.50			ALEXANDER
108 PW	3.16		8.26			8.23	4.37		7.58			TALMAGE
112 P	3.23		8.33			8.28	4.41		8.03			BANCROFT YL BN
225 CPWY	3.35		8.45			8.37	4.46		8.12		DN	KINFORT
112 P	3.41		8.51			8.42	4.50		8.17			PEBBLE
112 P	3.48		8.58			8.48	4.54		8.22			BROXON
103 P	3.55		9.05			8.54	4.58		8.27			BLASER
100 PW	4.01		9.11			8.57	5.01		8.30			BLASER
27 PX	4.09		9.19			9.03	5.05		8.37		DN	LAVA HOT SPGS. XY
CS157 P	4.17		9.27			9.09	5.10		8.44			TOPAZ
90 IPWXY	4.30	10.30AM	9.40	1.20AM	10.10PM	9.20	5.18	9.35AM	8.57	12.10AM	DN	McCAMMON YL MC
WS 49 ES 88 PWX	4.46	10.46	9.56	1.36	10.23	9.33	5.29	9.48	9.10	12.23	D	INKOM KO
					10.29	9.40	5.34	9.54	9.17	12.29		PORTNEUF
											DN-R	POCATELLO YL HCA
RCS—COPTWYZ	A 5.20PM	A1 1.20AM	A10.35AM	A 2.30AM	A10.45PM	A10.00PM	A 5.45PM	A10.10AM	A 9.35AM	A12.45AM		

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, 33, 34, 35 and 36, 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.

Time-Table No. 12 June 22, 1952		Mile Post	FIRST DIVISION						EASTWARD			
			FIRST CLASS						SECOND CLASS			
			36 Passenger	12 Passenger	30 Passenger	106 Streamliner Passenger	18 Passenger	34 Passenger	262 Time Freight	278 Stock Special	270 Time Freight	264 Time Freight
STATIONS												
DN-R	GRANGER YL GN	0.0		At 9.15AM		At 12.42PM	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	12.5		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		11.47 ²⁶³	9.18		5.40			4.30 ²⁵⁷
	NUCKET	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
	BANCROFT YL BN	161.8		5.32		9.58	6.42		1.45			12.35
DN	KINPORT	165.6		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
	INKOM KO	201.9	As 2.55AM	4.41	As 4.45AM	9.19	5.53	As 6.05PM	12.15PM	A 2.20PM	A 8.40PM	11.05
D	PORTNEUF	207.7		4.31	f 4.31	9.08	5.40	s 5.51	11.55AM	1.55	8.15	10.45
DN-R	POCATELLO YL HCA	213.9		4.19	4.24	9.02	5.34	5.43				

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, 33, 34, 35 and 36, and not less than fifteen minutes by second-class, extra trains and yard engines.

No. 30 stop daily, except Sunday, to exchange mail at Inkom.

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 Sidings, etc. See Rule 6(A), Page 23.	FIRST CLASS					Time-Table No. 12		Mile Post	FIRST CLASS					
	11	105	17	49	25	June 22, 1952			12	106	18	26	50	
	Passenger	Streamliner Passenger	Passenger	Mixed	Mail and Express	STATIONS			Passenger	Streamliner Passenger	Passenger	Mail and Express	Mixed	
	Daily	Daily	Daily	Daily	Daily									
COPTWYZ	11.05PM	5.55PM	10.35AM	3.40AM	12.55AM	DN-R	POCATELLO YL PO	213.9	A 3.40AM	A 8.45AM	A 5.05PM	A 9.15PM	A 11.00PM	
CS 153 P	11.17	6.06	10.47	3.55	1.07	10.4	MICHAUD	224.3	3.20	8.30	4.45	8.36	10.29	
118 P						5.8	BANNOCK	230.1						
145 PW	11.33	6.17	11.03	4.15	1.23	8.4	DN AMERICAN FALLS AF	238.5	3.06	8.19	4.31	8.20	10.10	
120 P						3.8	BORAH	242.3						
119 P	11.45	6.28	11.16	4.31	1.35	7.8	QUIGLEY	250.1	2.52	8.08	4.17	8.00	9.50	
119 PW				4.38		5.9	WAPI	256.0					9.42	
119 P	11.53PM	6.36	11.24	4.43	1.43	3.8	DEWOFF	259.8	2.43	8.00	4.08	7.50	9.36	
119 P						7.5	HAWLEY	267.3						
101 CPWY	12.08AM	6.47	11.48	5.05AM	1.58	5.1	DN MINIDOKA RT	272.4	2.30	7.49	3.55	7.35	9.20PM	
119 P						3.8	MAX	276.2						
119 P	12.19	6.58	11.59AM		2.10	8.1	ADELAIDE	284.3	2.10	7.37	3.38	7.09		
119 PW						4.7	KIMAMA	289.0				7.02		
119 P	12.29	7.08	12.09PM		2.23	6.7	SENER	295.7	1.58	7.27	3.28	6.49		
122 P						7.8	OWINZA	303.5						
119 P						5.8	BESSLEN	309.3						
116 P	12.45	7.22	12.24		2.44	4.6	DIETRICH	313.9	1.41	7.13	3.11	6.32		
WS 121-115COP ES 111-130 WY	1.00	7.32	12.40		3.10	7.6	DN SHOSHONE X	321.5	1.30	7.05	3.00	6.20		
118 P						9.3	TUNUPA	330.8						
117 PW	1.20	7.48	1.00		3.31	6.7	DN GOODING GD	337.5	12.55	6.47	2.37	5.52		
120 P						6.7	FULLER	344.2						
118 PWY	1.33	7.59	1.13		3.47	6.3	DN BLISS IS	350.5	12.38	6.36	2.22	5.35		
CS 120 PY						6.8	TICESKA	357.3						
CS 139 PWX	1.51	8.14	1.36		4.11	9.5	KING HILL	366.8	12.15	6.19	1.59	5.10		
COPTWYZ	2.05AM	8.25PM	1.50PM		4.30AM	7.0	DN-R GLENN'S FERRY YL	373.8	12.05AM	6.10AM	1.50PM	5.00PM		
						(159.9)			Daily	Daily	Daily	Daily	Daily	
(3.00)									(3.35)	(2.35)	(3.15)	(4.15)	(1.40)	
53.3									44.6	61.9	49.2	37.6	35.1	

WESTWARD				YELLOWSTONE BRANCH				EASTWARD							
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 12 June 22, 1952	Mile Post	FIRST CLASS		SECOND CLASS						
		477	491	31			35	32	36	492	478				
		Local Freight	Mixed									Passenger	Passenger	Mixed	Local Freight
		Daily Except Sunday	Daily Except Sunday									Daily	Daily		
STATIONS															
COPTWYZ	9.15AM	7.55AM	7.00AM	3.00AM	DN-R	IDAHO FALLS YL	0.0	A 2.30PM	A 11.55PM	A 2.00PM	A 7.00PM				
17 PY	9.25	A 8.05AM	7.06	3.06		ORVIN YL	3.0	2.13	11.38	1.50	5.45				
60 PW	9.40		7.14	3.12	D	UCON UN	7.6	2.05	11.30	1.40PM	5.35				
54 P	10.05		7.25	3.23	D	RIGBY RG	13.8	1.55	11.20	Via West Belt Branch	5.20				
36 W	10.20		7.31	3.29		LORENZO	18.1	1.48	11.12		4.40				
25 P	10.40		7.36	3.33		THORNTON	20.7	1.43	11.08		4.30				
67 P	11.10		7.46	3.43	D	REXBURG RX	26.0	1.35	11.00		4.10				
51 P	11.25		7.53	3.48	D	SUGAR CITY SC	29.8	1.28	10.51		3.10				
36 PY						HART	30.9								
110 PWY	11.40AM		8.05	4.00	D	ST. ANTHONY YL SH	36.8	1.18	10.40	A 10.50AM	2.40				
P						BELT YL	38.3			10.40AM					
43 P	12.05PM		8.15	4.08		CHESTER	42.8	1.07	10.27		1.55				
46 COPWY	A 12.30PM		8.35AM	4.45	DN-R	ASHTON YL HN	51.0	12.55PM	10.15		1.30PM				
						INGLING	52.5		9.56						
28 P				5.04		WARM RIVER	58.2		9.35						
22 P				5.33		GERRIT	66.9		9.07						
22				5.50		ECCLES	75.7		8.52						
15 P				6.00		ISLAND PARK	80.6		8.43						
26 P				6.13		TRUDE	85.4		8.34						
25 PWY				6.30		BIG SPRINGS	90.7		8.20						
22 PY				6.50		REAS PASS	97.2		7.55						
29 COPWY				7.30AM	D-R	WEST YELLOWSTONE YL	107.1		7.30PM						
						(107.1)		Daily	Daily	Daily Except Sunday	Daily Except Sunday				
	(3.15) 15.7	(0.10) 18.0	(1.35) 32.2	(4.30) 23.8	 Thru Time		(1.35) 32.2	(4.25) 24.2	(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. 12 June 22, 1952	Mile Post	FIRST CLASS		SECOND CLASS						
		481	47	48			482								
		Local Freight	Passenger					Passenger	Local Freight						
		Tuesday Thursday Saturday	Daily												
STATIONS															
46 COPWY	6.30AM		5.10AM		DN-R	ASHTON YL HN	0.0	A 9.55PM		A 12.30PM					
19	6.40		5.14			MARYSVILLE YL	1.8	9.45		12.15					
33	6.55		5.22			GRAINVILLE	6.0	9.37		12.01PM					
22 PW	7.10		5.28		D	DRUMMOND MD	8.6	9.32		11.50AM					
12	7.25		5.36			FRANCE	12.8	9.24		11.33					
33 P	7.35		5.44			LAMONT	15.8	9.18		11.23					
21	8.08		5.09			FELT	26.3	8.55		10.50					
22 PWY	8.23		6.20		D	TETONIA NA	30.3	8.47		10.35					
			6.25			DWIGHT	32.7	8.41							
31	8.42		6.37		D	DRIGGS DI	37.2	8.33		10.02					
19 PWY	A 9.05AM		7.00AM		D-R	VICTOR YL VR	45.6	8.15PM		9.30AM					
						(45.6)		Daily		Tuesday Thursday Saturday					
	(2.35) 17.6	(1.50) 24.9	 Thru Time				(1.40) 27.3	(3.00) 15.2							
			 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. 31 stop daily, except Sunday and holidays, to dispatch mail at Chester. For stations not shown on schedule pages.—See page 17.															

WESTWARD				MACKAY BRANCH				EASTWARD				WESTWARD EAST BELT BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 12 June 22, 1952	Mile Post	SECOND CLASS			Time-Table No. 12 June 22, 1952	Mile Post	SECOND CLASS			Time-Table No. 12 June 22, 1952	Mile Post	SECOND CLASS			
	421					410					491								
	Mixed					Mixed					Mixed								
	Daily Except Sunday					Daily Except Sunday					Daily Except Sunday								
STATIONS				STATIONS				STATIONS				STATIONS							
CPWY	8.15AM	7.30AM	DN-R	BLACKFOOT YL BF	0.0	A 2.20PM	A 3.55PM					17 PY	8.05AM	ORVIN	0.0				
				GARDNER JCT.	2.6							22	8.15	LINCOLN	2.3				
7	8.25	7.42		CLARKSON	4.3	2.00	3.42					P		LINCOLN JCT.	3.1				
31	8.30	7.47		MORELAND	5.7	1.55	3.37					46 P	8.27	IONA	5.7				
				THOMAS JCT.	5.9							21 PW	9.05	RIRIE RK	16.4				
P	8.35AM	7.51		ABERDEEN JCT. YL	7.1	1.45PM	3.33					11 P	9.18	BYRNE	21.4				
33 PW		8.24		TABER	20.1		3.00					11 P	9.30	JENSON	25.6				
35 PY		9.15		SCOVILLE	39.7		2.10					23 P	9.40	WALKER	28.2				
37 PWY		10.05	D	ARCO YL RO	59.1		1.20					40 P	9.52	PARKINSON	32.4				
21 P		10.27		MOORE	66.7		12.48					11 P	9.58	MOODY	34.3				
10		10.45		DARLINGTON	72.6		12.30					12 P	10.20	NEWDALE NE	38.1				
5		11.00		LESLIE	77.3		12.15PM					P	10.40AM	BELT YL	44.4				
68 PWY	A 11.25AM		D-R	MACKAY YL MY	85.3		11.50AM												
				(85.3)															
	(0.20) 21.3	(3.55) 21.7	 Thru Time			(0.35) 12.2	(4.05) 20.9	 Thru Time			(2.35) 17.2	 Thru Time			Average speed per hour				
			 Average speed per hour					 Average speed per hour				 Average speed per hour							

WESTWARD				ABERDEEN BRANCH				EASTWARD				WESTWARD WEST BELT BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 12 June 22, 1952	Mile Post	SECOND CLASS			Time-Table No. 12 June 22, 1952	Mile Post	SECOND CLASS			Time-Table No. 12 June 22, 1952	Mile Post	SECOND CLASS			
	421					422					492								
	Mixed					Mixed					Mixed								
	Daily Except Sunday					Daily Except Sunday					Daily Except Sunday								
STATIONS				STATIONS				STATIONS				STATIONS							
P	8.35AM		ABERDEEN JCT. YL	0.0	A 1.45PM				60 PW		D-R	UCON	UN	0.0	A 1.40PM				
32	8.48		ROCKFORD	4.3	1.30				22 P			LEWISVILLE		8.8	1.10				
17	8.53		LIBERTY	5.9	1.20				50 P		D	MENAN	MN	10.5	1.00				
32 P	9.13	D	PINGREE PG	10.2	12.58							ANNIS JCT.		11.5					
31 P	9.33		SPRINGFIELD	16.5	12.40				51 PW			PLANO		25.0	12.12				
17 P	9.50		STERLING	19.7	12.25PM				18			EDMONDS		26.7	12.05PM				
4			STRANG	23.6					11 P			EGIN		29.3	11.56AM				
8			FINGAL	26.0					32			HEMAN		31.6	11.46				
37 PWY	A 10.25AM	D-R	ABERDEEN YL BN	28.2	11.50AM				19 P			PARKER		33.5	11.40				
			(28.2)						110 PWY		D-R	ST. ANTHONY YL SH		38.7	11.15AM				
	(1.50) 15.4	 Thru Time			(1.55) 14.7	 Thru Time						(38.7)	 Thru Time			(2.25) 16.0			
		 Average speed per hour				 Average speed per hour							 Average speed per hour						

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

WESTWARD				KETCHUM BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 12			Mile Post	SECOND CLASS			
			441 Mixed	June 22, 1952				442 Mixed			
			Monday Wednesday Friday	STATIONS							
WS 121-115 COPWY ES 111-130			6.00AM	DN-R	SHOSHONE YL	X	0.0	12.45PM			
3			f		10.9 MARLEY		10.9	f			
39 PWY			s 6.35	D-R	4.4 RICHFIELD YL	FK	15.3	12.05PM			
29			f 6.50		6.4 PAGARI		21.7	11.45AM			
27			f 7.10		8.0 TIKURA		29.7	11.25			
59 PW			s 7.30	D	7.6 PICABO	XN	37.3	11.05			
6			f 7.40		4.5 HAY		41.8	10.50			
10			f 7.45		2.5 GANNETT		44.3	10.45			
30			s 8.05		7.8 BELLEVUE		52.1	10.25			
17 W			s 8.16	D	5.1 HAILEY	RI	57.2	10.05			
12			f 8.22		2.8 BARITE		60.0	9.52			
13			f 8.40		7.6 TRIUMPH		67.6	9.35			
30 WY			A 8.45AM	D-R	1.8 KETCHUM YL	KU	69.4	9.30AM			
					(69.4)			Monday Wednesday Friday			
(2.45) 25.2				Thru Time.....Average speed per hour.....				(3.15) 21.4			

WESTWARD				HILL CITY BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.				Time-Table No. 12			Mile Post				
				June 22, 1952							
				STATIONS							
39 PWY				D-R	4.5 RICHFIELD YL	FK	0.0				
10					4.9 RAWSON		4.5				
31					12.1 BURMAH		9.4				
42 P					9.7 MAGIC		21.5				
32					2.8 MACON		31.2				
32 P					2.8 BLAINE		34.0				
7					2.9 RANDS		36.8				
17					4.1 SELBY		39.7				
42 PW				D	7.9 FAIRFIELD	FD	43.8				
32					6.1 CORRAL		51.7				
50 WY				R	HILL CITY YL		57.8				
					(57.8)						

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

WESTWARD				HOMESTEAD BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.				Time-Table No. 12				Mile Post			
				June 22, 1952							
				STATIONS							
P				BLAKES JCT.				0.0			
34	PT			D-R ROBINETTE YL RQ				32.9			
				(32.9)							

WESTWARD				HOMEDALE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.				Time-Table No. 12				Mile Post			
				June 22, 1952							
				STATIONS							
168	PWY			DN-R	NYSSA YL	SY	0.0				
19					OVERSTREET		8.1				
20					ADRIAN		10.6				
32					NAPTON		16.9				
62	PWY			D	HOMEDALE	HR	24.4				
19					CLAYTONIA		31.0				
19	OPY			D-R	MARSING YL	MR	33.1				
				(33.1)							

WESTWARD				PAYETTE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 12				Mile Post	SECOND CLASS		
	483 Mixed Daily Except Sunday			June 22, 1952					484 Mixed		
				STATIONS							
92	OPW	7.00AM		DN-R	PAYETTE YL	AY	0.0	A 2.45PM			
18		f 7.10			EIFFIE		3.9	f 2.30			
27	P	s 7.30		D	FRUITLAND	FU	5.1	s 2.25			
19		f 7.40			BUCKINGHAM		6.8	f 2.06			
30	P	s 8.00		D	NEW PLYMOUTH	NP	11.1	s 1.55			
11		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				WILDER BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.				Time-Table No. 12				Mile Post			
				June 22, 1952							
				STATIONS							
204	PW			DN-R	CALDWELL YL	CW	0.0				
40					SIMPLT YL		2.5				
21					WEITZ YL		3.7				
26					DOLES YL		5.1				
13					ALLENDALE		9.7				
43					WILDER YL	WR	11.5				
				(11.5)							

WESTWARD				STODDARD BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.				Time-Table No. 12				Mile Post			
				June 22, 1952							
				STATIONS							
OPTWYZ				DN-R	NAMPA YL	AU-Q	0.0				
17					DEAL		4.4				
44					BOWMONT		8.9				
28					MELBA		14.6				
54					STODDARD		17.1				
				END OF TRACK				20.0			
				(20.0)							

WESTWARD				BOISE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.				Time-Table No. 12				Mile Post			
				June 22, 1952							
				STATIONS							
P				BOISE JCT.				0.0			
22				FAIR GROUNDS YL				1.1			
	PTWZ			D-R	BOISE FREIGHT YL	BD	3.2				
				BARBER				8.4			
				(8.4)							

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

Westward IDAHO NORTHERN BRANCH Eastward				
Car Capacity of Sidings, etc., See Rule 6(A), Page 23.	SECOND CLASS 485 Mixed Daily Except Sunday	Time-Table No. 12 June 22, 1952	Mile Post	SECOND CLASS 486 Mixed
STATIONS				
OPTWYZ	8.30AM	DN-R NAMPA YL AU-Q	0.0	A 2.35PM
		IDA. NOR. JCT. YL	0.7	
49	f 8.40	FISCHER	2.4	2.25
14	s 9.00	MIDDLETON	9.3	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
32 OPWY	A 6.15PM	D-R McCALL YL NE	132.8	7.00AM
		(132.8)		Daily Except Sunday
(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. 12			Mile Post	
	June 22, 1952				
	STATIONS				
107 OP		DN-R	WEISER YL	SR	0.0
130 TWY			6.0		
12			REBECCA		6.0
48			13.1		
			CONCRETE		19.1
23 P		D	12.7		
			MIDVALE	MI	31.8
35 P		D	8.7		
			CAMBRIDGE	RA	40.5
3 W			9.3		
			GOODRICH		49.8
12			6.8		
			MESA		56.6
59 OPWY		D-R	3.6		
			COUNCIL YL	CN	60.2
7			1.4		
			HOOVER YL		61.6
6			10.4		
			GLENDAL		72.0
15			8.0		
			WOODLAND		80.0
43			4.1		
			RUBICON YL		84.1
			5.6		
45 PWY		D-R		DS	
			NEW MEADOWS YL		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. 12 June 22, 1952	Mile Post	SECOND CLASS 460 Mixed
STATIONS				
ES 170 COP	1.00PM	DN-R ONTARIO YL ON	0.0	A 4.00PM
WS 252 WY	f 1.10	MALHEUR JCT. YL	1.9	3.40
PY	f 1.15	CAIRO	3.7	f 3.35
14	f 1.25	LUSE	6.9	f 3.25
38	f 1.35	MALLETT	10.0	f 3.15
24	s 1.55	D-R VALE YL VA	15.5	s 3.00
134 PWY	f 2.20	HOPE	23.5	f 2.20
46	f 2.50	LITTLE VALLEY	34.8	f 1.50
52	s 3.15	HARPER	42.0	s 1.25
53 P	f 3.40	NAMORF	51.2	f 12.55
50	f 4.07	JONESBORO	62.2	f 12.28PM
27	s 4.40	D JUNTURA JN	73.6	s 11.50AM
53 PWY	f 5.25	LONG	86.6	f 11.10
50	s 5.50	RIVERSIDE	92.7	s 10.50
49 PW	f 6.15	DUNNEAN	102.8	f 10.25
31	f 6.40	VENATOR	110.2	f 10.05
30 PW	f 7.00	CIRCLE BAR	117.9	f 9.45
30	s 7.30	CRANE	126.6	s 9.15
31 PW	f 8.20	REDESS	143.5	f 8.32
31	A 9.00PM	D-R BURNS YL BR	156.8	8.00AM
23 OP WYZ				Daily Except Sunday
	(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. 12			
		June 22, 1952		Mile Post	
		STATIONS			
134 PWY		D-R	VALE YL VA	0.0	
29			JAMIESON 17.3	17.3	
31 PWY			BROGAN YL 6.0	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
First Subdivision				Ketchum Branch			
Leefe.....	64.8	Spur 2.4 Mi. PY	Both	Priest.....(6).....	33.9	{ 7	East
Onyx.....	197.5	13 P	West	Gimlet.....(6).....	63.2	32	West
Inkom Ballast Quarry.....	202.9	140 P	East	Homestead Branch			
Second Subdivision				Home.....	14.0	4 P	East
Don.....	219.6	{ 43 PX	Both	Mineral.....	15.3	10 W	East
Schiller.....	226.5	11 P	Both	Still.....	16.2	2	East
Coates.....	369.5	8 P	West	Sturgill.....	27.1	15	East
Sand Bank.....	370.9	42 PX	Both	Payette Branch			
Third Subdivision				Ingard.....	3.3	8	Both
Hillcrest.....	B-445.1	14 P	Both	Falks.....(7).....	17.2	5	East
Apple Valley.....	485.9	26	Both	Little Rock.....	18.9	9	Both
Arcadia.....	491.7	45 P	Both	Wilder Branch			
Washoe Spur.....	500.9	32	West	Greenleaf.....	7.0	9	West
Wood.....	506.2	10	Both	Stoddard Branch			
Feltham.....	512.7	23	Both	Westma.....	11.6	9	East
Fourth Subdivision				Boise Branch			
Chubbuck.....	138.2	36	Both	Penitentiary Spur.....	5.0	10	East
Kimball.....	166.6	17	Both	Vernon.....	6.3	10	West
Mitchell.....	176.9	17	Both	Idaho Northern Branch			
Red Rock.....(1).....	302.8	25 W	Both	Maddens.....(8).....	6.1	5	East
Rock.....	314.6	62	Both	Amsco.....	13.6	12	Both
Dalys.....(1).....	316.4	14 P	Both	Bramwell.....(8).....	22.2	5	East
Glen.....(1).....	347.8	8	West	Black Canyon.....(8).....	33.0	5	East
Lavon.....(1).....	351.7	None	None	Archabal.....(8).....	127.4	9	Both
Maiden Rock.....(1).....	366.0	{ 12	Both	Oregon Eastern Branch			
Goshen Branch				Lawen.....(9).....	138.4	3	East
Cox.....	9.2	11	West	New Meadows Branch			
Ammon.....	18.1	30	West	Presley.....	11.7	9	Both
Wilkinson.....	21.0	3	West	Diamond.....	26.7	4 W	West
Yellowstone Branch				Fruitvale.....	66.5	3	Both
St. Leon.....	3.7	16	East	Tamarack.....	81.9	29	Both
Mark.....	22.2	24	Both	Brogan Branch			
Jolley.....	27.6	10	Both	Lancaster.....	11.4	20	East
Pineview.....	72.5	5 P	Both	(1) Flag stop for Nos. 29-30.			
Teton Valley Branch				(2) Flag stop for Nos. 31-32.			
Judkins.....(2).....	22.3	{ 6	East	(3) Flag stop for Nos. 409-410.			
Fox Creek.....(2).....	42.3	{ 6	Both	(4) Flag stop for No. 492.			
Mackay Branch				(5) Flag stop for Nos. 439-440.			
Collins.....(3).....	2.1	10	West	(6) Flag stop for Nos. 441-442.			
Aiken.....(3).....	3.8	{ 10	Both	(7) Flag stop for Nos. 483-484.			
Cerro Grande.....(3).....	35.5	None	East	(8) Flag stop for Nos. 485-486.			
West Belt Branch				(9) Flag stop for Nos. 459-460.			
Coltman.....(4).....	2.8	19 P	East	CONDITIONAL STOPS TO DISCHARGE OR PICK UP			
Grant.....(4).....	4.8	18 P	East	REVENUE PASSENGERS			
Barlow.....	7.0	17	East	Train	At	Discharge Passengers From	Pick up Passengers Destined To
Midway.....	9.4	{ 31	Both	12	Any station First Sub- division.	Pocatello or beyond.	Green River or beyond.
Pyke.....(4).....	35.3	5	West	17	Any station First Sub- division.	Green River or beyond.	Pocatello or beyond.
East Belt Branch				17	Any station Second and Third Subdivi- sions.	Ogden, Cheyenne or beyond.	Pendleton or beyond.
Gale Spur.....	27.5	10	East	18	Any station First Sub- division.	Pendleton or beyond.	Cheyenne or beyond.
Twin Falls Branch				18	Any station Second and Third Subdivi- sions.	Pendleton or beyond.	Ogden, Cheyenne or beyond.
Amalga.....	17.3	12	West	105	Minidoka, Gooding, Caldwell, Nyssa, Ontario, Payette, Weiser.	Omaha or beyond.	Portland or beyond.
Stowe.....	52.1	12	West	106	Weiser, Payette, Ontario, Nyssa, Caldwell, Gooding, Minidoka.	Portland or beyond.	Omaha or beyond.
North Side Branch							
Travers.....	3.5	18	Both				
Black.....	26.9	28	Both				
Hunt.....	31.5	8	Both				
Sugar Loaf.....	38.3	12	Both				
Barrymore.....	42.6	10	Both				
Haytown.....	44.7	4	Both				
Hydra.....	45.8	7	Both				
Appleton.....	52.9	12	Both				
King.....	58.1	17	Both				
Raft River Branch							
Evans.....	4.7	{ 5	East				
Wells Branch							
Knull.....(5).....	5.6	7	Both				
Godwin.....(5).....	7.0	8	Both				
Amsterdam.....(5).....	23.2	9	West				

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 water cars converted from Vanderbilt (round) type tender, on branch lines			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	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20
1500 class Diesel-electric road freight locomotives.	50	50	50	Passing fueling stations— On main lines.	50	40	25
Diesel-electric freight and road switch locomotives.	65	65	50	On branch lines.		30	15
Diesel-electric yard switch locomotives in road service.	35	35	35	When using cross-overs and turn-outs: 9000 class engines; Forward movement.		10	10
Steam engines running backward.	20	20	20	Back-up movement.		6	6
7000-7800 class engines.		70	50	All other class engines, except when using No. 14 cross-overs or turn-outs; Forward movement.	15	15	15
MacArthur type engines with 63-inch drivers.		55	50	Back-up movement.	10	10	10
MacArthur type engines with 57-inch drivers.		35	35	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement.	20	20	20
3900 class engines.		65	50	Over spring switches, where movement is over facing point switch, except as Reverse.	20	20	20
3800 class engines.		60	50	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
4000, 9000 and 2-10-2 type engines.		50	50	On wye tracks.	6	6	6
Consolidation type engines.		35	35	Through tunnels, branch lines.		10	10
Mallet type engines, 3500 to 3599, incl., and 3670 to 3674, incl.		35	35	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line.			25
0-6-0 and 0-8-0 type yard engines.		20	20	On branch lines.			15
Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40	(Slower speed must be observed where conditions require.)			

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	Alexander Between M.P. 152.1 and 152.4.	60	50	40
Granger Between M.P. 3.4 and 3.7.	70	60	50	Between M.P. 87.4 and 87.7.	60	50	40	Bancroft Over streets and alleys.	25	25	25
Moxa Between M.P. 12.2 and 12.3.	70	60	50	Border Between M.P. 92.9 and 93.1.	60	50	40	Between M.P. 164.2 and 164.6.	70	60	50
Hassett Between M.P. 14.4. and 14.6.	70	60	50	Between M.P. 96.5 and 96.9.	70	60	50	Kinport Between M.P. 167.5 and 168.1.	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	Between M.P. 168.9 and 169.3.	60	50	40
Between M.P. 18.2 and 18.3.	60	50	40	Between M.P. 99.5 and 99.7.	70	60	50	Pebble Between M.P. 171.2 and 171.7.	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	Between M.P. 171.9 and 174.8.	70	60	50
Between M.P. 23.6 and 23.8.	70	60	50	Harer Between M.P. 105.2 and 105.4.	70	60	50	Broxon Between M.P. 176.4 and 176.7.	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	Blaser Between M.P. 177.4 and 178.5.	60	50	40
Between M.P. 31.3 and 32.3.	50	40	30	Between M.P. 125.0 and 125.3.	70	60	50	M.P. 179.0 to 180.0 (Westward).	45	35	20
Between M.P. 33.0 and 33.1.	70	60	50	Between M.P. 125.8 and 126.8.	60	50	40	M.P. 180.0 to 179.0 (Eastward).	50	40	25
Waterfall Between M.P. 34.6 and 34.8.	60	50	40	Georgetown Between M.P. 127.6 and 127.9.	70	60	50	Lava Hot Springs Between M.P. 180.1 and 181.6.	70	60	50
Between M.P. 35.5 and 38.8.	50	40	25	Between M.P. 128.2 and 128.6.	60	50	40	Between M.P. 181.8 and 183.1.	60	50	40
Kemmerer 7000 and heavier type engines, turntable lead. Passing coal chute.	30	30	5	Between M.P. 129.5 and 130.0.	60	50	40	Between M.P. 183.2 and 184.8.	70	60	50
Between M.P. 43.2 and 44.0, watch for rocks.	25	20	20	Between M.P. 131.6 and 132.2.	70	60	50	Topaz Between M.P. 185.5 and 185.7.	70	60	50
Between M.P. 44.0 and 49.2.	50	40	30	Cavanaugh Between M.P. 135.5 and 135.7.	70	60	50	Between M.P. 186.0 and 187.3.	50	40	30
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. 187.5 and 187.9.	60	50	40
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. 188.2 and 190.2.	70	60	50
Nugget Between M.P. 58.0 and 59.6.	70	60	50	Between M.P. 142.4 and 143.4.	70	60	50	McCammon Between M.P. 192.4 and 192.6.	60	50	40
Orr Between M.P. 60.8 and 61.2.	70	60	50	Between M.P. 143.7 and 143.9.	60	50	40	Between M.P. 195.0 and 195.4.	60	50	40
Sage Between M.P. 63.6 and 65.4.	60	50	40	Between M.P. 144.5 and 145.3.	60	50	40	Onyx Between M.P. 197.7 and 200.3.	70	60	50
Between M.P. 66.5 and 68.2.	70	60	50	Soda Springs Over streets and alleys.	30	30	30	Between M.P. 200.3 and 201.1.	60	50	40
				Between M.P. 148.0 and 148.3.	70	60	50	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

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
On enginehouse lead and tracks.			6	Adelaide Between M.P. 285.8 and 286.2.	70	60	50	Between M.P. 360.2 and 360.8.	60	50	40
American Falls Between M.P. 238.0 and 239.4.	70	60	50	Dietrich M.P. 316.3 to 315.7 (Eastward).	70	60	50	Between M.P. 360.8 and 365.8.	70	60	50
Bridge 239.75.	40	25	25	Shoshone Over Greenwood Street.	15	15	15	King Hill Between M.P. 367.5 and 368.2.	70	60	50
Between M.P. 240.0 and 240.3.	40	40	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. 240.4 and 241.3.	70	60	50	Between M.P. 323.2 and 323.8.	70	60	50	Sand Bank Engines using west switch to Sand Bank set-out track.			5
Borah Between M.P. 244.5 and 244.8.	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
Wapi Between M.P. 258.8 and 259.2.	70	60	50	Gooding Over streets and alleys.	30	30	30	Between M.P. 373.3 and 373.8.	20	20	20
				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 Between M.P. 328.6 and 329.2.	35	25
Between Idaho Falls and Silver Bow.	60	40	Dubois Between M.P. 236.0 and 236.6.	35	25	Bond Between M.P. 337.0 and 337.2.	50	40
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	Apex Between M.P. 341.1 and 341.4.	50	40
Pocatello Within platform limits of passenger depot.	6	6	Between M.P. 239.0 and 239.2.	50	40	Between M.P. 342.7 and 346.3.	35	25
Chubbuck Between M.P. 139.9 and 140.2.	60	50	Highbridge Between M.P. 244.5 and 246.6.	40	30	Glen Between M.P. 347.9 and 348.2.	40	30
Tyhee Between M.P. 142.3 and 142.5.	50	40	Spencer Between M.P. 248.5 and 248.9.	45	35	Navy Between M.P. 351.0 and 354.4.	35	25
Between M.P. 143.4 and 143.5.	50	40	Between M.P. 249.5 and 249.6.	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. 251.0 and 251.4.	40	30	Melrose Between M.P. 361.8 and 366.4, watch for rocks.	25	20
Blackfoot Over streets and alleys.	20	20	Between M.P. 252.7 and 257.5.	25	20	Maiden Rock Between M.P. 366.4 and 366.6.	20	20
Wapello Between M.P. 166.8 and 167.0.	60	50	Humphrey Between M.P. 258.2 and 258.4.	35	25	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. 258.6 and 259.2.	45	35	Between M.P. 366.7 and 367.8.	35	25
Shelley Over streets and alleys.	30	30	Between M.P. 262.9 and 267.6.	35	25	Between M.P. 367.8 and 368.2.	30	20
Idaho Falls Over streets and alleys.	12	12	Between M.P. 269.7 and 269.9.	40	30	Divide Between M.P. 373.5 and 374.6.	40	30
Between M.P. 185.5 and 185.9.	15	5	Between M.P. 271.0 and 271.7.	40	30	Woodin Between M.P. 375.2 and 377.8.	35	25
Between M.P. 187.4 and 188.7.	40	30	Snowline Between M.P. 277.4 and 278.5.	35	25	Between M.P. 379.0 and 381.1.	35	25
Between M.P. 190.7 and 190.9.	45	35	Lima Over Center Street east of depot.	20	15	Feely Between M.P. 382.4 and 383.9.	25	20
Roberts Between M.P. 205.5 and 206.2.	50	40	Westward within yard limits.	25	15	Between M.P. 384.5 and 385.2.	35	25
Tenno Between M.P. 208.4 and 210.1.	50	40	Armstead Between M.P. 307.7 and 308.0.	50	40	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. 308.9 and 310.2.	35	25	Between M.P. 389.9 and 390.2.	20	20
			Between M.P. 310.4 and 310.6.	25	20	Silver Bow On interchange tracks beyond N. P. crossing, with 3500, 3600, 5000 and 7000 class engines.	5	5
			Between M.P. 311.0 and 311.8.	45	35			
			Grayling Between M.P. 316.0 and 316.5, watch for rocks.	25	20			
			Dalys Between M.P. 316.5 and 318.7.	35	25			
BRANCHES								
Kemmerer Branch. Maximum speed.		15	Blazon Branch. Maximum speed.		15	Leefe Spur. Maximum speed.		15
Cumberland Branch. Maximum speed.		15	Grace Branch. Maximum speed.		20	Gay Branch. Maximum speed.		25
Glencoe Branch. Maximum speed.		15	Bridge 5.33 with MacArthur type engines.		10			
Elkol Branch Maximum speed.		15	Conda Branch. Maximum speed.		15	Between M.P. 3.0 and Gay.		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	Annis Branch Maximum speed.		15	Bellevue, over streets and alleys.	12	12
Between M.P. 60.0 and Mackay.		20	Teton Valley Branch Maximum speed.	35	25	Between Hailey and Ketchum, over truss bridges.	15	15
Mackay On curve on low line smelter.		6	Bridges 4.48, 6.96 and 19.97.	12	12	Between M.P. 63.1 and 64.6.	30	20
Gardner Branch Maximum speed.		15	Between M.P. 19.1 and 19.4.	15	15	Hill City Branch Maximum speed.		25
Thomas Branch Maximum speed.		15	Between M.P. 25.0 and 25.4.	15	15	Over trestles 21.6 and 23.40 with snow plows.		15
Aberdeen Branch Maximum speed.		25	Twin Falls Branch Maximum speed.	50	40	Boise Branch Between Boise Jet. and Boise Freight.		25
Goshen Branch Maximum speed.		25	3500 and 3800 class engines.	30	30	Between Boise Freight and Barber.		15
Light MacArthur type engines.		20	Bridge 20.18.	25	25	Stoddard Branch Maximum speed.		15
Yellowstone Branch Between Idaho Falls and Ashton.	50	35	Rupert, on west leg of wye.	10	10	Idaho Northern Branch Maximum speed.		30
Between Idaho Falls and Ashton with MacArthur type engines.	40	30	Rupert, over streets and alleys.	12	12	Between Jenness and Bramwell.		20
Between Ashton and Gerrit, watch for rocks.	35	25	Burley, within city limits.	20	20	Trains handling high cars between Jenness and Bramwell.		12
Between Gerrit and Big Springs	50	35	Burley, over street crossings.	12	12	Between Plaza and Banks. Watch for rocks between Black Canyon and Banks.		25
Between Big Springs and West Yellowstone, watch for rocks.	35	25	McMillan, on tracks leading to sugar factory, with 3500 and 3800 class engines.	10	10	Banks, westward around curve east of east passing track switch, to east switch.		5
Rexburg, Sugar City and St. Anthony, over streets and alleys.	20	20	Buhl, on mill and elevator track with MacArthur type engines.		5	Between Banks and Smiths Ferry, watch for rocks.		15
St. Anthony, over highway crossing just west of depot.	8	8	North Side Branch Maximum speed.		30	Trains handling logs or high cars between Banks and M.P. 81.0.		12
Between M.P. 55.4 and 55.6.	20	15	Heavy MacArthur type engines.		15	Between Smiths Ferry and Cabarton, watch for rocks.		20
Between M.P. 59.4 and 66.0.	20	15	Between M.P. 30.0 and 30.5.		20	M.P. 31.4.		20
Between M.P. 72.9 and 73.3.	35	25	Raft River Branch Maximum speed.		20	Between M.P. 33.0 and 35.4.		10
Between M.P. 74.0 and 74.3.	30	25	Burley, within city limits.		20	Bridge 36.61.		20
Between M.P. 85.2 and 85.5.	35	25	Burley, over street crossings.		12	Between M.P. 99.6 and 113.6 on curves.		20
Between M.P. 86.4 and 87.0.	20	15	Oakley Branch Maximum speed.		25	Between M.P. 128.2 and 128.5.		15
Between M.P. 92.0 and 95.0.	20	15	Light MacArthur type engines.		20	McCall, over street crossings.		10
Between M.P. 100.0 and 101.0.	20	15	Burley, within city limits.		20	Wilder Branch Maximum speed.		15
East Belt Branch Maximum speed.		25	Burley, over street crossings.		12	Homedale Branch Maximum speed.		25
Light MacArthur type engines between Lincoln Jet. and Orvin.		20	Wells Branch Maximum speed.		30	Oregon Eastern Branch Maximum speed.		25
Truss bridges.		15	Between M.P. 31.0 and 36.2.		25	Hope Between M.P. 29.5 and 33.5, watch for rocks.		20
West Belt Branch Maximum speed.		25	Between M.P. 45.8 and 53.3.		25	Little Valley Between M.P. 36.5 and 37.6, watch for rocks.		20
Truss bridges.		15	Between M.P. 69.6 and 71.6.		25			
			Between M.P. 91.2 and 91.5.		25			
			Between Herrell and Melandco.		20			
			Wells yard.		15			
			Ketchum Branch Maximum speed.	40	30			
			Bridge 16.04 with MacArthur type engines.	15	15			

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 Maximum speed.		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 Jct., 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))						Standard clocks are located as shown below:											
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.						Kemmerer.....Telegraph Office Montpelier.....Engineers' Register Room Montpelier.....Telegraph Office Blackfoot.....Telegraph Office Idaho Falls.....Telegraph Office Idaho Falls.....Yard Office Idaho Falls.....Enginemen's Register Room Lima.....Telegraph Office Silver Bow.....Telegraph Office Ashton.....Telegraph Office West Yellowstone.....Telegraph Office Pocatello.....Train Dispatcher's Office Pocatello.....Passenger Conductors' Register Room, Passenger Station Pocatello.....Yard Telegraph Office Pocatello.....Switchmen's Locker Room Pocatello.....Engine Crew Dispatcher's Office Pocatello.....Train Crew Dispatcher's Office Pocatello.....West End Yardmaster's Office Pocatello.....Tower Locker Room Minidoka.....Telegraph Office Shoshone.....Telegraph Office Glenns Ferry.....Telegraph Office Glenns Ferry.....Roundhouse Register Room Glenns Ferry.....Yard Office Nampa.....Telegraph Office						Nampa.....Central Yard Switch Shanty Nampa.....Roundhouse Office Nampa.....Train Dispatcher's Office Nampa.....East End Switch Shanty Nampa.....West End Switch Shanty Nyssa.....Telegraph Office Marsing.....Telegraph Office Ontario.....Telegraph Office Payette.....Telegraph Office Weiser.....Telegraph Office Boise Freight.....Yard Telegraph Office Boise Freight.....Roundhouse Office Jerome.....Telegraph Office Wells.....Telegraph Office Ketchum.....Telegraph Office Emmett.....Telegraph Office Banks.....Telegraph Office McCall.....Telegraph Office Burns.....Telegraph Office Council.....Telegraph Office Rupert.....Telegraph Office Twin Falls.....Telegraph Office Twin Falls.....Freight Office Buhl.....Telegraph Office Huntington.....Yard Office Huntington.....Telegraph Office					
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.											
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"	\$7.8	52"	69.2	1' 3"	57.1	1' 20"	45.	2' 45"	21.8						
31"	116.1	42"	\$5.7	53"	67.9	1' 4"	56.2	1' 25"	42.3	3'	20.						
32"	112.5	43"	\$3.7	54"	66.6	1' 5"	55.3	1' 30"	40.	3' 30"	17.1						
33"	109.1	44"	\$1.8	55"	65.4	1' 6"	54.5	1' 35"	37.9	4'	15.						
34"	105.9	45"	\$0.	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.								