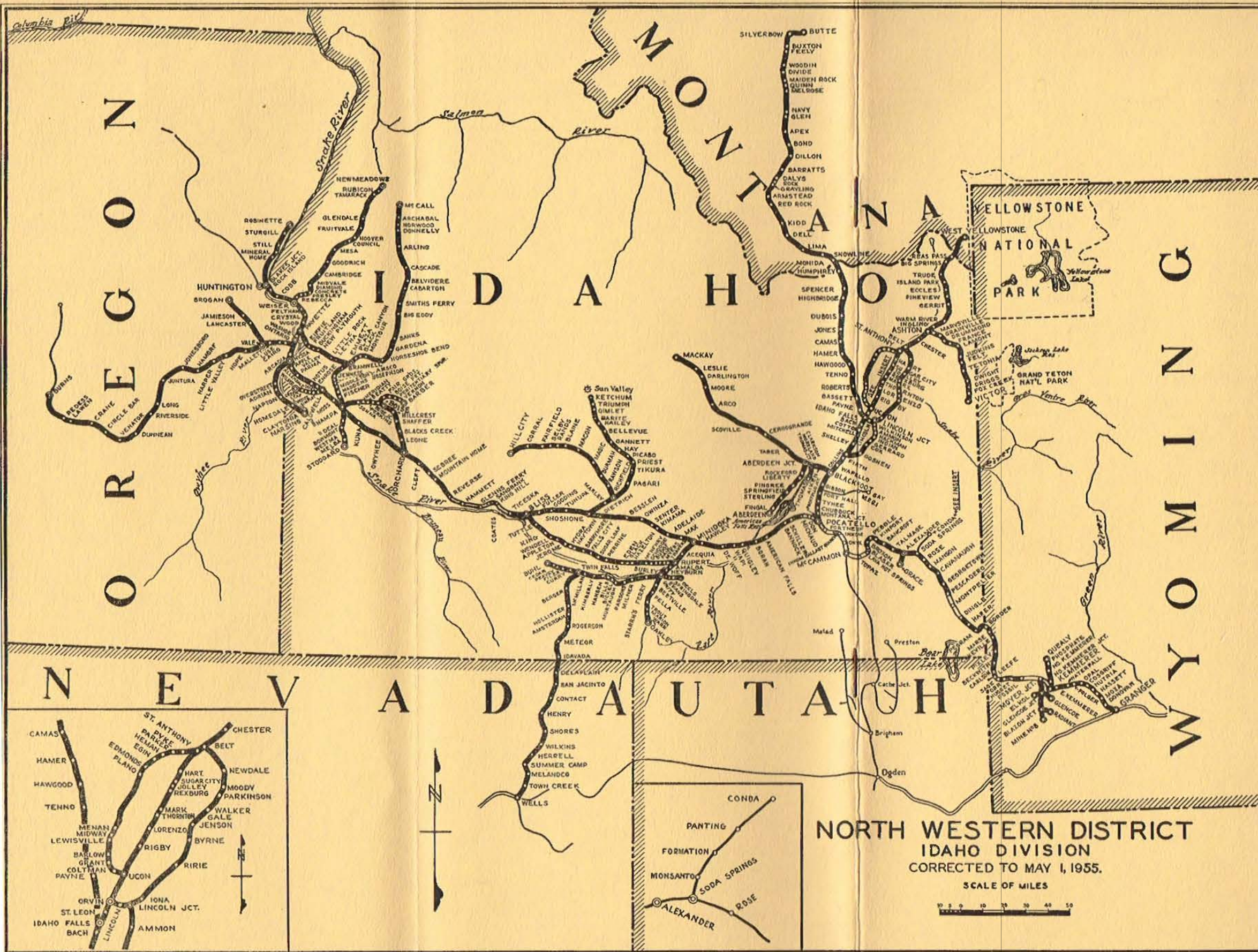




UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



IDAHO DIVISION

TIME-TABLE
No. 20

Effective Monday
June 20, 1955
At 12:01 A.M. Mountain Time

Careful Handling
Prevents Damage

FOR EMPLOYEES ONLY

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

A. McALLISTER
General Manager

D. F. WENGERT
General Superintendent

C. H. Burnett, Superintendent.....Pocatello, Ida.
H. J. Bailey, Assistant Superintendent.....Pocatello, Ida.
L. E. Mangum, Assistant Superintendent.....Nampa, Ida.
R. B. Hardin, Terminal Superintendent.....Pocatello, Ida.
R. D. Wright, Assistant Terminal Superintendent.....Pocatello, Ida.
G. L. Jensen, Trainmaster.....Nampa, Ida.
J. B. Shaw, Road Foreman of Engines.....Nampa, Ida.
J. F. Fehrenbacher, Trainmaster.....Pocatello, Ida.
E. L. Chantry, Trainmaster.....Pocatello, Ida.
H. G. Baker, Trainmaster.....Pocatello, Ida.
A. R. Nelson, Master Mechanic.....Pocatello, Ida.
V. L. Orr, 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.
J. J. Kutzman, Safety Representative.....Pocatello, Ida.

H. E. SHUMWAY
General Supt. Transportation

First, Second and Fourth Subdivisions and Branches

W. H. Powers, 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.
L. V. 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
R. R. Merrell.....	District Surgeon.....	Pocatello, Ida.	Simeon Hopper.....	Surgeon.....	Hazelton, Ida.
E. K. Gorton.....	Asst. to District Surgeon.....	Pocatello, Ida.	R. George Wolff.....	Surgeon.....	Homedale, Ida.
Richard G. Crandall.....	Surgeon.....	Pocatello, Ida.	Newell H. Battles.....	Oculist and Aurist.....	Idaho Falls, Ida.
R. D. Benidict.....	Surgeon.....	Pocatello, Ida.	Harvey E. Guyett.....	Surgeon.....	Idaho Falls, Ida.
Blaine B. Jorgensen.....	Surgeon.....	Pocatello, Ida.	Milton T. Rees.....	Surgeon.....	Idaho Falls, Ida.
K. A. MacInnes.....	Surgeon.....	Pocatello, Ida.	Fred E. Wallber.....	Oculist and Aurist.....	Idaho Falls, Ida.
J. P. Merkley.....	Physician.....	Pocatello, Ida.	W. C. Smail.....	Surgeon.....	Jerome, Ida.
C. W. Pond.....	Oculist and Aurist.....	Pocatello, Ida.	F. F. Young.....	Surgeon.....	Kemmerer, Wyo.
Merrill J. Sharp.....	Surgeon.....	Pocatello, Ida.	David E. Harris.....	Surgeon.....	Lava Hot Springs, Ida.
Eugene V. Simison.....	Oculist and Aurist.....	Pocatello, Ida.	J. H. Stewart.....	Surgeon.....	McCall, Ida.
H. Henry Rock.....	Surgeon.....	Aberdeen, Ida.	Carl D. Lusty.....	Surgeon.....	Meridian, Ida.
Frank L. Harms.....	Surgeon.....	American Falls, Ida.	Robert H. Burgoyne.....	Surgeon.....	Montpelier, Ida.
Ivan R. Egbert.....	Surgeon.....	Arco, Ida.	R. B. Lindsay.....	Surgeon.....	Montpelier, Ida.
Ralph G. Goates.....	Surgeon.....	Blackfoot, Ida.	Malone W. Koelsch.....	Surgeon.....	Mountain Home, Ida.
Norman G. Hedemark.....	Oculist.....	Boise, Ida.	Ernest D. Hunsaker.....	Oculist and Aurist.....	Nampa, Ida.
A. Curtis Jones, Jr.....	Ear, Nose, Throat.....	Boise, Ida.	Frederick D. Koehne.....	Surgeon.....	Nampa, Ida.
A. C. Jones, Sr.....	Oculist.....	Boise, Ida.	John R. Mangum.....	Surgeon.....	Nampa, Ida.
William A. Koelsch.....	Surgeon.....	Boise, Ida.	Thomas E. Mangum, Jr.....	Surgeon.....	Nampa, Ida.
Roy L. Peterson.....	Ear, Nose, Throat.....	Boise, Ida.	G. O. Cross.....	Surgeon.....	Nampa, Ida.
Warren D. Springer.....	Surgeon.....	Boise, Ida.	K. E. Kerby.....	Surgeon.....	Nyssa, Ore.
Vern H. Anderson.....	Surgeon.....	Buhl, Ida.	Wilfred N. Sanders.....	Surgeon.....	Ontario, Ore.
John W. Davis.....	Surgeon.....	Burley, Ida.	W. S. Kotas.....	Surgeon.....	Payette, Ida.
Chas. A. Terhune.....	Surgeon.....	Burley, Ida.	Ira R. Woodward, Jr.....	Surgeon.....	Payette, Ida.
John H. Weare.....	Surgeon.....	Burns, Ore.	Murland F. Rigby.....	Surgeon.....	Rexburg, Ida.
Harvey L. Casebeer.....	Oculist and Aurist.....	Butte, Mont.	A. C. Truxal.....	Surgeon.....	Rexburg, Ida.
Richard C. Monahan.....	Surgeon.....	Butte, Mont.	Aldon Tall.....	Surgeon.....	Rigby, Ida.
John V. Plett.....	Oculist and Aurist.....	Butte, Mont.	Otto A. Moellmer.....	Surgeon.....	Rupert, Ida.
Lester Shupe.....	Surgeon.....	Caldwell, Ida.	Emory L. Soule.....	Surgeon.....	St. Anthony, Ida.
Robert T. Whiteman.....	Surgeon.....	Cambridge, Ida.	Royal G. Neher.....	Surgeon.....	Shoshone, Ida.
J. F. Moser.....	Surgeon.....	Cascade, Ida.	Allen H. Tigert.....	Surgeon.....	Soda Springs, Ida.
John A. Edwards.....	Surgeon.....	Council, Ida.	Russell Tigert, Jr.....	Surgeon.....	Soda Springs, Ida.
Bernard P. Strouth.....	Surgeon.....	Council, Ida.	John R. Moritz.....	Surgeon.....	Sun Valley, Ida.
George L. Routledge.....	Surgeon.....	Dillon, Mont.	George B. Saviers.....	Surgeon.....	Sun Valley, Ida.
LaGrande C. Larsen.....	Surgeon.....	Driggs, Ida.	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.	F. W. Schow.....	Surgeon.....	Twin Falls, Ida.
Marion J. Kerns.....	Surgeon.....	Fairfield, Ida.	Harwood L. Stowe.....	Surgeon.....	Twin Falls, Ida.
Ward A. Rulien.....	Surgeon.....	Glenns Ferry, Ida.	Harold F. Holsinger.....	Surgeon.....	Wendell, Ida.
Marion V. Klingler.....	Surgeon.....	Gooding, Ida.	Robert M. Coats.....	Surgeon.....	Weiser, Ida.
R. H. Wright.....	Surgeon.....	Hailey, Ida.	Marion S. McGrath.....	Surgeon.....	Weiser, Ida.

WESTWARD							CONDENSED TIME-TABLE							EASTWARD						
FIRST CLASS							Distance from Granger via Boise	Time-Table No. 20 June 20, 1955		FIRST CLASS										
	19 Passenger	11 Mail and Express	105 Streamliner Passenger	457 Passenger	17 Passenger				12 Mail and Express	458 Passenger	106 Streamliner Passenger	18 Passenger	20 Passenger							
	Daily	Daily	Daily	Daily	Daily			STATIONS												
		6.05	2.05		4.25	0.0	GRANGER	A 9.05		A12.42	A10.45									
		11.10 1.00	5.45 5.55		9.40 10.45	213.9	POCATELLO	3.50 2.50		8.55 8.45	5.20 4.45									
		4.30	8.25		2.10	373.8	GLENN'S FERRY	11.40		6.10	1.30									
		6.30	9.40		3.55	448.4	BOISE	9.55		5.00	11.55									
		9.25	11.40		6.50	550.1	M.T. HUNTINGTON	M.T. 7.10		3.05	9.25									
		8.35	10.40		6.00		P.T. LA GRANDE	P.T. 6.00		2.05	8.15									
		11.30	1.05		8.45	649.7	PENDLETON	3.25		11.40	5.35									
		2.00	3.10		11.10	723.9	SPOKANE	1.05		9.38	2.50									
	9.00					941.3	AYER					A 6.30								
	11.27					837.4	WALLULA					4.05								
	12.30					786.3	HINKLE					2.55								
	1.50	3.05	3.55		12.40	755.3	THE DALLES	12.15		9.00	2.00	2.20								
	3.50	5.50	5.30		3.10	855.4	PORTLAND	10.10		7.20	11.35	12.02								
	A 6.10	A 8.40	A 7.30	8.00	A 5.30	939.5	TACOMA	8.05	A 9.15	5.30	9.30	10.00								
				11.05		1084.6	SEATTLE		5.52											
				A11.59		1122.7			4.45											
								Daily	Daily	Daily	Daily	Daily								
(9.10) 40.4							(27.35) 34.1	(18.25) 51.0	(3.59) 46.0	(26.05) 36.0	Thru Time.....		(24.00) 39.1	(4.30) 40.7	(18.12) 51.6	(24.15) 38.7	(8.30) 43.5			
.....Average speed per hour.....																				

WESTWARD					CONDENSED TIME-TABLE										EASTWARD				
FIRST CLASS					Distance from McCammon	Time-Table No. 20 June 20, 1955		FIRST CLASS											
29	33	47	35	34		30	36	48											
Passenger	Passenger	Passenger	Passenger	Passenger		Passenger	Passenger	Passenger	Passenger										
Daily	Daily	Daily	Daily																
						STATIONS													
	11.00	9.35		12.05	0.0	McCAMMON	A 5.40	A 4.05	A 2.55										
	11.30 12.01	10.10 10.55		12.40 1.05	22.7	POCATELLO	5.10 4.30	3.30 2.55	2.25 1.55										
	1.25	A 12.40		2.45	73.3	IDAHO FALLS	3.00	1.15	12.15										
			5.30	5.10	124.3	ASHTON			10.05	A 9.55									
			A 7.15		169.9	VICTOR				8.15									
				A 7.30	180.4	WEST YELLOWSTONE			7.30										
	A 7.25				285.8	BUTTE		7.15											
							Daily	Daily	Daily	Daily									
					(8.25) 33.9	(3.05) 23.7	(1.45) 26.1	(7.25) 24.3	 Thru Time		(2.40) 27.5	(8.50) 32.3	(7.25) 24.3	(1.40) 27.4					
					 Average speed per hour														

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

MILEAGE

Main Line.....848.07
Branches.....1376.68
Grand Total.....2224.75

WESTWARD				FIRST SUBDIVISION							Time-Table No. 20	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS				FIRST CLASS						June 20, 1955	
	279	263	251	257	29	11	105	33	17	35	STATIONS	
	Time Freight	Time Freight	Time Freight	Time Freight	Passenger	Mail and Express	Streamliner Passenger	Passenger	Passenger	Passenger		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
144 IPWY		5.00PM		2.45AM		6.05PM	2.05PM		4.25AM		DN-R GRANGER YL GN	Double Track
85 P		5.07		2.53		6.09	2.09		4.30		DONOVAN	
112 P		5.12		2.59		6.13	2.12		4.34		MOXA	
73 P		5.18		3.06		6.18	2.16		4.39		HASSETT	
115 P		5.22		3.11		6.21	2.19		4.42		NUTRIA	
80 P		5.28		3.19		6.26	2.24		4.47		COSGRIFF	
121 P		5.35		3.26		6.30	2.28		4.52		D OPAL OW	
74 P		5.42		3.34		6.35 ²⁶²	2.32		4.57		FOLGER	
125 P		5.49		3.41		6.40	2.37		5.02		WATERFALL	
		5.59		3.51		6.47	2.44		5.09 ²⁶⁴		EAST KEMMERER YL	
PTXZ		6.05		4.00		6.55	2.47		5.20		DN KEMMERER YL Z	Double Track
PXY		6.12		4.07		6.59	2.50		5.24		MOYER JCT. YL	
WS 70 P		6.30		4.30		7.12	3.02		5.37		DN FOSSIL YL FI	
ES 70 X		6.40		4.40		7.20	3.09		5.45		NUGGET	
94 PW		6.45		4.48		7.24	3.13		5.49		ORR	
74 P		6.50		4.54		7.27	3.16		5.53		SAGE	
112 P		6.56		5.01		7.31	3.20		5.58		CARLSON	
66 P		7.02		5.07		7.35	3.24		6.03		BECKWITH	
124 P		7.10		5.15		7.40	3.29		6.09		PIXLEY	
74 P		7.18		5.25		7.48	3.34		6.21		DN COKEVILLE CK	
120 P		7.24		5.33		7.53	3.38		6.28		MARSE	Double Track
74 P		7.29		5.39		7.57	3.42		6.34		BORDER	
124 P		7.36		5.47		8.03	3.47		6.42 ¹²		PEGRAM	
74 P		7.42		5.55		8.10 ¹⁸	3.52		6.48		HARER	
88 P		7.50		6.04		8.15	3.57 ²⁶²		6.53		DINGLE	
69 P		8.05 ¹¹		6.20		8.30 ²⁶³	4.05		7.05		DN-R MONTPELIER YL MX	
DOPTWYZ		8.45		6.50		8.40	4.06		7.15		PESCADERO	
78 P		8.55		7.02		8.48	4.12		7.23		GEORGETOWN	
105 P		9.03		7.10		8.54	4.18		7.29		CAVANAUGH	
124 P		9.10		7.17		9.00	4.23		7.35		MANSON	
100 P		9.16		7.24		9.05	4.27		7.40		ROSE	
73 P		9.22		7.30		9.10	4.31		7.45		DN SODA SPRINGS YL SD	
178 PY		9.30		7.40		9.22	4.37		7.57		ALEXANDER	
108 P		9.38		7.48		9.30	4.42		8.05		TALMAGE	
112 P		9.45		7.55		9.35	4.46		8.10		DN BANCROFT BN	
225 PWY		9.54		8.19 ¹⁷		9.44	4.52		8.19 ²⁵⁷		KINPORT	
112 P		9.59		8.26		9.49	4.55		8.25		PEBBLE	
112 P		10.06		8.33		9.55	4.59		8.30		BROXON	
103 P		10.12		8.39		10.00	5.03		8.35		BLASER	
100 P		10.17		8.43		10.03	5.06		8.38		DN LAVA HOT SPGS. XY	
27 PX		10.24		8.49		10.10	5.10		8.45		TOPAZ	
CS 148 P		10.31		8.56		10.16	5.14		8.51		DN McCAMMON YL MC	
90 IPXY	11.20PM	10.44	12.10PM	9.10	11.00PM	10.25	5.21	9.35AM	9.00	12.05AM	IN KOM KO	Double Track
WS 49 PX					11.13	10.38	5.31	9.48	9.13	12.18	PORTNEUF	
ES 88					11.19	10.45	5.36	9.54	9.20	12.24	DN-R POCATELLO YL H-CA PO	
											(213.9)	

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 72.

Rules 251 to 254, inclusive, apply between Pocatello and end of double track Blaser.

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. 20 June 20, 1955		Mile Post	FIRST CLASS						SECOND CLASS							
			36 Passenger	30 Passenger	12 Mail and Express	106 Streamliner Passenger	34 Passenger	18 Passenger	280 Time Freight	262 Time Freight	278 Stock Special	270 Time Freight	264 Time Freight			
STATIONS																
DN-R	GRANGER YL GN	0.0			At 9.05AM	At 12.42PM		At 10.45PM		A 7.30PM			A 6.20AM			
	DONOVAN	4.1			8.55	12.36		10.31		7.18			6.08			
	MOXA	7.7			8.51	12.33		10.27		7.12			6.02			
	HASSETT	12.5			8.46	12.29		10.23		7.05			5.55			
	NUTRIA	15.4			8.43	12.26		10.20		7.00			5.50			
	COSGRIFF	20.2			8.38	12.22		10.15		6.52			5.42			
D	OPAL OW	24.5			f 8.33	12.18		10.10		6.45			5.35			
	FOLGER	29.3			8.28	12.13		10.05		6.35 ¹¹			5.27			
	WATERFALL	33.6			8.23	12.08		10.00		6.18			5.20			
	EAST KEMMERER YL	39.0			8.16	12.01PM		9.53		6.10			5.09 ¹⁷			
DN	KEMMERER YL Z	39.7			s 8.14	f 11.59AM		s 9.50		6.05			4.55			
	MOYER JCT. YL	42.3			8.04	11.55		9.39		5.50			4.37			
DN	FOSSIL YL FI	50.3			f 7.48	11.44		9.23		5.28			4.15			
	NUGGET	56.0			7.38	11.37		9.13		5.16			4.03			
	ORR	59.6			7.33	11.33		9.09		5.09			3.55			
	SAGE	63.1			f 7.28	11.30		9.05		5.03			3.48			
	CARLSON	67.8			7.23	11.26		9.00		4.56			3.40			
	BECKWITH	71.3			7.19	11.22		8.55		4.49			3.33			
	PIXLEY	77.4			7.12	11.17		8.48		4.41			3.25			
DN	COKEVILLE CK	83.5			s 7.05	11.12		s 8.40		4.32			3.15			
	MARSE	88.2			6.55	11.06		8.27		4.25			3.05			
	BORDER	92.1			6.51	11.03		8.22		4.19			2.59			
	PEGRAM	97.7			f 6.42 ¹⁷	10.58		8.15		4.11			2.51			
	HARER	102.9			6.34	10.53		8.10 ¹¹		4.04			2.43			
	DINGLE	108.0			6.28	10.48		8.03		3.57 ¹⁰⁵			2.35			
DN-R	MONTPELIER YL MX	115.0			6.20	10.40		7.55		3.35			2.20			
	PESCADERO	121.3			6.10	10.30		7.45		3.10			1.55			
	GEORGETOWN	126.8			5.55	10.30		7.28		2.50			1.32			
	CAVANAUGH	131.9			5.49	10.25		7.21		2.40			1.23			
	MANSON	136.1			5.43	10.20		7.15		2.31			1.16			
	ROSE	140.0			5.39	10.16		7.11		2.25			1.10			
	SODA SPRINGS YL SD	146.0			5.35	10.12		7.07		2.19			1.04			
DN	ALEXANDER	151.6			s 5.27	10.06		s 6.59		2.07			12.52			
	TALMAGE	156.2			5.15	10.00		6.46		1.56			12.41			
	BANCROFT BN	161.8			5.09	9.55		6.40		1.45			12.30			
DN	KINPORT	165.6			f 5.01	9.50		f 6.32		1.30			12.15			
	PEBBLE	170.3			4.55	9.45		6.25		1.19			12.04AM			
	BROXON	174.8			4.50	9.40		6.20		1.11			11.56PM			
	BLASER	177.4			4.45	9.35		6.15		1.03			11.48			
DN	LAVA HOT SPGS. XY	180.0			4.42	9.32		6.12		12.56			11.41			
	TOPAZ	184.3			f 4.37	9.29		f 6.07		12.48			11.33			
DN	McCAMMON YL MC	181.2	A 2.55AM	As 4.05AM	s 4.20	9.17	As 5.40PM	5.50	A 1.00AM	12.15PM	A 2.00PM	A 6.00PM	11.00			
D	INKOM KO	201.9	2.41	s 3.48	4.05	9.07	s 5.26	5.35								
	PORTNEUF	207.7	2.33	3.38	3.59	9.02	5.18	5.29								
DN-R	POCATELLO YL H-CA PO	213.9	2.25AM	3.30AM	3.50AM	8.55AM	5.10PM	5.20PM	12.25AM	11.30AM	1.15PM	5.25PM	10.20PM			
	(213.9)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			

.....Thru Time..... (0.30) (0.35) (5.15) (3.47) (0.30) (5.25) (0.35) (8.00) (0.45) (0.35) (8.00)
Average speed per hour..... 45.4 38.9 40.7 56.6 45.4 39.4 38.9 26.7 30.3 38.9 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 72.

Rules 251 to 254, inclusive, apply between Pocatello and end of double track Blaser.

For conditional stops to discharge or pick up revenue passengers.—See page 17.

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

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 Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS			Time-Table No. 20 June 20, 1955	Mile Post	FIRST CLASS			SECOND CLASS			
	257	125	105	17	11			106	18	12	126	262		
	Time Freight	Time Freight	Streamliner Passenger	Passenger	Mail and Express			Streamliner Passenger	Passenger	Mail and Express	Time Freight	Time Freight		
	Daily	Daily Except Sunday and Monday	Daily	Daily	Daily									
DPY	10.15AM	5.20AM	8.25PM	2.10PM	4.30AM	STATIONS								
CS 110 P	10.35	5.31	8.35	2.21	4.41									
CS 123 PY	11.05	5.48 ¹⁰⁹	8.47	2.37	4.57	DN-R GLENNS FERRY YL GF	373.8	As 6.10AM	A 1.20PM	A 1.30PM	A 1.30AM	A 1.10PM		
71 PY	11.16	6.00	8.56	2.50	5.10	HAMMETT 8.9	382.7	5.59	1.06	11.13	10.55	10.45		
149 P	11.24	6.06	9.01	2.55	5.16	DN REVERSE YL RV 10.6	393.3	5.48 ¹²⁵	12.54	10.58	10.40	10.25		
136 P	11.31	6.12	9.05	3.00	5.32 ¹⁰⁶	DN MOUNTAIN HOME MZ 5.9	401.6	5.41	12.45	10.48	10.30	10.10		
122 IPY	11.44	6.23	9.13	3.09	5.43	SEBREE 5.2	407.5	5.36	12.37	10.39	10.21	10.02		
150 P	11.59AM					CLEFT 10.3	412.7	5.32 ¹¹	12.33	10.35	10.15	9.55		
150 P	12.15PM	VIA BOISE	VIA BOISE	VIA BOISE	VIA BOISE	DN ORCHARD YL OD 11.7	423.0	5.24	12.24	10.26	10.04	9.40		
						OWYHEE 12.0	434.7	VIA BOISE	VIA BOISE	VIA BOISE	VIA BOISE	9.16		
						KUNA 9.9	446.7	VIA BOISE	VIA BOISE	VIA BOISE	VIA BOISE	8.48		
73 P		6.31	9.20	3.17	5.51	7.3 LEONE	B-430.3	5.17	12.16	10.17	9.56			
73 P		6.37	9.25	3.23	5.57	BLACK'S CREEK 5.6	B-435.9	5.12	12.10	10.10	9.50			
59 P		6.43	9.31	3.29	6.03	SHAFFER 5.8	B-441.7	5.06	12.03PM	10.03	9.43			
67 PY	VIA KUNA	6.53	9.40 ¹²	3.45	6.20	DN BOISE YL BG 6.7	B-448.4	5.00	11.55AM	9.55 ¹⁰⁵	9.35	VIA KUNA		
P						BOISE JCT. 2.3	B-450.7							
31 P						PERKINS 0.7	B-451.4							
29 P						BEATTY 3.2	B-454.6							
74 P		7.16	9.50	4.06	6.42	DN MERIDIAN MD 2.7	B-457.3	4.46	11.37	9.17	9.14			
22 P						SONNA 3.4	B-460.7							
						DN-R NAMPA YL AU-Q 7.2	456.6	4.36	11.25	9.05	9.00	8.20		
DPY	12.30	7.35	10.08	4.25	7.00	MOSS 4.2	460.8	4.24	11.07	8.48	8.12	8.10		
55 P	12.36	8.00	10.12	4.40	7.14	DN CALDWELL YL CW 4.8	465.6	4.20	11.02	8.43	8.07 ¹²⁵	8.02		
204 P	12.43	8.07 ¹²⁶	10.17	4.55	7.28	ENROSE 3.6	469.2	4.16	10.55	8.35	8.01	7.57		
122 P	12.48	8.11	10.20	4.59	7.32	DN NOTUS U 3.3	472.5	4.13	10.52	8.32	7.57	7.63		
127 P	12.52	8.15	10.23	5.02	7.37	PARMA MA 8.3	480.8	4.06	10.43	8.25	7.47 ¹¹	7.42		
160 P	1.03	8.24	10.30	5.15	7.47 ¹²⁶	DN NYSSA YL SY 7.6	488.4	3.59	10.33	8.18	7.30	7.32		
168 PY	1.13	8.33	10.37	5.27	7.57	ONTARIO YL ON 10.3	498.7	3.47	10.18	8.05	7.18	7.15		
ES 170 WS 252 PY	1.25	8.45	10.48	5.43	8.14	DN PAYETTE YL AY 3.3	502.5	3.41	10.07	7.52	7.09	7.01		
150 PY	1.31	8.51	10.54	5.53	8.23	CRYSTAL 6.8	509.3	3.35	10.01	7.46	7.02	6.51		
150 P	1.40	8.59	11.00	6.00	8.30	DN WEISER YL SR 6.6	515.9	3.29	9.55	7.40	6.55	6.41		
107 PY	1.48	9.06	11.08	6.12	8.41	COBB 9.8	525.7	3.20	9.42	7.28	6.43	6.24 ¹⁷		
150 P	2.01	9.18	11.18	6.24 ²⁶²	8.52	ROCK ISLAND 8.3	534.0	3.12	9.33 ¹²⁵	7.19	6.34	6.03		
160 P	2.13	9.33 ¹⁸	11.28	6.34	9.02	BLAKES JCT. 3.1	537.1							
P						DN-R HUNTINGTON YL HU 1.7	538.8	3.05AM	9.25AM ¹¹	7.10PM	6.25AM	5.50PM		
DOPTWYZ	A 2.30PM	A 10.15AM	A 11.40PM	A 6.50PM	A 9.25AM ¹⁸	VIA KUNA (165.0)		Daily	Daily	Daily	Daily Except Sunday and Monday	Daily		
						VIA BOISE (176.3)								
	(4.15) 38.8	(4.55) 35.8	(3.15) 54.3	(4.40) 37.7	(4.55) 35.8	 Thru Time.....		(3.05) 57.2	(3.55) 45.0	(4.20) 40.7	(5.05) 34.8	(5.20) 30.9		
						 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, and except that No. 126 is superior to No. 125 and No. 257.—See Rule 72.														
Between Orchard and Nampa, all extra trains will run via Kuna unless otherwise instructed.														
Rules 251 to 254, inclusive, apply between end of Centralized Traffic Control territory Glenns Ferry and end of double track Reverse.														
For conditional stops to discharge or pick up revenue passengers.—See page 17.														
For stations not shown on schedule pages.—See page 17.														

WESTWARD				FOURTH SUBDIVISION				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS			Time-Table No. 20 June 20, 1955	Mile Post	FIRST CLASS			SECOND CLASS	
		251	33	35	29			36	30	34	278	
		Time Freight	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Stock Special	
		Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	
STATIONS												
P			11.00AM	1.10AM	12.06AM	POCATELLO JCT. YL	135.1	A 1.40AM	A 2.40AM	A 4.15PM	A 7.30AM	
P		1.30PM	11.05	1.15	12.11	MONTANA JCT. YL	136.7	1.35	2.35	4.10	7.12	
124 P		1.36	11.09	1.19	12.16	TYHEE	140.4	1.31	2.30	4.06	7.05	
150 PW		1.44	11.17	1.24 ³⁸	12.21	D FORT HALL FH	145.7	1.24 ³⁵	2.23	4.00	6.57	
71 P		1.51	11.23	1.30	12.26	GIBSON	151.0	1.13	2.15	3.53	6.49	
ES 06 PWY WS 110		2.01	11.31	1.37	12.33	DN BLACKFOOT YL BF	158.1	12.58	1.57	3.38	6.34	
72 P		2.10	11.53AM	1.46 ³⁰	12.49 ³⁶	WAPELLO	164.0	12.49 ²⁹	1.46 ³⁵	3.31	6.19	
123 PWY		2.18	12.02PM	1.52	12.54	D FIRTH FR	169.4	12.35	1.35	3.24	6.09	
103 P		2.28	12.13	1.58	1.00	DN SHELLEY SY	175.5	12.28	1.28	3.15	5.59	
71 P		2.34	12.18	2.02	1.05	COTTON	179.3	12.22	1.22	3.08	5.52	
97 P		2.40	12.22	2.06	1.09	BACH YL	183.1	12.18	1.18	3.04	5.45	
DOPTWYZ		3.00 ³⁴	A 12.40PM	A 2.20AM	1.15 ³⁰ 1.25	DN-R IDAHO FALLS YL AX	184.5	12.15AM	1.00 ²⁹	3.00 ²⁵¹ PM	5.40	
51 P		3.20			1.34	PAYNE	191.2		12.50		4.55	
54 P		3.28			1.40	BASSETT	196.5		12.44		4.45	
54 P		3.37			1.47	D ROBERTS AR	202.0		12.37		4.35	
54 P		3.46			1.53	TENNO	207.0		12.30		4.25	
49 P		3.55			1.59	HAWGOOD	212.1		12.24		4.15	
51 P		4.04			2.06	HAMER	217.5		12.17		4.05	
50 PY		4.14			2.13	CAMAS	223.1		12.10		3.55	
49 P		4.23			2.19	JONES	228.2		12.03AM		3.43	
51 PWY		4.50			2.27	DN DUBOIS YL BO	234.9		11.55PM		3.30	
49 P		5.08			2.37	HIGHBRIDGE	242.9		11.41		3.03	
57 P		5.20			2.47 ²⁷⁸	D SPENCER RC	248.5		11.33		2.47 ²⁹	
55 PW		5.46			3.04	HUMPHREY	258.0		11.14		2.15	
61 PY		6.05			3.16	D MONIDA MO	264.7		11.04		1.55	
50 P		6.22			3.30	SNOWLINE	273.7		10.49		1.35	
DPWY		6.50 7.45			3.40 3.50	DN-R LIMA YL RD	279.9		10.40 10.30		1.15 12.30	
47 P		8.05			4.05	D DELL DE	288.0		10.13		12.08AM	
48 P		8.20			4.13	KIDD	294.0		10.04		11.55PM	
78 P		8.42			4.35	DN ARMSTEAD AD	307.0		9.48		11.28	
48 P		8.57			4.45	GRAYLING	312.9		9.36		11.15	
64 P		9.25 ³⁰			4.56	BARRATTS	320.4		9.25 ²⁵¹		11.00	
64 P		9.45			5.10	DN DILLON YL DN	328.0		9.15		10.45	
36 P		10.00			5.20	BOND	334.4		9.01		10.28	
45 P		10.16 ²⁷⁸			5.29	APEX	340.3		8.54		10.16 ²⁵¹	
47 PY		10.40			5.45	NAVY	348.7		8.38		9.45	
61 PW		11.10			6.00	D MELROSE VI	358.9		8.23		9.23	
37 P		11.30			6.11	QUINN	364.9		8.12		9.06	
39 P		11.45			6.23	D DIVIDE J	370.1		8.02		8.53	
65 P		11.55PM			6.33	WOODIN	374.3		7.54		8.42	
17 P		12.15AM			6.45	FEELY	380.7		7.45		8.27	
50 P		12.26			6.54	BUXTON	384.6		7.38		8.15	
PWY		A 1.00AM			As 7.10AM	DN-R SILVER BOW YL SB	390.0		7.30PM		8.00PM	
Between Silver Bow and Butte, trains will be governed by time-table and rules of Northern Pacific Ry. Time shown at Butte is for information only.												
		A 5.00 AM			A 7.25 AM	DN BUTTE YL BY	397.0		7.15 PM		7.30 PM	
						(281.9)		Daily	Daily	Daily	Daily	
	(15.30) 18.7	(1.40) 29.6	(1.10) 42.3	(7.19) 35.8	 Thru Time.....			(1.25) 34.9	(7.25) 35.3	(1.15) 39.5	(12.00) 21.8	
Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.												
Between Idaho Falls and Silver Bow, second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.												
All Fourth Subdivision trains, except westward second-class and extra trains, will operate via Pocatello Jct., unless otherwise directed by train dispatcher.												
For stations not shown on schedule pages.—See page 17.												

WESTWARD KEMMERER BRANCH EASTWARD			WESTWARD CUMBERLAND BRANCH EASTWARD			WESTWARD ELKOL BRANCH EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 20 June 20, 1955		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 20 June 20, 1955		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 20 June 20, 1955		Mile Post
	STATIONS				STATIONS				STATIONS		
PTZ	DN-R KEMMERER YL Z	0.0	70 PY	MOYER JCT. YL	0.0	53	GLENCOE JCT. YL	0.0			
	1.0 NO. KEMMERER JCT. YL	1.0	53	4.8 GLENCOE JCT. YL	4.8		3.9 ELKOL	3.9			
	1.4 NO. KEMMERER YL	2.4		4.5 BLAZON JCT.	9.3		(3.9)				
	2.7 PHOSPHATE YL	5.1	18	3.7 MINE NO. 8 YL	13.0						
22	4.1 QUEALY YL	9.2		(13.0)							
	(9.2)										
WESTWARD GLENCOE BRANCH EASTWARD			WESTWARD BLAZON BRANCH EASTWARD			WESTWARD CONDA BRANCH EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 20 June 20, 1955		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 20 June 20, 1955		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 20 June 20, 1955		Mile Post
	STATIONS				STATIONS				STATIONS		
53	GLENCOE JCT. YL	0.0		BLAZON JCT.	0.0	178 PY	DN SODA SPRINGS YL SD	0.0			
55	1.9 GLENCOE	1.9		0.8 RADIANT	0.8	80	1.8 MONSANTO YL (Spur)	1.8			
	(1.9)			(0.8)		6	1.0 FORMATION (Spur)	2.8			
						6	2.8 PANTING	5.6			
						19 Y	1.4 CONDA	7.0			
							(7.0)				
WESTWARD GRACE BRANCH EASTWARD			WESTWARD GAY BRANCH EASTWARD			WESTWARD GOSHEN BRANCH EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 20 June 20, 1955		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 20 June 20, 1955		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 20 June 20, 1955		Mile Post
	STATIONS				STATIONS				STATIONS		
108 P	ALEXANDER YL	0.0	150 PW	D FORT HALL FH	0.0	123 PWY	D FIRTH FR	0.0			
18	6.0 GRACE GA	6.0	42	9.1 M.P. 9.1	9.1	19	5.2 GOSHEN	5.2			
	(6.0)		132 YZ	11.7 GAY	20.8	22	5.8 GERRARD	11.0			
				(20.8)		11	1.8 INDIAN	12.8			
						14	2.8 HACKMAN	15.6			
						P	6.4 LINCOLN JCT.	22.0			
							(22.0)				
WESTWARD THOMAS BRANCH EASTWARD											
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 20 June 20, 1955		Mile Post								
	STATIONS										
	THOMAS JCT.	0.0									
12	4.4 THOMAS (Spur)	4.4									
	0.2 END OF TRACK	4.6									
	(4.6)										
Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72. For stations not shown on schedule pages.—See page 17.											

WESTWARD				YELLOWSTONE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 20 June 20, 1955	Mile Post	FIRST CLASS		SECOND CLASS		
		491	477				35	36		492	478
		Mixed	Local Freight				Passenger			Mixed	Local Freight
		Daily Except Sunday	Daily Except Sunday				Daily				
STATIONS											
DOPTWYZ		7.55AM	4.30AM		2.45AM	DN-R IDAHO FALLS YL AK	0.0	A11.55PM		A 2.00PM	A 6.00PM
17 PY		A18.05AM	4.40		2.51	3.0 ORVIN YL	3.0	11.38		1.50	4.10
60 PW			4.55		3.01	4.6 UCON UN	7.6	11.28		1.40PM	4.00
54 P			5.20		3.17	6.2 D RIGBY RG	13.8	11.16	Via West Belt Branch		3.45
36			5.35		3.26	4.3 LORENZO	18.1	11.05			3.25
25 P			5.55		3.33	2.6 THORNTON	20.7	10.58			3.15
67 P			6.25		3.53	5.3 D REXBURG RX	26.0	10.48			2.55
51 P			6.40		4.03	3.8 D SUGAR CITY SC	29.8	10.40			2.10
36 PY						1.1 HART	30.9				
110 PWY			6.55		4.24	5.9 D ST. ANTHONY YL SH	36.8	10.30		A10.50AM	1.50
P						1.5 BELT YL	38.3			10.40AM	
43 P			7.20		4.35	4.5 CHESTER	42.8	10.17			1.25
46 PWY		A 7.45AM			5.10	8.2 DN-R ASHTON YL HN	51.0	10.05			1.05PM
						1.5 INGLING	52.5	9.30			
28 P					5.19	5.7 WARM RIVER	58.2	9.18			
22 P					5.48	8.7 GERRIT	66.9	8.55			
22					6.04	8.8 ECCLIS	75.7	8.41			
15 P					6.13	4.9 ISLAND PARK	80.6	8.33			
26 P					6.26	4.8 TRUDE	85.4	8.26			
25 PWY					6.41	5.3 BIG SPRINGS	90.7	8.12			
22 PY					6.58	6.5 REAS PASS	97.2	7.52			
29 PWY					A 7.30AM	9.9 D-R WEST YELLOWSTONE YL WS	107.1	7.30PM			
						(107.1)		Daily		Daily Except Sunday	Daily Except Sunday
	(0.10) 18.0	(3.15) 15.7		(4.45) 22.5	 Thru Time		(4.25) 24.2		(3.20) 14.3	(4.55) 10.4	
					 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. 20 June 20, 1955	Mile Post	FIRST CLASS		SECOND CLASS		
		481	47				48	482		482	
		Local Freight	Passenger				Passenger			Local Freight	
		Daily Except Sunday	Daily								
STATIONS											
46 PWY		6.30AM		5.30AM	DN-R ASHTON YL HN	0.0	A 9.55PM		A12.30PM		
19		6.40		5.34	1.8 MARYSVILLE YL	1.8	9.45		12.15		
33		6.55		5.42	4.2 GRAINVILLE	6.0	9.37		12.01PM		
22 PW		7.10		5.48	2.5 D DRUMMOND MD	8.6	9.32		11.50AM		
12		7.25		5.56	4.2 FRANCE	12.8	9.24		11.33		
33 P		7.35		6.04	3.0 LAMONT	15.8	9.18		11.23		
21		8.08		6.29	10.6 FELT	26.3	8.55		10.50		
22 PWY		8.23		6.40	4.0 D TETONIA NA	30.3	8.47		10.35		
31		8.42		6.55	6.9 D DRIGGS DI	37.2	8.33		10.02		
19 PWY		A 9.05AM		A 7.15AM	8.4 D-R VICTOR YL VR	45.6	8.15PM		9.30AM		
					(45.6)		Daily		Daily Except Sunday		
	(2.35) 17.6		(1.45) 26.1	 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 72. Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes. No. 35 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			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 20 June 20, 1955	Mile Post	SECOND CLASS		Time-Table No. 20 June 20, 1955	Mile Post			
	421	409			422	410					
	Mixed	Mixed			Mixed	Mixed					
	Daily Except Sunday	Daily Except Sunday			STATIONS						
66 110 PWY	8.15AM	6.30AM	DN-R BLACKFOOT YL BF	0.0	A 2.20PM	A 3.05PM	17 PY	8.05AM	ORVIN	0.0	
7	f 8.25	f 6.42	4.3 CLARKSON	4.3	f 2.00	f 2.52	22	f 8.15	2.3 LINCOLN	2.3	
31	f 8.30	f 6.47	1.4 MORELAND	5.7	f 1.55	f 2.47	P		0.8 LINCOLN JCT.	3.1	
			0.2 THOMAS JCT.	5.9			46 P	f 8.27	2.6 IONA	5.7	
P	A 8.35AM	f 6.51	1.2 ABERDEEN JCT. YL	7.1	1.45PM	f 2.43	21 PW	s 9.05	10.7 RIRIE RK	16.4	
33 PW		f 7.24	13.0 TABER	20.1		f 2.10	11 P	f 9.18	5.0 BYRNE	21.4	
35 PY		f 8.15	19.6 SCOVILLE	39.7		f 1.20	11 P	f 9.30	4.2 JENSON	25.6	
37 PWY		s 9.05	19.4 ARCO YL RO	59.1		s 12.30PM	23 P	f 9.40	2.6 WALKER	28.2	
21 P		f 9.27	7.6 MOORE	66.7		f 11.58AM	40 P	f 9.52	4.2 PARKINSON	32.4	
10		f 9.45	5.9 DARLINGTON	72.6		f 11.40	11 P	f 9.58	1.9 MOODY	34.3	
5		f 10.00	4.7 LESLIE	77.3		f 11.25	12 P	s 10.20	3.8 NEWDALE NE	38.1	
68 PY		A 10.25AM	8.0 D-R MACKAY YL MY	85.3		11.00AM	P	A 10.40AM	6.3 BELT YL	44.4	
			(85.3)		Daily Except Sunday	Daily Except Sunday			(44.4)		
(0.20) 21.3		(3.55) 21.7	 Thru Time Average speed per hour.....		(0.35) 12.2	(4.03) 20.9	(2.35) 17.2		 Thru Time Average speed per hour.....		

WESTWARD		ABERDEEN BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 20 June 20, 1955	Mile Post	SECOND CLASS	
	421 Mixed			422 Mixed	
	Daily Except Sunday				
	STATIONS				
P	8.35AM	ABERDEEN JCT. YL 4.3	0.0	A 1.45PM	
32	f 8.48	ROCKFORD 1.8	4.3	f 1.30	
17	f 8.53	LIBERTY 4.3	5.9	f 1.20	
32 P	f 9.13	PINGREE 6.3	10.2	f 12.58	
31 P	f 9.33	SPRINGFIELD 3.2	16.5	f 12.40	
17 P	f 9.50	STERLING 6.3	19.7	f 12.25PM	
8		FINGAL 2.2	26.0		
37 PWY	A 10.25AM	D-R ABERDEEN YL BN	28.2	11.50AM	
		(28.2)		Daily Except Sunday	
(1.50) 15.4		 Thru Time Average speed per hour.....		(1.55) 14.7	

WESTWARD		WEST BELT BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 20 June 20, 1955	Mile Post	SECOND CLASS	
				492 Mixed	
	STATIONS				
60 PW		D-R UCON 8.8	UN	0.0	A 1.40PM
22 P		LEWISVILLE 1.7		8.8	f 1.10
50 P		D MENAN 14.5	MN	10.5	s 1.00
51 PW		PLANO 1.7		25.0	f 12.12
18		EDMONDS 2.6		20.7	f 12.05PM
11 P		EGIN 2.3		29.3	f 11.56AM
32		HEMAN 1.9		31.6	f 11.46
19 P		PARKER 5.2		33.5	f 11.40
110 PWY		D-R ST. ANTHONY YL	SH	38.7	11.15AM
					Daily Except Sunday
		(38.7)			(2.25) 16.0
		 Thru Time Average speed per hour.....			

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

WESTWARD				TWIN FALLS BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 20 June 20, 1955		Mile Post	FIRST CLASS		SECOND CLASS			
	439	475		49				50		440	476		
	Freight	Time Freight		Mixed	Mixed			Freight	Time Freight				
	Daily Except Sunday	Daily Except Sunday		Daily									
	STATIONS												
101 209	PWY	12.20PM	3.00AM		5.30AM	DN-R	MINIDOKA YL	RT	0.0	A 8.45PM		A 11.00AM	A 1.30AM
73	P	12.35	3.17		f 5.43		ACEQUIA		8.2	f 8.32		10.35	11.10PM
94	PWY	12.50	3.40		s 6.10	DN	RUPERT YL	MS	13.5	s 8.25		10.20	10.55
13							AMALGA		17.3				
32	P	1.01	3.52		s 6.18		HEYBURN		19.6	f 8.14		10.05	10.40
59 68	PWY	1.15	4.10		s 6.35	DN	BURLEY YL	BU	21.7	s 8.10		10.00	10.35
76	P	1.37	4.20		f 6.42		STARR'S FERRY		25.8	f 7.56		9.45	10.15
58	P	1.50	4.35		f 6.54		MILNER		33.5	f 7.45		9.30	10.00
16	P				f 6.57		PARSONS		35.5	f 7.42			
71	PW	2.05	4.50		s 7.07	D	MURTAUGH	MU	41.4	s 7.33		9.15	9.45
53	P	2.15	4.59		7.13		BICKEL		45.1	7.25		9.05	9.35
23							BILLS		49.0				
41	P	2.30	5.10		s 7.20	D	HANSEN	NS	49.7	s 7.18		8.55	9.25
60	P	2.43	5.18		s 7.27	D	KIMBERLY	KY	53.3	s 7.10		8.45	9.15
31	P				7.32		McMILLAN YL		56.4				
	DOPWYZ	A 4.00PM	A 7.00AM		7.40 7.50	DN-R	TWIN FALLS YL	NA	58.9	7.00 6.45		8.30AM	9.00PM
42					f 7.57		CURRY		63.3	f 6.35			
60	P				s 8.02	D	FILER	FR	65.9	s 6.30			
45					f 8.06		PEAVEY		68.5	f 6.25			
41					f 8.10		CEDAR		71.3	f 6.20			
	PWY				A 8.20AM	DN-R	BUHL YL	BO	73.8	6.15PM			
							(73.8)			Daily		Daily Except Sunday	Daily Except Sunday
		(3.40) 16.1	(4.00) 14.7	(2.50) 26.0		 Thru Time Average speed per hour.....		(2.30) 29.5		(2.30) 23.6		(4.30) 13.1	

WESTWARD		OAKLEY BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 20			Mile Post	
		June 20, 1955				
		STATIONS				
59 68 PWY		DN-R	BURLEY YL BU	0.0		
			4.3 BEETVILLE	4.3		
28			0.9 PELLA	5.2		
23			3.1 KENYON	8.3		
30			5.2 CHURCHILL	13.5		
11			2.8 TROUT	16.3		
23			1.5 MARION	17.8		
60			1.5 WARR	19.4		
12			2.4 OAKLEY	21.8		
20 Y		D-R	OA			
			(21.8)			

WESTWARD		RAFT RIVER BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 20			Mile Post	
		June 20, 1955				
		STATIONS				
59 68 PWY		DN-R	BURLEY YL BU	0.0		
			3.1 UNITY	3.1		
34			1.6 EVANS (Spur)	4.7		
15			1.3 SPRINGDALE	0.0		
22			3.1 DECLO	9.1		
16						

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.

WESTWARD		WELLS BRANCH		EASTWARD		WESTWARD NORTH SIDE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 20		Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 20		Mile Post
	439 Mixed	June 20, 1955			440 Mixed		June 20, 1955		
	Daily Except Sunday	STATIONS			STATIONS				
DOPWYZ	7.00PM	DN-R	TWIN FALLS YL NA	0.0	A 3.30AM	94 PWY	DN-R	RUPERT YL MS	0.0
31	f 7.25		10.9 BERGER	10.9	f 2.46	34 P		4.4 MYERS YL	4.4
26	s 7.45		5.5 HOLLISTER	19.4	s 2.26	38 P	D	1.6 PAUL YL DJ	5.9
9	f 7.54		3.8 AMSTERDAM (Spur)	23.2	f 2.15	20		2.0 BUDGE	7.9
21 PWY	s 8.10		5.6 ROGERSON	28.8	s 2.01	54		8.0 SCHODDE	15.9
38	f 8.35		9.9 METEOR	38.7	f 1.34	21		2.9 McHENRY	19.8
84	f 9.05		11.4 IDAVADA	50.1	f 1.07	22	D	4.2 HAZELTON AZ	24.0
84 P	f 9.19		6.0 DELAPLAIN	58.1	f 12.53	28		2.9 BLACK	28.9
34	f 9.35		4.6 SAN JACINTO	60.7	f 12.43	63 W	D	1.2 EDEN DX	28.1
34 P	s 9.59		8.1 CONTACT	68.8	s 12.26	54		6.7 PERRINE	34.8
33 PW	f 10.14		6.3 HENRY	75.1	f 12.09AM	12		3.5 SUGAR LOAF	38.3
33	f 10.44		11.6 SHORES	86.7	f 11.45PM	25		2.3 FALLS CITY	40.6
48 PY	f 11.04		6.9 WILKINS	93.6	f 11.30	10		2.0 BARRYMORE	42.6
37	f 11.15 ⁴⁴⁰		3.7 HERRELL	97.3	f 11.15 ⁴³⁹	84 WY	DN	5.3 JEROME YL JO	47.9
44 PY	s 11.34		5.2 SUMMER CAMP	102.5	s 10.55	54	D	8.8 WENDELL ND	56.7
44	f 11.54PM		6.4 MELANDCO	108.9	f 10.34	17		1.4 KING	58.1
35	f 12.10AM		7.2 TOWN CREEK	116.1	f 10.17	84		8.1 TUTTLE	66.2
PWY	A 12.30AM	DN-R	7.3 WELLS YL HU	123.4	10.00PM	119 PY		7.4 BLISS YL	73.6
			(123.4)		Daily Except Sunday			(73.6)	
(5.30)	Thru Time		(5.30)	Thru Time					
22.4	Average speed per hour		22.4	Average speed per hour					

WESTWARD		KETCHUM BRANCH			EASTWARD		WESTWARD		HILL CITY BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 20			Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 20			Mile Post		
	441	June 20, 1955				442		June 20, 1955					
	Mixed					Mixed							
	Monday Wednesday Friday	STATIONS				STATIONS							
WS 121-115 PWY ES 111-130	6.00AM	DN-R	SHOSHONE YL	X	0.0	A12.45PM	29	PWY	D-R	RICHFIELD YL	FK	0.0	
39 PWY	6.35	D-R	15.3 RICHFIELD YL	FK	15.8	s12.05PM	10			4.5 RAWSON		4.5	
29	6.50		6.4 PAGARI		21.7	f11.45AM	12			4.9 BURMAH		9.4	
27	7.10		8.0 TIKURA		29.7	f11.25	42	P		12.1 MAGIC		21.5	
59 PW	7.30	D	7.6 PICABO	XN	37.3	s11.05	32			9.7 MACON		31.2	
6	7.40		4.5 HAY		41.8	f10.50	13	P		2.8 BLAINE		34.0	
10	7.45		2.5 GANNETT		44.8	f10.45	7			2.8 RANDS		36.8	
30	8.05		7.8 BELLEVUE		52.1	s10.25	17			2.9 SELBY		39.7	
17 W	8.16	D	5.1 HAILEY	RI	57.2	s10.05	42	PW	D	4.1 FAIRFIELD	FD	43.8	
22	8.22		2.8 BARITE		60.0	f 9.52	32			7.9 CORRAL		51.7	
13	8.40		7.6 TRIUMPH		67.6	f 9.35	50	WY	D-R	6.1 HILL CITY YL	HC	57.8	
30 W Loop	8.45AM	D-R	1.8 KETCHUM YL	KU	69.4	9.30AM				(57.8)			
			(69.4)			Monday Wednesday Friday							
(2.45)	Thru Time.....					(3.15)	Thru Time.....						
25.2	Average speed per hour.....					21.4	Average speed per hour.....						

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 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.				Mile Post	
	Time-Table No. 20				
	June 20, 1955				
		STATIONS			
P		BLAKES JCT.	0.0		
4	P	14.0 HOME (Spur)	14.0		
10		1.3 MINERAL (Spur)	15.3		
2		0.9 STILL (Spur)	16.2		
15		10.9 STURGILL (Spur)	27.1		
34	PT	5.8 D-R ROBINETTE YL RQ	32.9		
		(32.9)			

WESTWARD		HOMEDALE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.				Mile Post	
	Time-Table No. 20				
	June 20, 1955				
		STATIONS			
163	PY	DN-R	NYSSA YL SY	0.0	
19		8.1 OVERSTREET	8.1		
20		2.5 ADRIAN	10.6		
32		6.3 NAPTON	16.9		
62	PWY	7.5 D HOMEDALE YL HR	24.4		
19		6.6 CLAYTONIA	31.0		
19	PY	2.1 D-R MARSING YL MR	33.1		
		(33.1)			

WESTWARD		PAYETTE BRANCH		EASTWARD		WESTWARD		WILDER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 20		Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 20		Mile Post		
	483 Mixed	June 20, 1955			484 Mixed		June 20, 1955				
	Daily Except Sunday	STATIONS			STATIONS						
92 PY	6.00AM	DN-R	PAYETTE YL AY	0.0	A 2.45PM	204 P	DN-R	CALDWELL YL CW	0.0		
18	f 6.20		3.9 EIFFIE	3.9	f 2.30	40		2.5 SIMPLT YL	2.5		
27 P	s 6.30	D	1.2 FRUITLAND FU	5.1	s 2.25	21		1.3 WEITZ YL	3.7		
19	f 6.40		1.7 BUCKINGHAM	6.8	f 2.06	26		1.4 DOLES YL	5.1		
30 P	s 7.00	D	4.3 NEW PLYMOUTH NP	11.1	s 1.55	9		1.9 GREENLEAF (Spur)	7.0		
11	f 7.27		10.5 LETHA	21.6	f 1.23	13		2.7 ALLENDALE	9.7		
96 PWY	A 7.50AM	D-R	8.1 EMMETT YL MF	29.7	1.00PM	43		1.8 WILDER YL WR	11.5		
			(29.7)		Daily Except Sunday			(11.5)			
(1.50)		 Thru Time.....				(1.45)					
16.2		 Average speed per hour.....				16.8					

WESTWARD		STODDARD BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 20 June 20, 1955		Mile Post	
		STATIONS			
DPYZ		DN-R	NAMPA YL AU-Q ^D	0.0	
17			4.4 DEAL	4.4	
44			4.5 BOWMONT	8.9	
28			5.7 MELBA	14.6	
54			2.5 STODDARD	17.1	
			2.9 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. 20 June 20, 1955		Mile Post	
		STATIONS			
P		BOISE JCT. 1.1		0.0	
22		FAIR GROUNDS YL 2.1		1.1	
PTWZ		D-R	BOISE FREIGHT YL BD 1.8	3.2	
10		PENITENTIARY SPUR 1.3		5.0	
10		VERNON (Spur) 2.1		6.3	
		BARBER 2.1		8.4	
		(8.4)			

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

Westward IDAHO NORTHERN BRANCH Eastward					WESTWARD OREGON EASTERN BRANCH EASTWARD				
Car Capacity of Sidings, etc., See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 20	Mile Post	SECOND CLASS	Car Capacity of Sidings, etc., See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 20	Mile Post	SECOND CLASS
	485 Mixed	June 20, 1955		486 Mixed		459 Mixed	June 20, 1955		460 Mixed
	Daily Except Sunday	STATIONS				Daily Except Sunday	STATIONS		
DPYZ	8:30AM	DN-R NAMPA YL AU-Q	0.0	A 2:35PM	ES 170 P WS252 Y	1:00PM	DN-R ONTARIO YL ON	0.0	A 4:00PM
49	8:40	FISCHER YL	2.4	2:25	14	1:15	CAIRO	3.7	3:35
14	9:00	MIDDLETON	9.3	2:10	38	1:25	LUSE	6.9	3:25
15	9:20	JENNESS	18.9	1:40	24	1:35	MALLETT	10.0	3:15
96 PWY	10:20	D-R EMMETT YL MF	27.0	1:10	134 PY	1:55	D-R VALE YL VA	15.5	3:00
42	10:40	PLAZA	31.8	12:55	46	2:20	HOPE	23.5	2:20
43 P	11:20	MONTOUR	41.1	12:20PM	52	2:50	LITTLE VALLEY	34.8	1:50
32 P	11:55AM	D HORSESHOE BEND HB	49.7	11:55AM	53 P	3:15	HARPER	42.0	1:25
32	12:20PM	GARDENA	55.1	11:35	50	3:40	NAMORF	51.2	12:55
35 PTW	1:20	BANKS	64.1	11:10	27	4:07	JONESBORO	62.2	12:28PM
25 PW	2:10	BIG EDDY	75.4	10:25	53 PWY	4:40	D JUNTURA JN	73.6	11:50AM
31 PWY	3:00	SMITHS FERRY	83.0	9:55	50	5:25	LONG	86.6	11:10
15 P	3:35	CABARTON	92.7	9:20	49 PW	5:50	RIVERSIDE	92.7	10:50
32 W	3:45	BELVIDERE	95.5	9:11	31	6:15	DUNNEAN	102.8	10:25
32 PY	4:30	D CASCADE YL CD	99.2	9:00	30 PW	6:40	VENATOR	110.2	10:05
31	5:00	ARLING	111.0	8:00	20	7:00	CIRCLE BAR	117.9	9:45
33 W	5:30	D DONNELLY FY	119.4	7:35	31 PW	7:30	CRANE	126.6	9:15
14	5:45	NORWOOD	124.7	7:22	31	8:20	REDESS	143.5	8:32
32 PWY	6:15PM	D-R McCALL YL NE	132.8	7:00AM	23 P WYZ	9:00PM	D-R BURNS YL BR	156.8	8:00AM
		(132.8)		Daily Except Sunday			(156.8)		Daily Except Sunday
(9.45)	Thru Time.....	(7.35)			(8.00)	Thru Time.....	(8.00)		
13.6	Average speed per hour....	17.5			19.6	Average speed per hour....	19.6		
Westward NEW MEADOWS BRANCH Eastward					WESTWARD BROGAN BRANCH EASTWARD				
Car Capacity of Sidings, etc., See Rule 6(A), Page 23.	Time-Table No. 20	Mile Post			Car Capacity of Sidings, etc., See Rule 6(A), Page 23.	Time-Table No. 20	Mile Post		
	June 20, 1955					June 20, 1955			
	STATIONS					STATIONS			
107 P	DN-R WEISER YL SR	0.0			134 PY	D-R VALE YL VA	0.0		
12	REBECCA	6.0			20	LANCASTER (Spur)	11.4		
48	CONCRETE	19.1			29	JAMIESON	17.3		
23 P	MIDVALE	31.8			31 PY	BROGAN YL	23.3		
35 P	D CAMBRIDGE RA	40.5				(23.3)			
3 W	GOODRICH	49.8							
26	MESA	56.6							
12	COUNCIL YL CN	60.2							
59 PWY	HOOPER YL	61.6							
7	GLENDAL	72.0							
6	RUBICON YL	84.1							
43	D-R NEW MEADOWS YL	89.7							
45 PWY		(89.7)							

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 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			
Leefer.....	64.8	Spur 2.4 Mi. PY	Both	Priest.....(5).....	33.9	{ 7	East
Onyx.....	197.5	13 P	West	Gimlet.....(5).....	63.2	32	West
Inkom Ballast Quarry....	202.9	140 P	East	Payette Branch			East
Second Subdivision				Little Rock.....	18.9	9	Both
Don.....	219.6	{43 PX	Both	Stoddard Branch			
Schiller.....	226.5	{72	Both	Westma.....	11.6	9	East
Coates.....	369.5	11 P	Both	Idaho Northern Branch			
Sand Bank.....	370.9	8 P	West	Maddens.....(6).....	6.1	5	East
		42 PX	Both	Josephson.....(6).....	12.6	12	Both
Third Subdivision				Amisco.....	13.6	12	Both
Hillcrest.....	B-445.1	14 P	Both	Bramwell.....(6).....	22.2	5	East
Apple Valley.....	485.9	26	Both	Black Canyon.....(6).....	33.0	5	East
Arcadia.....	491.7	45 P	Both	Archabal.....(6).....	127.4	9	Both
Washoe Spur.....	500.9	32	West	Oregon Eastern Branch			
Wood.....	506.2	10	Both	Lawen.....(7).....	138.4	3	East
Feltham.....	512.7	23	Both	New Meadows Branch			
Fourth Subdivision				Presley.....	11.7	9	Both
Chubbuck.....	138.2	36	Both	Diamond.....	26.7	4 W	West
Mitchell.....	176.9	17	Both	Tamarack.....	81.9	29	Both
Red Rock.....(1).....	302.8	25	Both				
Rock.....	314.6	62 P	Both				
Dalys.....(1).....	316.4	14 P	Both				
Glen.....(1).....	347.8	8	West				
Maiden Rock.....(1).....	366.0	{12	Both				
		{12	Both				
Goshen Branch							
Cox.....	9.2	11	West				
Ammon.....	18.1	30	West				
Wilkinson.....	21.0	3	West				
Yellowstone Branch							
St. Leon.....	3.7	16	East				
Mark.....	22.2	24	Both				
Jolley.....	27.6	10	Both				
Pineview.....	72.5	5 P	Both				
Teton Valley Branch							
Judkins.....(2).....	22.3	{ 6	East				
		{ 6	Both				
Dwight.....(2).....	32.7	None	None				
Fox Creek.....(2).....	42.3	12	Both				
Mackay Branch							
Collins.....(3).....	2.1	10	West				
Aiken.....(3).....	3.8	{10	Both				
		{10	East				
Cerro Grande.....(3).....	35.5	None	None				
West Belt Branch							
Coltman.....(4).....	2.8	19 P	East				
Grant.....(4).....	4.8	18 P	East				
Barlow.....	7.0	17	East				
Midway.....	9.4	{31	Both				
		{19	West				
Pyke.....(4).....	35.3	5	West				
East Belt Branch							
Gale Spur.....	27.5	10	East				
North Side Branch							
Travers.....	3.5	18	Both				
Haytown.....	44.7	4	Both				
Hydra.....	45.8	7	Both				
Appleton.....	52.9	12	Both				

(1) Flag stop for Nos. 29-30.				(5) Flag stop for Nos. 441-442.			
(2) Flag stop for Nos. 47-48.				(6) Flag stop for Nos. 485-486.			
(3) Flag stop for Nos. 409-410.				(7) Flag stop for Nos. 459-460.			
(4) Flag stop for No. 492.							

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS			
Train	At	Discharge Passengers From	Pick up Passengers Destined To
17	Any station First Subdivision.	Green River or beyond.	Pocatello or beyond.
17	Any station Second and Third Subdivisions.	Ogden, Pocatello or beyond.	Huntington or beyond.
18	Any station First Subdivision.	Pocatello or beyond.	Green River or beyond.
18	Any station Second and Third Subdivisions.	Huntington or beyond.	Pocatello, Ogden or beyond.
105	Minidoka, Gooding, Mountain Home, Caldwell, Nyssa, Ontario, Weiser.	Omaha or beyond.	Portland or beyond.
106	Weiser, Ontario, Nyssa, Caldwell, Mountain Home, Gooding, Minidoka.	Portland or beyond.	Omaha or beyond.

(1) Flag stop for Nos. 29-30. (5) Flag stop for Nos. 441-442.
 (2) Flag stop for Nos. 47-48. (6) Flag stop for Nos. 485-486.
 (3) Flag stop for Nos. 409-410. (7) Flag stop for Nos. 459-460.
 (4) Flag stop for No. 492.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Train	At	Discharge Passengers From	Pick up Passengers Destined To
17	Any station First Sub-division.	Green River or beyond.	Pocatello or beyond.
17	Any station Second and Third Subdivisions.	Ogden, Pocatello or beyond.	Huntington or beyond.
18	Any station First Sub-division.	Pocatello or beyond.	Green River or beyond.
18	Any station Second and Third Subdivisions.	Huntington or beyond.	Pocatello, Ogden or beyond.
105	Minidoka, Gooding, Mountain Home, Caldwell, Nyssa, Ontario, Weiser.	Omaha or beyond.	Portland or beyond.
106	Weiser, Ontario, Nyssa, Caldwell, Mountain Home, Gooding, Minidoka.	Portland or beyond.	Omaha or beyond.

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:

Designation "Str."—Train with Diesel locomotive and all light-weight roller-bearing passenger equipment.

Designation "Psgr."—Train with steam locomotive and all passenger train equipment; train with Diesel 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 a freight engine is used in passenger service on a branch line, the speed specified under "Frt." 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 wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first 5 miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35 20
No. 125 and No. 126, maximum speed.		60	60				
No. 49 and No. 50 between Pocatello and Minidoka, maximum speed.		60	60				
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	Trains handling company roadway machines on their own wheels, except wrecking derricks— On main line and Twin Falls Branch: On straight track. On curves. Between Idaho Falls and Ashton. On other branch lines.			30 25 20 15
Inspection bus cars.		40	40				
Battery motor car 01886.		50					
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling dead steam locomotives: With a side rod or main rod removed.			15
Within yard limits— Protected by continuous block signal system. Not protected by continuous block signal system. On branch lines.	60 50 30	50 40 30	25 25 15	With side rods and main rods in place.			25
No. 125 and No. 126, within yard limits.		40	40	Jordan spreaders and other machines of spreader type, when in operation.			15
Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Trains handling scale test cars— On main line, Twin Falls Branch and between Idaho Falls and Ashton. On other branch lines.			30 20
Diesel 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 40	Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines			20
1500 class Diesel road freight locomotives.	50	50	50	Trains handling U. P. ore cars Nos. 8000 to 8499 . .			45
Diesel freight and road switch locomotives.	65	65	50	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 6
1000-1100 class Diesel yard switch locomotives in road service.	35	35	35	Passing fueling stations— On main lines. On branch lines.	50	40 30	25 15
1800 class Diesel yard locomotives in road service.	50	50	50	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement.	20	20	20
Steam engines running backward.	20	20	20	Over spring switches, where movement is over facing point switches, except at Reverse, Blaser and Pescadero.	20	20	20
7000-7800 class engines, except between McCammon and Pocatello.		70	50	When using cross-overs or turn-outs: Forward movement. Back-up movement.	15 10	15 10	15 10
7000-7800 class engines, between McCammon and Pocatello.		75	50	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
MacArthur type engines with 63-inch drivers.		55	50	On wye tracks.	6	6	6
MacArthur type engines with 57-inch drivers.		35	35	Through tunnels, branch lines.		10	10
3700 and 3900 class engines.		65	50				
3800 class engines.		60	50	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch lines. (Slower speed must be observed where conditions require.)			25 15
5000 class engines.		50	50				
Consolidation type engines.		35	35				

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. 0.0 and 0.8.	40	35	25	Between M.P. 87.4 and 87.7.	60	50	40	Bancroft Between M.P. 163.6 and 163.9.	70	60	50
Between M.P. 3.4 and 3.7.	70	60	50	Border Between M.P. 92.9 and 93.1.	60	50	40	Between M.P. 164.2 and 164.7.	70	60	50
Moxa Between M.P. 12.1 and 12.3.	70	60	50	Between M.P. 96.7 and 96.9.	70	60	50	Kinport Between M.P. 167.5 and 168.1.	70	60	50
Hassett Between M.P. 14.4. and 14.6.	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
Nutria Between M.P. 16.1 and 16.4.	70	60	50	Between M.P. 99.5 and 99.7.	70	60	50	Pebble Between M.P. 171.2 and 171.7.	60	50	40
Between M.P. 18.1 and 18.3.	60	50	40	Between M.P. 102.6 and 104.9.	60	50	40	Between M.P. 171.9 and 174.7.	70	60	50
Cosgriff Between M.P. 21.1 and 21.5.	70	60	50	Harer Between M.P. 105.2 and 105.4.	70	60	50	Broxon Between M.P. 176.3 and 176.7.	70	60	50
Between M.P. 23.6 and 23.8.	70	60	50	Between M.P. 114.9 and 115.2.	50	40	25	Blaser Between M.P. 177.4 and 178.5.	60	50	40
Opal Between M.P. 28.7 and 29.6.	70	60	50	Montpelier Between M.P. 115.9 and 116.2.	50	40	25	M.P. 179.0 to 180.0 (Westward).	45	35	20
Between M.P. 31.3 and 32.3.	50	40	30	Between M.P. 120. 6 and 123.4.	60	50	40	M.P. 180.0 to 179.0 (Eastward).	50	40	35
Between M.P. 33.0 and 33.1.	70	60	50	Between M.P. 125.1 and 125.3.	70	60	50	Lava Hot Springs Between M.P. 180.1 and 181.7.	70	60	50
Waterfall Between M.P. 34.6 and 34.8.	60	50	40	Between M.P. 125.8 and 126.7.	60	50	40	Between M.P. 181.8 and 183.1.	60	50	40
Between M.P. 35.5 and 36.5.	50	40	25	Georgetown Between M.P. 127.6 and 127.9.	70	60	50	Between M.P. 183.2 and 184.8.	70	60	50
Between M.P. 36.5 and 38.9.	40	35	25	Between M.P. 128.2 and 128.7.	60	50	40	Topaz Between M.P. 185.5 and 185.7.	70	60	50
Kemmerer 7000 and heavier type engines, turntable lead. Passing coal chute.	30	30	5 25	Between M.P. 129.5 and 130.0.	60	50	40	Between M.P. 186.1 and 187.3.	50	40	30
Between M.P. 43.1 and 44.0, watch for rocks.	25	20	20	Between M.P. 131.6 and 132.2.	70	60	50	Between M.P. 187.4 and 187.9.	60	50	40
Between M.P. 44.0 and 49.2.	50	40	30	Cavanaugh Between M.P. 135.5 and 135.8.	70	60	50	Between M.P. 188.1 and 190.3.	70	60	50
Between M.P. 49.2 and 49.4.	40	35	25	Manson Between M.P. 138.6 and 139.3.	60	50	40	McCammon Between M.P. 195.0 and 195.4.	60	50	40
Fossil Between M.P. 54.5 and 57.8.	40	35	25	Rose Between M.P. 141.0 and 141.9.	60	50	40	Onyx Between M.P. 197.7 and 200.3.	70	60	50
Nugget Between M.P. 58.0 and 59.5.	70	60	50	Between M.P. 142.4 and 143.5.	70	60	50	Between M.P. 200.4 and 201.1.	60	50	40
Orr Between M.P. 60.9 and 61.2.	70	60	50	Between M.P. 143.7 and 143.9.	60	50	40	Inkom Between M.P. 202.3 and 202.5.	60	50	40
Sage Between M.P. 63.6 and 65.4.	60	50	40	Between M.P. 144.6 and 145.2.	60	50	40	Between M.P. 207.2 and 208.4.	70	60	50
Between M.P. 66.5 and 68.2.	70	60	50	Soda Springs Over streets and alleys.	30	30	30	Pocatello Within platform limits of pas- senger depot.	6	6	6
				Between M.P. 148.0 and 148.3.	70	60	50				

SECOND SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Fr.		Str.	Pagr.	Fr.		Str.	Pagr.	Fr.
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. 237.9 and 239.4.	70	60	50	Dietrich M.P. 316.3 to 315.8 (Eastward).	70	60	50	Between M.P. 360.8 and 365.9.	70	60	50
Bridge 239.78.	40	25	25	Shoshone Over Greenwood Street.	15	15	15	King Hill Between M.P. 367.4 and 368.3.	70	60	50
Between M.P. 240.0 and 240.3.	40	25	25	Between M.P. 321.5 and 322.2.	20	20	20	Between M.P. 369.1 and 371.0.	60	50	40
Between M.P. 240.4 and 241.3.	70	60	50	Between M.P. 323.2 and 323.9.	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 326.6.	70	60	50	Between M.P. 371.1 and 373.4.	45	40	25
Wapi Between M.P. 258.9 and 259.2.	70	60	50	Gooding Over streets and alleys.	30	30	30	Between M.P. 373.4 and 373.8.	20	20	20
				Between M.P. 340.7 and 341.2.	60	50	40	Glenns Ferry			
				Between M.P. 342.3 and 343.4.	60	50	40				

THIRD SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Fr.		Str.	Pagr.	Fr.		Str.	Pagr.	Fr.
Glenns Ferry Eastward, over Commercial Street Crossing.	20	20	20	Leone Between M.P. B-431.0 and B-433.8.	70	60	50	Nampa Between passenger depot and M.P. 456.3.	15	15	15
Between M.P. 376.5 and 377.6.	60	50	40	Between M.P. B-433.9 and B-434.3.	60	50	40	Caldwell Over streets and alleys.	25	25	25
Between M.P. 378.6 and 379.3.	45	40	25	Black's Creek Between M.P. B-435.8 and B-436.1.	70	60	50	Between M.P. 482.8 and 483.0.	70	60	50
Hammett Between Hammett and Reverse.	65	60	40	Between M.P. B-438.5 and B-438.8.	70	60	50	Between M.P. 484.5 and 485.0.	70	60	50
Between M.P. 385.6 and 387.0.	60	50	40	Between M.P. B-439.4 and B-440.4.	50	40	25	Washoe Spur With 5000 class engines.			5
Between M.P. 389.8 and 390.6.	60	50	40	Between M.P. B-440.4 and B-446.1.	60	50	40	Ontario No. 106, to exchange mail.	10		
Mountain Home Over street crossings.	25	25	25	Boise Between M.P. B-448.3 and B-449.1.	50	40	25	Payette Between Payette and Weiser, trains handling logs.			30
Orchard Between M.P. 428.4 and 429.0.	60	50	40	Between M.P. B-450.5 and B-451.0.	70	60	50	Weiser Between M.P. 523.1 and 526.1.	70	60	50
Kuna Between M.P. 447.5 and 450.8.	60	50	40	Meridian No. 17, to exchange mail. No. 18, to dispatch mail.		20	40	Between M.P. 526.4 and 535.9.	60	50	40
Nampa				Sonna Between M.P. B-467.0 and B-467.8.	40	25	25	Between M.P. 535.9 and 539.0.	40	25	25
Orchard Between M.P. B-423.5 and B-423.9.	60	50	40					Huntington			
Between M.P. B-429.1 and B-430.0.	60	50	40								

FOURTH SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Pagr.	Fr.		Pagr.	Fr.		Pagr.	Fr.
Maximum speed. Between Pocatello Jct. and Idaho Falls.	70	50	Hamer Between M.P. 218.3 and 218.5.	50	40	Dillon Between M.P. 328.6 and 329.2.	35	25
Between Idaho Falls and Silver Bow.	59	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 Jct. Between M.P. 135.1 and 136.7.	35	25	Between M.P. 239.1 and 239.3.	50	40	Between M.P. 342.7 and 342.9.	50	40
Montana Jct. Between M.P. 139.9 and 140.1.	60	50	Highbridge Between M.P. 244.4 and 246.7.	40	30	Between M.P. 343.3 and 343.5.	30	20
Tyhee Between M.P. 142.3 and 142.5.	50	40	Spencer Between M.P. 248.5 and 248.9.	45	35	Between M.P. 343.5 and 345.8.	35	25
Between M.P. 143.3 and 143.5.	50	40	Between M.P. 249.5 and 249.7.	40	30	Between M.P. 346.0 and 346.3.	30	20
Gibson Between M.P. 152.6 and 152.9.	50	40	Between M.P. 251.0 and 251.4.	40	30	Between M.P. 347.9 and 348.2.	40	30
Blackfoot Over streets and alleys.	20	20	Between M.P. 252.7 and 257.5.	25	20	Navy Between M.P. 351.0 and 354.4.	35	25
Wapello Between M.P. 166.8 and 167.0.	60	50	Humphrey Between M.P. 258.3 and 258.5.	35	25	Between M.P. 357.2 and 357.7.	40	30
Firth Between M.P. 169.7 and 169.9.	60	50	Between M.P. 258.6 and 259.2.	45	35	Melrose Between M.P. 361.8 and 366.3. watch for rocks.	25	20
Shelley Over streets and alleys.	30	30	Between M.P. 262.9 and 267.6.	35	25	Between M.P. 366.3 and 366.6.	20	20
Idaho Falls Over streets and alleys.	12	12	Between M.P. 269.7 and 269.9.	40	30	Curve M.P. 366.4 with 5000 class engines.	10	10
Between M.P. 185.5 and 185.9.	15	5	Between M.P. 271.0 and 271.7.	40	30	Between M.P. 366.7 and 367.5.	35	25
Between M.P. 187.4 and 188.6.	40	30	Snowline Between M.P. 277.4 and 278.3.	35	25	Between M.P. 367.9 and 368.2.	30	20
Between M.P. 190.7 and 191.0.	45	35	Lima Over Center Street east of depot.	20	15	Divide Between M.P. 373.6 and 374.6.	40	30
Roberts Between M.P. 205.4 and 206.0.	50	40	Westward within yard limits.	25	15	Woodin Between M.P. 375.2 and 377.8.	35	25
Tenno Between M.P. 208.4 and 210.2.	50	40	Armstead Between M.P. 307.7 and 308.0.	50	40	Between M.P. 379.0 and 381.1.	35	25
Hawgood Between M.P. 213.7 and 214.0.	50	40	Between M.P. 308.9 and 310.3.	35	25	Feely Between M.P. 382.3 and 383.7.	25	20
			Between M.P. 310.4 and 310.6.	25	20	Between M.P. 384.3 and 385.1.	35	25
			Between M.P. 311.0 and 311.8.	45	35	Buxton Between M.P. 386.6 and 388.1.	35	25
			Grayling Between M.P. 316.0 and 316.5, watch for rocks.	25	20	Between M.P. 389.8 and 390.1.	20	20
			Between M.P. 316.5 and 318.7.	35	25	Silver Bow On interchange tracks beyond N. P. crossing, with 3800, 5000 and 7000 class engines.	5	5

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	
	Pagr.	Frt.		Pagr.	Frt.		Pagr.	Frt.
Mackay Branch Between Blackfoot and M.P. 60.0: Diesel engines. Steam engines.		30 25	Teton Valley Branch Maximum speed.	35	25	Between Hailey and Ketchum, over truss bridges.	15	15
Between M.P. 60.0 and Mackay, All engines.		20	Bridges 4.48, 6.96 and 19.97.	12	12	Between M.P. 63.1 and 64.6.	30	20
Mackay On curve on low line smelter.		6	Between M.P. 19.1 and 19.4.	15	15	Between M.P. 68.4 and 68.5.	10	10
Thomas Branch Maximum speed.		15	Between M.P. 25.0 and 25.4.	15	15	Hill City Branch Maximum speed.		25
Aberdeen Branch Maximum speed.		25	Twin Falls Branch Maximum speed.	50	40	Over trestles 21.6 and 23.40 with snow plows.		15
Goshen Branch Maximum speed.		25	First Class Trains, within yard limits.	30	30	Boise Branch Between Boise Jct. and Boise Freight.		25
Light MacArthur type engines.		20	3800 class engines.	30	30	Between Boise Freight and Barber.		15
Yellowstone Branch Between Idaho Falls and Ashton.	50	35	Rupert, on west leg of wye.	10	10	Stoddard Branch Maximum speed.		20
Between Idaho Falls and West Yellowstone with MacArthur type engines.	40	30	Rupert, over streets and alleys.	12	12	Between Stoddard and end of track.		15
Between Ashton and Gerrit, watch for rocks.	35	25	Bridge 20.10.	25	25	Idaho Northern Branch Maximum speed.		30
Between Gerrit and Big Springs	50	35	Burley, within city limits.	20	20	Between Jenness and Bramwell.		20
Between Big Springs and West Yellowstone, watch for rocks.	35	25	Burley, over street crossings.	12	12	Trains handling high cars between Jenness and Bramwell.		12
Rexburg, Sugar City and St. Anthony, over streets and alleys.	20	20	Kimberly, within city limits.	40	40	Between Plaza and Banks. Watch for rocks between Black Canyon and Banks.		25
St. Anthony, over highway crossing just west of depot.	8	8	McMillan, on tracks leading to sugar factory, with 3800 class engines.	10	10	Banks, westward around curve east of east siding switch, to east switch.		5
Between M.P. 55.4 and 55.7.	20	15	Buhl, on mill and elevator track with MacArthur type engines.		5	Between Banks and Smiths Ferry, watch for rocks.		15
Between M.P. 59.6 and 65.9.	20	15	North Side Branch Maximum speed.		30	Trains handling logs or high cars between Banks and M.P. 81.0.		12
Between M.P. 72.9 and 73.2.	35	25	Heavy MacArthur type engines.		15	Between Smiths Ferry and Cabarton, watch for rocks.		20
Between M.P. 74.0 and 74.2.	30	25	Between M.P. 30.0 and 30.5.		20	M.P. 31.4.		20
Between M.P. 85.2 and 85.5.	35	25	Raft River Branch Maximum speed.		20	Between M.P. 33.0 and 35.4.		10
Between M.P. 86.4 and 87.0.	20	15	Burley, within city limits.		20	Bridge 36.61.		20
Between M.P. 92.1 and 95.0.	20	15	Burley, over street crossings.		12	Between M.P. 99.6 and 108.3.		20
Between M.P. 99.9 and 100.8.	20	15	Oakley Branch Maximum speed.		25	Between M.P. 111.4 and 111.6.		20
East Belt Branch Maximum speed.		25	Light MacArthur type engines.		20	Between M.P. 113.0 and 113.3.		20
Light MacArthur type engines between Lincoln Jct. and Orvin.		20	Burley, within city limits.		20	Between M.P. 128.2 and 128.5.		15
Light MacArthur type engines between Lincoln Jct. and Ririe.		15	Burley, over atreet crossings.		12	McCall, over street crossings.		10
Truss bridges.		15	Wells Branch Maximum speed.		30	Wilder Branch Maximum speed.		25
West Belt Branch Maximum speed.		25	Between M.P. 31.1 and 36.1.		25	Homedale Branch Maximum speed.		25
Truss bridges.		15	Between M.P. 45.9 and 53.3.		25	Oregon Eastern Branch Maximum speed.		25
Highway Crossing M.P. 37.44.	5	5	Between M.P. 69.6 and 71.6.		25	Hope Between M.P. 20.5 and 33.5, watch for rocks.		20
			Between M.P. 91.1 and 91.4.		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 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 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. On curves.		20 15			
Dunnean Between M.P. 103.5 and 106.5.		20	Engines running backwards.		10						
Bridge 106.14.		15	Between Weiser and Concrete. Straight track. On curves.		25 20						
SYMBOLS AND ABBREVIATIONS						Standard clocks are located as shown below:					
Rules 6 and 6(A)						Blackfoot.....Telegraph Office					
Rule 6						Boise Freight.....Yard Telegraph Office					
The following letters placed before figures of a schedule indicate:						Boise Freight.....13th Street Yard Office					
s—regular stop;						Buhl.....Telegraph Office					
f—flag stop to receive or discharge traffic;						Burns.....Telegraph Office					
A—arrive.						Emmett.....Telegraph Office					
Rule 6(A)						Glenns Ferry.....Telegraph Office					
The following letters placed in column with station name in time-table indicate:						Glenns Ferry.....Yard Office					
D—day operator;						Huntington.....Yard Office					
N—night operator;						Huntington.....Telegraph Office					
DN—day and night operator;						Idaho Falls.....Telegraph Office					
R—train register;						Idaho Falls.....Yard Office					
YL—yard limits.						Idaho Falls.....Enginemen's Register Room					
The following letters placed in column provided in time-table indicate:						Kemmerer.....Telegraph Office					
D—diesel oil station;						Ketchum.....Telegraph Office					
I—interlocking;						Lima.....Telegraph Office					
O—fuel oil station;						Marsing.....Telegraph Office					
P—dispatcher's telephone;						McCall.....Telegraph Office					
T—turntable;						Minidoka.....Telegraph Office					
W—water station;						Montpelier.....Telegraph Office					
X—cross-over;						Nampa.....Telegraph Office					
Y—wye;						Nampa.....Central Yard Switch Shanty					
Z—track scales;						Nampa.....Roundhouse Office					
AI—automatic interlocking;						Nampa.....Train Dispatcher's Office					
CS—center siding;											
ES—eastward siding;											
WS—westward siding.											