



**UNION PACIFIC RAILROAD COMPANY**  
**NORTHWESTERN DISTRICT**



**IDAHO DIVISION**

**TIME-TABLE**  
**No. 22**

**Effective Sunday**  
**October 30, 1955**  
**At 12:01 A.M. Mountain Time**

**Safety Gains**  
**Where Courtesy Reigns**

**FOR EMPLOYEES ONLY**

*Press of ABBOTT, KIMMS & 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. Hellsley, 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.	R. H. Wright	Surgeon	Hailey, Ida.
R. K. Gorton	Asst. to District Surgeon	Pocatello, Ida.	Simeon Hopper	Surgeon	Hazelton, Ida.
J. E. Comstock	Physician	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. Benedict	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. Smal	Surgeon	Jerome, Ida.
C. W. Pond	Oculist and Aurist.	Pocatello, Ida.	F. F. Young	Surgeon	Kemmerer, Wyo.
Merrill J. Sharp	Surgeon	Pocatello, Ida.	J. H. Stewart	Surgeon	McCall, Ida.
Eugene V. Simison	Oculist and Aurist.	Pocatello, Ida.	Carl D. Lusty	Surgeon	Meridian, Ida.
H. Henry Rock	Surgeon	Aberdeen, Ida.	Robert H. Burgoyne	Surgeon	Montpelier, Ida.
Frank L. Harms	Surgeon	American Falls, Ida.	R. B. Lindsay	Surgeon	Montpelier, Ida.
Ivan R. Egbert	Surgeon	Arco, Ida.	Malone W. Koelsch	Surgeon	Mountain Home, Ida.
Ralph G. Goates	Surgeon	Blackfoot, Ida.	T. C. Horton, Jr.	Surgeon	Nampa, 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.
			Marion S. McGrath	Surgeon	Weiser, Ida.

**WESTWARD CONDENSED TIME-TABLE EASTWARD**

FIRST CLASS					Distance from Granger via Boise	Time-Table No. 22 October 30, 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						
		5.35	2.05	4.20	0.0	GRANGER	A 9.10		A12.27	A11.10		
	10.45 12.15	5.45 5.55		9.35 10.35	213.9	POCATELLO	3.50 2.50		8.30 8.20	5.35 4.55		
	3.45	8.25		2.00	373.8	GLENN'S FERRY	11.30		5.45	1.40		
	5.45	9.40		3.45	448.4	BOISE	9.40		4.30	11.55		
	8.35	11.40		6.40	550.1	M.T. HUNTINGTON P.T.	M.T. 7.00 P.T. 5.50		2.35 1.35	9.25 8.15		
	7.45	10.40		5.50	649.7	LA GRANDE	3.15		11.10	5.35		
	10.35	1.05		8.40	723.9	PENDLETON	12.55		9.08	3.00		
	9.00				941.3	SPOKANE				A 6.30		
	11.27				837.4	AYER				4.05		
	12.30				786.3	WALLULA				2.55		
	1.55	2.05	3.55	12.40	755.3	HINKLE	12.10		8.30	2.10	2.20	
	3.55	4.25	5.30	3.10	855.4	THE DALLES	10.05		6.50	11.50	12.02	
	A 6.10	A 7.10	A 7.30	9.00 A 5.30	939.5	PORTLAND	8.00	A 9.30	5.00	9.45	10.00	
				A 1.00	1122.7	SEATTLE		5.00				
							Daily	Daily	Daily	Daily	Daily	
	(9.10) 40.4	(26.35) 35.3	(18.25) 51.0	(4.00) 45.8	(26.10) 35.9		..... Thru Time.....	(24.10) 38.9	(4.30) 40.7	(18.27) 50.9	(24.25) 38.5	(8.30) 43.5
							..... Average speed per hour.....					

**WESTWARD CONDENSED TIME-TABLE EASTWARD**

FIRST CLASS				Distance from McCammon	Time-Table No. 22 October 30, 1955	FIRST CLASS			
29 Passenger	33 Passenger	31 Passenger	32 Passenger			34 Passenger	30 Passenger		
Daily	Daily	Daily		STATIONS					
				0.0	McCAMMON		A 5.55	A 4.05	
	11.00	9.30		22.7	POCATELLO		5.25 4.30	3.30 2.45	
	11.30 12.10	10.00 10.55		73.3	IDAHO FALLS	A 2.30	3.00	1.00	
	1.35	A12.40	7.00	124.3	ASHTON	12.55			
			8.40	169.9	VICTOR	11.10			
			A10.20	180.4	WEST YELLOWSTONE				
				285.8	BUTTE			7.15	
	A 7.25					Daily	Daily	Daily	
	(8.25) 33.9	(3.10) 23.1	(3.20) 29.0			..... Thru Time.....	(3.20) 29.0	(2.55) 25.1	(8.50) 32.3
						..... 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. 22			
		SECOND CLASS					FIRST CLASS					October 30, 1955			
Car Capacity of Spiders, etc. See Rule 6(A), Page 23.		279	263	251	257	277	29	11	105	33	17	STATIONS			
		Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Passenger	Mail and Express	Streamliner Passenger	Passenger	Passenger				
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
144	IPWY		5:00PM		5:00AM			5:35PM	2:05PM		4:20AM	DN-R	GRANGER YL GN		
150	P		5:12		5:12			5:44	2:12		4:29		MOXA		
150	P		5:22		5:22			5:52	2:19		4:37		NUTRIA		
150	P		5:35		5:35 <sup>264</sup>			6:01	2:28		4:47	D	OPAL OW		
150	P		5:49		5:49			6:11	2:37		4:57		WATERFALL		
			5:59		5:59			6:18 <sup>262</sup>	2:44		5:04 <sup>264</sup>		EAST KEMMERER YL		
	PTXZ		6:05		6:05		s	6:30	f	2:47	5:15	DN	KEMMERER YL Z		
	PXY		6:12		6:12			6:34	2:50		5:19		MOYER JCT. YL		
WS 70 P	ES 70 X		6:30		6:30			6:47	3:02		5:32		FOSSIL YL FI		
94	PW		6:40		6:40			6:55	3:09		5:40		NUGGET		
150	P		6:45		6:45			6:59	3:13		5:44		ORR		
150	PY		7:04 <sup>11</sup>		6:53			7:04 <sup>263</sup>	3:18		5:50		LEEFE		
150	P		7:16		7:19 <sup>12</sup>			7:10	3:24		5:58		BECKWITH		
74	P		7:24		7:30			7:15	3:29		6:04		PIXLEY		
120	P		7:32		7:38		s	7:25	3:34		6:19	DN	COKEVILLE CK		
74	P		7:38		7:44			7:30	3:38		6:25		MARSE		
124	P		7:43		7:49			7:34	3:42		6:30		BORDER		
74	P		7:50		7:57			7:40	3:47		6:38 <sup>12</sup>		PEGRAM		
88	P		7:56		8:03			7:46	3:52		6:43		HARER		
69	P		8:04		8:09			7:51	3:57 <sup>262</sup>		6:48		DINGLE		
	DOPTWYZ		8:20		8:20			8:10			7:00	DN-R	MONTPELIER YL		
			8:45		8:45			8:20	s	4:05	7:10		PESCADERO		
78	P		8:55		8:55			8:28	4:12		7:18		GEORGETOWN		
105	P		9:03		9:03			8:34	4:18		7:24		CAVANAUGH		
124	P		9:10		9:08			8:40	4:23		7:30		MANSON		
100	P		9:16		9:16			8:45	4:27		7:35		ROSE		
78	P		9:22		9:22			8:50	4:31		7:40		SODA SPRINGS YL SD		
178	PY		9:30		9:44 <sup>106</sup>		s	9:02	4:37		7:52	DN	ALEXANDER		
108	P		9:38		9:56			9:10	4:42		8:00		TALMAGE		
112	P		9:45		10:03			9:15	4:46		8:05		BANCROFT BN		
225	127 PWY		9:54		10:12		f	9:24	4:52		8:14	DN	KINPORT		
112	P		9:59		10:17			9:29	4:55		8:20		PEBBLE		
112	P		10:06		10:24			9:35	4:59		8:25		BROXON		
103	P		10:12		10:30			9:40	5:03		8:30		BLASER		
100	P		10:17		10:35			9:43	5:06		8:33	DN	LAVA HOT SPGS. XY		
27	PX		10:24		10:42		f	9:50	5:10		8:40		TOPAZ		
CS 148	P		10:31		10:49			9:56	5:14		8:46	DN	MCCAMMON YL MC		
90	IPXY		11:20PM		12:10PM			10:05	5:21	9:30AM	8:55		INKOM KO		
WS 40	ES 88							11:13	10:18	5:31	f	9:38	DN-R	PORTNEUF	
								11:19	10:25	5:36	f	9:44		POCATELLO YL H-CA PO	
	DOPTWYZ		A1 1:55PM		A1 1:15PM		A	1:00PM	A1 1:35AM	A	6:45AM	A1 1:30PM	A1 1:00AM	A	9:35AM

BLOCK SIGNALS

Double Track

Double Track

(0.35)	(6.15)	(0.50)	(6.35)	(1.00)	(0.30)	(5.10)	(3.40)	(0.30)	(5.15)	..... Thru Time .....
38.9	34.2	27.2	32.5	22.7	45.4	41.4	58.3	45.4	40.7	..... Average speed per hour .....

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 106 is superior to westward trains of the same class.—See Rule 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.

Time-Table No. 22		FIRST SUBDIVISION					EASTWARD				
October 30, 1955		FIRST CLASS					SECOND CLASS				
STATIONS		30	12	106	34	18	280	262	278	270	264
		Passenger	Mail and Express	Streamliner Passenger	Passenger	Passenger	Time Freight	Time Freight	Stock Special	Time Freight	Time Freight
		Mile Post									
DN-R	GRANGER YL GN	0.0									
	MOXA	7.7	Af 9:10AM	A12:27PM		A11:10PM		A 7:30PM			A 6:20AM
	NUTRIA	15.4	8:55	12:17		10:48		7:12			6:02
D	OPAL OW	24.5	f 8:35	11:59AM		10:40		7:00			5:50
	WATERFALL	33.6	8:24	11:49		10:30		6:45			5:35 <sup>257</sup>
	EAST KEMMERER YL	39.0	8:17	11:42		10:13		6:28			5:14
DN	KEMMERER YL Z	39.7	s 8:15	f 11:40		10:10		6:18 <sup>11</sup>			5:04 <sup>17</sup>
	MOYER JCT. YL	42.3	8:04	11:35		9:56		6:05			4:50
DN	FOSSIL YL FI	50.3	f 7:48	11:24		9:40		5:50			4:33
	NUGGET	56.0	7:38	11:17		9:30		5:28			4:12
	ORR	59.6	7:33	11:13		9:25		5:16			4:00
	LEEFE	64.8	7:26	11:08		9:18		5:09			3:53
	BECKWITH	71.3	7:19 <sup>257</sup>	11:02		9:11		4:59			3:44
	PIXLEY	77.4	7:12	10:57		9:04		4:49			3:33
DN	COKEVILLE CK	83.5	s 7:05	10:52		8:55		4:41			3:25
	MARSE	88.2	6:49	10:46		8:42		4:32			3:15
	BORDER	92.1	6:45	10:43		8:37		4:25			3:05
	PEGRAM	97.7	f 6:38 <sup>17</sup>	10:38		8:30		4:19			2:59
	HARER	102.9	6:28	10:33		8:24		4:11			2:51
	DINGLE	108.0	6:23	10:28		8:18		4:04			2:43
DN-R	MONTPELIER YL MX	115.0	6:15	s 10:20		8:10		3:57 <sup>105</sup>			2:35
	PESCADERO	121.3	6:05	10:09		8:00		3:35			2:20
	GEORGETOWN	126.8	5:55	10:03		7:43		3:10			1:55
	CAVANAUGH	131.9	5:49	9:58		7:36		2:50			1:32
	MANSON	136.1	5:43	9:54		7:30		2:40			1:23
	ROSE	140.0	5:39	9:50		7:26		2:31			1:16
DN	SODA SPRINGS YL SD	146.0	s 5:27	9:44 <sup>257</sup>		7:22		2:25			1:10
	ALEXANDER	151.6	5:15	9:37		7:14		2:19			1:04
	TALMAGE	156.2	5:09	9:32		7:01		2:07			12:52
DN	BANCROFT BN	161.8	f 5:01	9:27		6:55		1:56			12:41
	KINPORT	165.6	4:55	9:22		6:47		1:45			12:30
	PEBBLE	170.3	4:50	9:17		6:40		1:30			12:15
	BROXON	174.8	4:45	9:12		6:35		1:19			12:04AM
	BLASER	177.4	4:42	9:09		6:30		1:11			11:56PM
DN	LAVA HOT SPGS. XY	180.0	f 4:37	9:06		6:27		1:03			11:48
	TOPAZ	184.3	4:29	9:01		6:22		12:56			11:41
DN	MCCAMMON YL MC	191.2	As 4:05AM	s 4:20		6:14		12:48			11:33
D	INKOM KO	201.9	s 3:48	4:05		6:05		12:33			11:18
	PORTNEUF	207.7	3:38	3:59		6:05		12:15PM			11:00
DN-R	POCATELLO YL H-CA PO	218.9	3:30AM	3:50AM		5:55PM		A 1:00AM			A 2:00PM
	(213.9)		Daily	Daily		Daily		Daily			Daily

BLOCK SIGNALS

Double Track

Double Track

..... Thru Time .....	(0.35)	(5.20)	(3.57)	(0.30)	(5.35)	(0.35)	(8.00)	(0.45)	(0.35)	(8.00)
..... Average speed per hour .....	38.9	40.1	54.2	45.4	38.3	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.

WESTWARD		SECOND SUBDIVISION								EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS						Time-Table No. 22		
	125 Time Freight	Daily Except Sunday and Monday	105	33	17	49	11	29	October 30, 1955		
			Streamliner Passenger	Passenger	Passenger	Mixed	Mail and Express	Passenger	STATIONS		
DOPTWYZ	1.45AM		5.55PM	10.55AM	10.35AM	4.00AM	12.15AM	12.10AM	BLOCK SIGNALS DN-R POCATELLO YL H-CA PO POCATELLO JCT. YL MICHAUD BANNOCK DN AMERICAN FALLS AF BORAH QUIGLEY WAPI DEWOFF HAWLEY DN MINIDOKA RT MAX ADELAIDE KIMAMA SENTER OWINZA BESSLEN DIETRICH DN SHOSHONE X TUNUPA DN GOODING GD FULLER BLISS TICESKA KING HILL DN-R GLENN'S FERRY YL GF (159.9)		
P				A1 1.00AM				A12.15AM			
CS 153 P						f 4.15					
118 P											
145 P			6.17		s 11.03	s 4.35	s 12.43				
120 P											
119 P						f 4.55					
119 P											
119 P											
119 P											
101 PWY			6.46		s 11.45AM	A 5.20AM	s 1.20				
289 P											
119 P											
119 P											
119 P											
122 P											
119 P											
116 P							s 1.59				
WS 121-115 ES 111-130 PWY			s 7.32		s 12.40PM		s 2.20				
118 P											
117 60 P			7.48		s 1.00		s 2.40				
120 P											
118 120 PY					s 1.13		s 2.53				
CS 120 WS 99 P											
CS 139 P			8.14		1.36		s 3.16				
DPTY	A 5.10AM		As 8.25PM		A 1.50PM		A 3.35AM				
	(3.25)		(2.30)	(0.05)	(3.15)	(1.20)	(3.20)	(0.05)	.....Thru Time.....		
	46.8		64.0	28.8	49.2	43.9	47.9	28.8	.....Average speed per hour.....		

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	
Time Table No. 22		Mile Post		FIRST CLASS						SECOND CLASS	
October 30, 1955		30	106	34	18	50	12			126	
STATIONS		Passenger	Streamliner Passenger	Passenger	Passenger	Mixed	Mail and Express			Time Freight	
BLOCK SIGNALS	DN-R POCATELLO YL H-CA PO	213.9	A 2.45AM	A 8.20AM	A 4.30PM	A 4.55PM	A 10.30PM	A 2.50AM		A 3.30PM	
	POCATELLO JCT. YL	216.3	2.30AM		4.15PM						
	MICHAUD	224.3					f 9.47				
	BANNOCK	230.1									
	DN AMERICAN FALLS AF	238.5		7.54		s 4.21	s 9.30	s 2.15			
	BORAH	242.3									
	QUIGLEY	250.1									
	WAPI	256.0					f 9.10				
	DEWOFF	259.8									
	HAWLEY	267.3									
	DN MINIDOKA RT	272.4		7.24		s 3.45	8.50PM	s 1.40			
	MAX	276.2									
	ADELAIDE	284.3									
	KIMAMA	289.0						f			
	SENER	295.7									
	OWINZA	303.5									
	BESSLEN	309.3									
	DIETRICH	313.9									
	DN SHOSHONE X	321.8		s 6.40		s 2.50		s 12.45			
	TUNUPA	330.8									
DN GOODING GD	337.5		6.22		s 2.27		s 12.20				
FULLER	344.2										
BLISS	350.5						s 12.01AM				
TICESKA	357.3										
KING HILL	367.1						f 11.40PM				
DN-R GLENN'S FERRY YL GF	373.8		5.45AM		1.40PM		11.30PM		11.45AM		
	(159.9)		Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday and Monday		
			(0.15)	(2.35)	(0.15)	(3.15)	(1.40)	(3.20)	(3.45)		
			9.6	61.9	9.6	49.2	35.1	47.9	42.6		

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 22.	SECOND CLASS		FIRST CLASS			Time-Table No. 22 October 30, 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									
	STATIONS													
DPTY	10.15AM	5.20AM	8.25PM	2.00PM	3.45AM	DN-R GLENNS FERRY YL	373.8	As 5.45AM	A 1.30PM	A1 1.20PM	A1 1.30AM	A1 1.00PM		
CS 110 P	10.35	5.31	8.35	2.11	s 3.56	HAMMETT	382.7	5.32	1.12	10.57	10.55	10.35		
CS 123 PY	11.05	5.48	8.47	2.27	4.10	DN REVERSE YL RV	393.3	5.21	1.00	10.45	10.40	10.15		
71 PY	11.16	6.00	8.56	s 2.40	s 4.23	DN MOUNTAIN HOME MZ	401.6	5.13	s 12.50	s 10.35	10.30	10.00		
140 P	11.24	6.06	9.01	2.45	4.28	SEBREE	407.5	5.06	12.41	10.25	10.21	9.52		
136 P	11.31	6.12	9.05	2.50	4.33	CLEFT	412.7	5.02	12.36	10.21	10.15	9.45		
122 IPY	11.44	6.23	9.13	2.59	s 4.54 <sup>106</sup>	DN ORCHARD YL OD	423.0	4.54 <sup>11</sup>	12.26	10.12	10.04	9.30		
150 P	11.59AM	VIA BOISE	VIA BOISE	VIA BOISE	VIA BOISE	OWYHEE	434.7	VIA BOISE	VIA BOISE	VIA BOISE	VIA BOISE	9.06		
150 P	12.15PM	VIA BOISE	VIA BOISE	VIA BOISE	VIA BOISE	KUNA	446.7	VIA BOISE	VIA BOISE	VIA BOISE	VIA BOISE	8.38		
73 P		6.31	9.20	3.07	5.02	LEONE	B-430.3	4.47	12.17	10.03	9.56			
73 P		6.37	9.25	3.13	5.08	BLACK'S CREEK	B-435.9	4.42	12.10	9.56	9.50			
59 P		6.43	9.31	3.19	5.14	SHAFFER	B-441.7	4.36	12.03PM	9.49	9.43			
07 PY	VIA KUNA	6.53	s 9.40 <sup>12</sup>	s 3.35	s 5.25	DN BOISE YL BG	B-448.4	s 4.30	11.55AM	9.40 <sup>105</sup>	9.35	VIA KUNA		
P						BOISE JCT.	B-450.7							
31 P						PERKINS	B-451.4							
29 P						BEATTY	B-454.6							
74 P		7.16	9.50	f 3.56	s 5.57	D MERIDIAN MD	B-457.3	4.16	11.37	s 9.07	9.14			
22 P						SONNA	B-460.7							
DPTYZ	12.30	7.35	s 10.08	4.15	6.15	DN-R NAMPA YL AU-Q	456.6	s 4.06	11.25	8.55	9.00	8.10		
55 P	12.36	8.00	10.12	4.30	6.29	MOSS	460.8	3.54	11.07	8.38	8.12	7.57		
204 P	12.43	8.07 <sup>126</sup>	10.17	s 4.45	s 6.43	DN CALDWELL YL CW	465.6	3.50	s 11.02	s 8.33	8.07 <sup>125</sup>	7.49		
122 P	12.48	8.11	10.20	4.49	6.47	ENROSE	469.2	3.46	10.55	8.25	8.03	7.44		
127 P	12.52	8.15	10.23	s 4.52	s 6.51	D NOTUS U	472.5	3.43	10.52	8.22	7.59	7.39		
160 P	1.03	8.24	10.30	s 5.05	s 7.01	DN PARMA MA	480.8	3.36	s 10.43	8.15	7.50	7.28		
168 PY	1.13	8.33	10.37	s 5.17	s 7.11	DN NYSSA YL SY	488.4	3.29	s 10.33	s 8.08	7.42	7.18		
ES 170 PY	1.25	8.45	10.48	s 5.33	s 7.28 <sup>126</sup>	DN ONTARIO YL ON	498.7	3.17	s 10.18	s 7.55	7.28 <sup>11</sup>	7.01		
150 PY	1.31	8.51	10.54	s 5.43	s 7.37	DN PAYETTE YL AY	502.5	3.10	s 10.06	s 7.41	7.09	6.48		
150 P	1.40	8.59	11.00	5.50	7.44	CRYSTAL	509.3	3.05	10.01	7.36	7.02	6.38		
160 PY	1.48	9.06	11.08	s 6.02	s 7.55	DN WEISER YL SR	515.9	2.59	s 9.55	s 7.30	6.55	6.28		
150 P	2.01	9.18	11.18	6.14 <sup>262</sup>	8.06	COBB	525.7	2.50	9.42	7.18	6.43	6.14 <sup>17</sup>		
160 P	2.13	9.33 <sup>18</sup>	11.28	6.24	8.16	ROCK ISLAND	534.0	2.42	9.33 <sup>125</sup>	7.09	6.34	5.45		
P						BLAKES JCT.	537.1							
DOPTWYZ	A 2.30PM	A 10.15AM	As 11.40PM	A 6.40PM	A 8.35AM	DN-R HUNTINGTON YL HU	538.8	2.35AM	9.25AM	7.00PM	6.25AM	5.30PM		
						VIA KUNA (165.0)								
						VIA BOISE (176.3)		Daily	Daily	Daily	Daily Except Sunday and Monday	Daily		
	(4.15)	(4.55)	(3.15)	(4.40)	(4.50)	..... Thru Time .....	(3.10)	(4.05)	(4.20)	(5.05)	(5.30)			
	38.8	35.8	54.3	37.7	36.5	..... Average speed per hour .....	55.7	43.2	40.7	34.6	30.0			

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 Glens 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. 22 October 30, 1955	Mile Post	FIRST CLASS			SECOND CLASS			
	251	33	29	30	34			278						
	Time Freight	Passenger	Passenger	Passenger	Passenger			Stock Special						
	Daily	Daily	Daily											
	STATIONS													
P				11.00AM	12.15AM	POCATELLO JCT. YL	135.1	A 2.30AM	A 4.15PM	A 7.30AM				
P	1.30PM			11.05	12.20	MONTANA JCT. YL	136.7	2.25	4.10	7.12				
124 P	1.36			f 11.09	12.24	TYHEE	140.4	2.20	f 4.06	7.05				
150 PW	1.44			s 11.17	12.29	D FORT HALL FH	145.7	2.13	s 4.00	6.57				
71 P	1.51			f 11.23	12.34	GIBSON	151.0	2.05	f 3.53	6.49				
ES 66 PWY	2.01			s 11.31	s 12.41	DN BLACKFOOT YL BF	158.1	s 1.47	s 3.38	6.34				
72 P	2.10			f 11.53AM	12.57	WAPELLO	164.0	1.40	f 3.31	6.19				
123 PW	2.18			s 12.02PM	f 1.02	D FIRTH FR	169.4	1.32	s 3.24	6.09				
105 P	2.28			s 12.13	f 1.08	DN SHELLEY SY	175.5	s 1.23	s 3.15	5.59				
71 P	2.34			f 12.18	1.15 <sup>30</sup>	COTTON	179.3	1.15 <sup>29</sup>	f 3.08	5.52				
97 P	2.40			12.22	1.19	BACH YL	183.1	1.03	f 3.04	5.45				
DOPTWYZ	3.00 <sup>34</sup>			A 12.40PM	1.25	DN-R IDAHO FALLS YL AK	184.5	1.00	3.00 <sup>251</sup>	5.40				
51 P	3.20			f 1.44		PAYNE	191.2	f 12.38		4.55				
54 P	3.28			f 1.50		BASSETT	196.5	f 12.32		4.45				
54 P	3.37			s 1.57		D ROBERTS AR	202.0	s 12.26		4.35				
54 P	3.46				2.03	TENNO	207.0	12.20		4.25				
49 P	3.55				2.09	HAWGOOD	212.1	12.14		4.15				
51 P	4.04			s 2.15		HAMER	217.5	s 12.08		4.05				
50 P	4.14			s 2.22		CAMAS	228.1	s 12.02AM		3.55				
49 P	4.23				2.28	JONES	228.2	11.56PM		3.43				
51 106 PWY	4.50			s 2.36		DN DUBOIS YL BO	234.9	s 11.48		3.30				
49 P	5.08				2.46	HIGHBRIDGE	242.9	11.35		3.10				
57 P	5.20			s 2.55 <sup>278</sup>		D SPENCER RC	248.5	s 11.27		2.55 <sup>29</sup>				
55 52 PW	5.46			s 3.12		HUMPHREY	258.0	s 11.09		2.15				
61 PY	6.05			s 3.22		D MONIDA MO	264.7	s 10.59		1.55				
50 P	6.22			f 3.35		SNOWLINE	273.7	f 10.44		1.35				
DPWY	6.50			3.45		DN-R LIMA YL RD	279.9	10.35		1.15				
47 P	8.05			s 4.09		D DELL DE	288.0	s 10.13		12.08AM				
48 P	8.20			f 4.17		KIDD	294.0	f 10.04		11.55PM				
78 P	8.42			s 4.39		DN ARMSTEAD AD	307.0	s 9.48		11.28				
48 P	8.57			f 4.48		GRAYLING	312.9	f 9.36		11.15				
64 P	9.25 <sup>30</sup>			f 4.58		BARRATTS	320.4	f 9.25 <sup>251</sup>		11.00				
64 P	9.45			s 5.12		DN DILLON YL DN	328.0	s 9.15		10.45				
36 P	10.00			f 5.21		BOND	334.4	f 9.01		10.28 <sup>251</sup>				
45 P	10.16 <sup>278</sup>			f 5.29		APEX	340.3	f 8.54		10.16				
47 PY	10.40			f 5.45		NAVY	348.7	f 8.38		9.45				
61 PW	11.10			s 6.00		MELROSE	358.9	s 8.23		9.23				
37 P	11.30			f 6.11		QUINN	364.9	f 8.12		9.06				
39 P	11.45			s 6.23		D DIVIDE J	370.1	s 8.02		8.53				
65 P	11.55PM			f 6.33		WOODIN	374.3	f 7.54		8.42				
17 P	12.15AM			f 6.45		FEBLY	380.7	f 7.45		8.27				
50 P	12.26			f 6.54		BUXTON	384.6	f 7.38		8.15				
PWY	A 1.00AM			As 7.10AM		DN-R SILVER BOW YL SB	390.0	s 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				
						(261.9)		Daily	Daily	Daily				
	(15.30)	(1.40)	(7.10)	..... Thru Time .....	(7.15)	(1.15)	(12.00)							
	18.7	29.6	36.5	..... Average speed per hour .....	36.1	39.5	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. 22 October 30, 1955		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 22 October 30, 1955		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 22 October 30, 1955		Mile Post
	STATIONS				STATIONS				STATIONS		
22	PTZ	DN-R KEMMERER YL Z	0.0	70 PY	MOYER JCT. YL	0.0	53		GLENCOE JCT. YL	0.0	
		1.0		53	4.8			3.9	ELKOL	3.9	
		NO. KEMMERER JCT. YL	1.0		4.5			(3.9)			
		NO. KEMMERER YL	2.4		3.7						
		PHOSPHATE YL	5.1	16		MINE NO. 8 YL	13.0				
	4.1	QUEALY YL	9.2								
		(9.2)				(13.0)					

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. 22 October 30, 1955		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 22 October 30, 1955		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 22 October 30, 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	
		1.9		80	0.8	RADIANT	0.8	6	1.8	MONSANTO YL (Spur)	1.8
55		GLENCOE	1.9		(0.8)		6	2.8	FORMATION (Spur)	2.8	
		(1.9)					6	5.6	PANTING	5.6	
							19 Y	7.0	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. 22 October 30, 1955		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 22 October 30, 1955		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 22 October 30, 1955		Mile Post
	STATIONS				STATIONS				STATIONS		
108 P		ALEXANDER YL	0.0	150 PW	D FORT HALL FH	0.0	123 PW	D	FIRTH FR	0.0	
		6.0		42	9.1	M.P. 9.1	9.1	19	5.2	GOSHEN	5.2
16	D	GRACE GA	6.0	132 YZ	11.7	GAY	20.8	22	5.8	GERRARD	11.0
		(6.0)				(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. 22 October 30, 1955		Mile Post	
	STATIONS			
12		THOMAS JCT.	0.0	
		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. 22 October 30, 1955	Mile Post	FIRST CLASS		SECOND CLASS		
	491 Mixed	477 Local Freight	31 Passenger				32 Passenger	492 Mixed	478 Local Freight		
Daily Except Sunday		Daily Except Sunday		Daily		STATIONS					
DOPTWYZ	7.55AM	4.30AM	7.00AM		DN-R	AK	IDAHO FALLS YL	0.0	A 2.30PM	A 2.00PM	A 6.00PM
17 PY	8.05AM	4.40	7.06				3.0	3.0	2.13	f 1.50	4.10
60 PW		4.55	7.14		D	UN	4.6	7.6	s 2.05	1.40PM	4.00
54 P		5.20	7.25		D	RG	6.2	13.8	s 1.55	Via West Belt Branch	3.45
36		5.35	7.31				4.3	18.1	s 1.48		3.25
25 P		5.55	7.36				2.6	20.7	s 1.43		3.15
67 P		6.25	7.46		D	RX	3.8	26.0	s 1.35		2.55
51 P		6.40	7.53		D	SC	3.5	29.8	s 1.28		2.10
36 PY							1.1	30.9			
110 PWY		6.55	8.05		D	SH	5.9	36.8	s 1.18	A 10.50AM	1.50
P							1.5	38.8		10.40AM	
43 P		7.20	8.15				4.5	42.8	s 1.07		1.25
46 PWY	A 7.45AM		A 8.35AM		DN-R	HN	8.2	51.0	12.55PM		1.05PM
							1.5	52.5			
28 P							5.7	58.2			
22 P							8.7	66.9			
22							8.8	75.7			
15 P							4.9	80.6			
26 P							4.8	85.4			
25 PWY							5.3	90.7			
22 PY							6.5	97.2			
29 PWY					D-R	WS	6.9	107.1			
							9.9				
							(107.1)		Daily	Daily Except Sunday	Daily Except Sunday
	(0.10)	(3.15)	(1.35)		..... Thru Time .....		(1.25)	(3.20)	(4.55)		
	18.0	15.7	32.2		..... Average speed per hour .....		32.2	14.3	10.4		

WESTWARD			TETON VALLEY BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 22 October 30, 1955	Mile Post	FIRST CLASS		SECOND CLASS	
	481 Local Freight	31 Passenger	32 Passenger				482 Local Freight			
Daily Except Sunday		Daily		STATIONS						
46 PWY	6.30AM	8.40AM	DN-R	HN	ASHTON YL	0.0	A 12.50PM		A 12.30PM	
19	6.40	f 8.44			1.8	1.8	f 12.40		12.15	
33	6.55	f 8.52			4.2	6.0	f 12.32		12.01PM	
22 PW	7.10	s 8.58	D	MD	2.6	8.6	f 12.27		11.50AM	
12	7.25	f 9.06			4.2	12.8	f 12.19		11.33	
33 P	7.35	s 9.13			3.0	15.8	s 12.13PM		11.23	
21	8.08	s 9.37			10.5	26.3	s 11.50AM		10.50	
22 PWY	8.23	s 9.47	D	NA	4.2	30.3	s 11.42		10.35	
31	8.42	s 10.02 <sup>482</sup>	D	DI	8.4	37.2	s 11.28		10.02 <sup>31</sup>	
19 PWY	A 9.05AM	A 10.20AM	D-R	VR	8.4	45.6	11.10AM		9.30AM	
					(48.6)		Daily		Daily Except Sunday	
	(2.35)	(1.40)	(1.40)		..... Thru Time .....		(1.40)	(3.00)		
	17.6	27.3	27.3		..... Average speed per hour .....		27.3	15.2		

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. 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			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 22 October 30, 1955	Mile Post	SECOND CLASS		STATIONS	Mile Post	SECOND CLASS		STATIONS
	421	409			422	410					
	Mixed	Mixed			Mixed	Mixed					
110 PWY	8:15AM	6:30AM	DN-R	0.0	A 2:20PM	A 3:05PM	BLACKFOOT YL BF	0.0			
7	f 8:25	f 6:42		4.3	f 2:00	f 2:52	CLARKSON	4.3			
31	f 8:30	f 6:47		5.7	f 1:55	f 2:47	MORELAND	5.7			
				5.9			THOMAS JCT.	5.9			
P	A 8:35AM	f 6:51		7.1	1:45PM	f 2:43	ABERDEEN JCT. YL	7.1			
33 PW		f 7:24		20.1		f 2:10	TABER	20.1			
35 PY		f 8:15		39.7		f 1:20	SCOVILLE	39.7			
37 PWY		s 9:05	D	59.1		s 12:30PM	ARCO YL RO	59.1			
21 P		f 9:27		68.7		f 1:58AM	MOORE	68.7			
10		f 9:45		72.6		f 1:40	DARLINGTON	72.6			
5		f 10:00		77.3		f 1:25	LESLIE	77.3			
68 PY		A 10:25AM	D-R	85.3		11:00AM	MACKAY YL MY	85.3			
				(85.3)							
	(0.20)	(3.55)							(0.35)	(4.05)	
	21.3	21.7							12.2	20.9	

WESTWARD				EAST BELT BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 22 October 30, 1955	Mile Post	SECOND CLASS		STATIONS	Mile Post	SECOND CLASS		STATIONS
	491				491						
	Mixed				Mixed						
17 PY				0.0			ORVIN	0.0			
22				2.3			LINCOLN	2.3			
				3.1			LINCOLN JCT.	3.1			
46 P		f 8:27		5.7			IONA	5.7			
21 PW		s 9:05	D	16.4			RIRIE RK	16.4			
11 P		f 9:18		21.4			BYRNE	21.4			
11 P		f 9:30		25.6			JENSON	25.6			
23 P		f 9:40		28.2			WALKER	28.2			
40 P		f 9:52		32.4			PARKINSON	32.4			
11 P		f 9:58		34.3			MOODY	34.3			
12 P		s 10:20	D	38.1			NEWDALE NE	38.1			
P		A 10:40AM		44.4			BELT YL	44.4			
				(44.4)							
	(2.35)								(17.2)		

WESTWARD				ABERDEEN BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 22 October 30, 1955	Mile Post	SECOND CLASS		STATIONS	Mile Post	SECOND CLASS		STATIONS
	421				422						
	Mixed				Mixed						
P		8:35AM		0.0	A 1:45PM		ABERDEEN JCT. YL	0.0			
32		f 8:48		4.3	f 1:30		ROCKFORD	4.3			
17		f 8:53		5.9	f 1:20		LIBERTY	5.9			
32 P		f 9:13		10.2	f 12:58		PINGREE	10.2			
31 P		f 9:33		16.5	f 12:40		SPRINGFIELD	16.5			
17 P		f 9:50		19.7	f 12:25PM		STERLING	19.7			
8				26.0			FINGAL	26.0			
37 PWY		A 10:25AM	D-R	28.2	11:50AM		ABERDEEN YL BN	28.2			
				(28.2)							
	(1.50)								(1.55)		
	15.4								14.7		

WESTWARD				WEST BELT BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 22 October 30, 1955	Mile Post	SECOND CLASS		STATIONS	Mile Post	SECOND CLASS		STATIONS
	492				492						
	Mixed				Mixed						
60 PW			D-R	0.0	A 1:40PM		UCON UN	0.0			
22 P				8.8	f 1:10		LEWISVILLE	8.8			
50 P			D	10.5	s 1:00		MENAN MN	10.5			
51 PW				25.0	f 12:12		PLANO	25.0			
18				26.7	f 12:05PM		EDMONDS	26.7			
11 P				29.3	f 11:56AM		EGIN	29.3			
32				31.6	f 11:46		HEMAN	31.6			
19 P				33.5	f 11:40		PARKER	33.5			
110 PWY			D-R	38.7	11:15AM		ST. ANTHONY YL SH	38.7			
				(38.7)							
									(2.25)		
									16.0		

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		Time-Table No. 22 October 30, 1955	Mile Post	FIRST CLASS		STATIONS	Mile Post	FIRST CLASS		SECOND CLASS	
	439	475			49	50			440	476		
	Freight	Time Freight			Mixed	Mixed			Freight	Time Freight		
101 PWY	12:20PM	11:45PM		0.0	A 8:45PM		MINIDOKA YL RT	0.0		A 11:00AM	A 10:30PM	
73 P	12:35	12:01AM	f	8.2	f 8:32		ACEQUIA	8.2		10:35	10:05	
94 DPWY	12:50	12:16	s	13.5	s 8:25		RUPERT YL MS	13.5		10:20	9:50	
13				17.3			AMALGA	17.3				
32 P		1:01	12:27	s	19.6	f 8:14	HEYBURN	19.6		10:05	9:35	
59 PWY		1:15	12:40	s	21.7	s 8:10	BURLEY YL BU	21.7		10:00	9:30	
76 P		1:37	1:02	f	25.8	f 7:56	STARRH'S FERRY	25.8		9:45	9:15	
58 P		1:50	1:15	f	33.5	f 7:45	MILNER	33.5		9:30	9:00	
16 P				f	35.5	f 7:42	PARSONS	35.5				
71 P		2:05	1:30	s	41.4	s 7:33	MURTAUGH MU	41.4		9:15	8:45	
63 P		2:15	1:40		45.1	7:25	BICKEL	45.1		9:05	8:35	
23					49.0		BILLS	49.0				
41 P		2:30	1:55	s	49.7	s 7:18	HANSEN NS	49.7		8:55	8:25	
60 P		2:43	2:08	s	53.3	s 7:10	KIMBERLY KY	53.3		8:45	8:15	
31 P					56.4		McMILLAN YL	56.4				
					58.9	7:00	TWIN FALLS YL NA	58.9		8:30AM	8:00PM	
42				f	63.3	f 6:35	CURRY	63.3				
60 P				s	65.9	s 6:30	FILER FR	65.9				
45				f	68.5	f 6:25	PEAVEY	68.5				
41				f	71.3	f 6:20	CEDAR	71.3				
				A	73.8	6:15PM	BUHL YL BO	73.8				
				(73.8)					Daily	Daily Except Sunday	Daily Except Sunday	
	(3.40)	(3.15)							(2.30)	(2.30)	(2.30)	
	16.1	18.1							23.6	23.6	23.6	

WESTWARD				OAKLEY BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 22 October 30, 1955	Mile Post	FIRST CLASS		STATIONS	Mile Post	FIRST CLASS		SECOND CLASS	
	439	475			49	50			440	476		
	Freight	Time Freight			Mixed	Mixed			Freight	Time Freight		
59 PWY			DN-R	0.0			BURLEY YL BU	0.0				
3				3.1			RUBY (Spur)	3.1				
28				4.3			BEEVILLE	4.3				
23				5.2			PELLA	5.2				
30				8.3			KENYON	8.3				
11				13.5			CHURCHILL	13.5				
23				16.3			TROUT	16.3				
60				17.8			MARION	17.8				
12				19.4			WARR	19.4				
20 Y			D-R	21.8			OAKLEY OA	21.8				
				(21.8)								

WESTWARD				RAFT RIVER BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 22 October 30, 1955	Mile Post	FIRST CLASS		STATIONS	Mile Post	FIRST CLASS		SECOND CLASS	
	439	475			49	50			440	476		
	Freight	Time Freight			Mixed	Mixed			Freight	Time Freight		
59 PWY			DN-R	0.0			BURLEY YL BU	0.0				
34				3.1			UNITY	3.1				
28				4.0			ELCOCK	4.0				
15				4.7			EVANS (Spur)	4.7				
22				6.0			SPRINGDALE	6.0				
25				7.5			HATCH	7.5				
16				9.1			DECLO	9.1				
				(9.1)								

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	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 22 October 30, 1955	Mile Post	SECOND CLASS	Mile Post
	439 Mixed			440 Mixed	
	Daily Except Sunday				
STATIONS					
DOPWYZ	7.00PM	DN-R	TWIN FALLS YL NA	0.0	A 3.30AM
31	f 7.25		10.9 BERGER	10.9	f 2.46
26	s 7.45		8.5 HOLLISTER	19.4	s 2.26
9	f 7.54		3.8 AMSTERDAM (Spur)	23.2	f 2.15
21	s 8.10		5.6 ROGERSON	28.8	s 2.01
38	f 8.35		9.9 METEOR	38.7	f 1.34
34	f 9.05		11.4 IDAVADA	50.1	f 1.07
34	f 9.19		6.0 DELAPLAIN	56.1	f 12.53
34	f 9.35		4.6 SAN JACINTO	60.7	f 12.43
34	s 9.59		8.1 CONTACT	68.8	s 12.26
33	f 10.14		6.3 HENRY	75.1	f 12.09AM
33	f 10.44		11.6 SHORES	86.7	f 11.45PM
48	f 11.04		6.9 WILKINS	93.6	f 11.30
37	f 11.15 <sup>440</sup>		3.7 HERRELL	97.3	f 11.15 <sup>439</sup>
44	s 11.34		5.2 SUMMER CAMP	102.5	s 10.55
44	f 11.54PM		6.4 MELANDCO	108.9	f 10.34
35	f 12.10AM		7.2 TOWN CREEK	116.1	f 10.17
	A 12.30AM	DN-R	WELLS YL HU	123.4	10.00PM
			(123.4)		Daily Except Sunday
	(5.30) Thru Time			(5.30)	
	22.4 Average speed per hour			22.4	

WESTWARD		KETCHUM BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 22 October 30, 1955	Mile Post	SECOND CLASS	Mile Post
	441 Mixed			442 Mixed	
	Monday Wednesday Friday				
STATIONS					
WS 121-115 PWY ES 111-130	6.00AM	DN-R	SHOSHONE YL X	0.0	A 12.45PM
39 PWY	s 6.35	D-R	15.3 RICHFIELD YL FK	15.3	s 12.05PM
29	f 6.50		6.4 PAGARI	21.7	f 11.45AM
27	f 7.10		8.0 TIKURA	29.7	f 11.25
59 PW	s 7.30	D	7.6 PICABO XN	37.3	s 11.05
6	f 7.40		4.5 HAY	41.8	f 10.50
10	f 7.45		2.5 GANNETT	44.3	f 10.45
30	s 8.05		7.8 BELLEVUE	52.1	s 10.25
17 W	s 8.16	D	5.1 HAILEY RI	57.2	s 10.05
22	f 8.22		2.8 BARITE	60.0	f 9.52
13	f 8.40		7.6 TRIUMPH	67.6	f 9.35
30 W Loop	A 8.45AM	D-R	1.8 KETCHUM YL KU	69.4	9.30AM
			(69.4)		Monday Wednesday Friday
	(2.45) Thru Time			(3.15)	
	25.2 Average speed per hour			21.4	

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		HOMESTEAD BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 22 October 30, 1955	Mile Post	SECOND CLASS	Mile Post
	439 Mixed			440 Mixed	
	Daily Except Sunday				
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		D-R	5.8 ROBINETTE YL RQ	32.9	
			(32.9)		

WESTWARD		PAYETTE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 22 October 30, 1955	Mile Post	SECOND CLASS	Mile Post
	483 Mixed			484 Mixed	
	Daily Except Sunday				
STATIONS					
92 PY	6.00AM	DN-R	PAYETTE YL AY	0.0	A 2.45PM
18	f 6.20		3.9 EIFFIE	3.9	f 2.30
27 P	s 6.30	D	1.2 FRUITLAND FU	5.1	s 2.25
19	f 6.40		1.7 BUCKINGHAM	6.8	f 2.06
30 P	s 7.00	D	4.3 NEW PLYMOUTH NP	11.1	s 1.55
11	f 7.27		10.5 LETHA	21.6	f 1.23
96 PWY	A 7.50AM	D-R	8.1 EMMETT YL MF	29.7	1.00PM
			(29.7)		Daily Except Sunday
	(1.50) Thru Time			(1.45)	
	16.2 Average speed per hour			16.8	

WESTWARD		STODDARD BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 22 October 30, 1955	Mile Post	SECOND CLASS	Mile Post
	483 Mixed			484 Mixed	
	Daily Except Sunday				
STATIONS					
DPYZ		DN-R	NAMPA YL AU-Q	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 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		HOMEDALE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 22 October 30, 1955	Mile Post	SECOND CLASS	Mile Post
	439 Mixed			440 Mixed	
	Daily Except Sunday				
STATIONS					
168 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		D	7.5 HOMEDALE YL HR	24.4	
19			6.6 CLAYTONIA	31.0	
19 PY		D-R	2.1 MARSING YL MR	33.1	
			(33.1)		

WESTWARD		WILDER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 22 October 30, 1955	Mile Post	SECOND CLASS	Mile Post
	483 Mixed			484 Mixed	
	Daily Except Sunday				
STATIONS					
204 P		DN-R	CALDWELL YL CW	0.0	
40			2.5 SIMPLOT YL	2.5	
21			1.2 WEITZ YL	3.7	
26			1.4 DOLES YL	5.1	
9			1.9 GREENLEAF (Spur)	7.0	
13			2.7 ALLENDALE	9.7	
43			1.8 WILDER YL WR	11.5	
			(11.5)		

WESTWARD		BOISE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 22 October 30, 1955	Mile Post	SECOND CLASS	Mile Post
	483 Mixed			484 Mixed	
	Daily Except Sunday				
STATIONS					
P			BOISE JCT.	0.0	
22			1.1 FAIR GROUNDS YL	1.1	
		D-R	2.1 BOISE FREIGHT YL BD	3.2	
10			1.8 PENITENTIARY SPUR	5.0	
10			1.3 VERNON (Spur)	6.3	
			2.1 BARBER	8.4	
			(8.4)		

Westward		IDAHO NORTHERN BRANCH		Eastward	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 22	Mile Post	SECOND CLASS	Mile Post
	485 Mixed				
		October 30, 1955			
		<b>STATIONS</b>			
DPYZ	8.30AM	DN-R NAMPA YL AU-Q	0.0	A 2.35PM	
49	f 8.40	FISCHER YL	2.4	2.25	
14	s 9.00	MIDDLETON	9.3	s 2.10	
15	f 9.20	JENNESS	18.9	f 1.40	
96 PWY	s 10.20	D-R EMMETT YL MF	27.0	s 1.10	
42	f 10.40	PLAZA	31.8	f 12.55	
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 PTW	s 1.20	BANKS	64.1	s 11.10	
25 PW	f 2.10	BIG EDDY	75.4	f 10.25	
31 PWY	s 3.00	SMITHS FERRY	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 PWY	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. 22	Mile Post		
		October 30, 1955			
		<b>STATIONS</b>			
160 P		DN-R WEISER YL SR	0.0		
205 TY		REBECCA	6.0		
12		CONCRETE	19.1		
48		MIDVALE	31.8		
23 P		D CAMBRIDGE RA	40.5		
35 P		GOODRICH	49.8		
3 W		MESA	56.6		
26		COUNCIL YL CN	60.2		
12		HOOVER YL	61.6		
59 PWY		D GLENDALE	72.0		
7		RUBICON YL	84.1		
6		NEW MEADOWS YL	89.7		
43		D-R DS			
45 PWY					
		(89.7)			

WESTWARD		OREGON EASTERN BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 22	Mile Post	SECOND CLASS	Mile Post
	459 Mixed				
		October 30, 1955			
		<b>STATIONS</b>			
ES 170 P		1.00PM		A 4.00PM	
WS 252 Y		CAIRO	3.7	f 3.35	
14	f 1.15	LUSE	6.9	f 3.25	
38	f 1.25	MALLETT	10.0	f 3.15	
24	f 1.35	VALE YL VA	15.5	s 3.00	
134 PY	s 1.55	HOPE	23.5	f 2.20	
46	f 2.20	LITTLE VALLEY	34.8	f 1.50	
52	f 2.50	HARPER	42.0	s 1.25	
53 P	s 3.15	NAMORF	51.2	f 12.55	
50	f 3.40	JONESBORO	62.2	f 12.28PM	
27	f 4.07	JUNTURA JN	73.6	s 11.50AM	
53 PWY	s 4.40	LONG	86.6	f 11.10	
50	f 5.25	RIVERSIDE	92.7	s 10.50	
49 PW	s 5.50	DUNNEAN	102.8	f 10.25	
31	f 6.15	VENATOR	110.2	f 10.05	
30 PW	f 6.40	CIRCLE BAR	117.9	f 9.45	
30	f 7.00	CRANE	126.6	s 9.15	
31 PW	s 7.30	REDESS	143.5	f 8.32	
31	f 8.20	BURNS YL BR	156.8	8.00AM	
23 P	A 9.00PM			Daily Except Sunday	
WYZ		(156.8)			
	(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. 22	Mile Post		
		October 30, 1955			
		<b>STATIONS</b>			
134 PY		D-R VALE YL VA	0.0		
20		LANCASTER (Spur)	11.4		
29		JAMIESON	17.3		
31 PY		BROGAN YL	23.3		
		(23.3)			

**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
<b>First Subdivision</b>				<b>Ketchum Branch</b>			
Donovan.....	4.1	65 P	Both	Priest.....(6).....	33.9	{ 7	East
Hassett.....	12.5	73 P	Both	Gimlet.....(6).....	63.2	7	West
Cosgriff.....	20.2	80 P	Both			32	East
Folger.....	29.3	74 P	Both	<b>Payette Branch</b>			
Sage.....(1).....	63.1	75 P	Both	Little Rock.....	18.9	9	Both
Onyx.....	197.5	13 P	West	<b>Stoddard Branch</b>			
Inkom Ballast Quarry....	202.9	140 P	East	Westma.....	11.6	9	East
<b>Second Subdivision</b>				<b>Idaho Northern Branch</b>			
Don.....	219.6	{43 PX	Both	Maddens.....(7).....	6.1	5	East
Schiller.....	226.5	11 P	Both	Josephson.....(7).....	12.6	12	Both
Coates.....	369.5	8 P	West	Amsco.....	13.6	12	Both
Sand Bank.....	370.9	42 PX	Both	Bramwell.....(7).....	22.2	5	East
<b>Third Subdivision</b>				Black Canyon.....(7).....	33.0	5	East
Hillcrest.....	B-445.1	14 P	Both	Archabal.....(7).....	127.4	9	Both
Apple Valley.....	485.9	26	Both	<b>Oregon Eastern Branch</b>			
Arcadia.....	491.7	45 P	Both	Lawen.....(8).....	138.4	3	East
Washoe Spur.....	500.9	32	West	<b>New Meadows Branch</b>			
Wood.....	506.2	10	Both	Presley.....	11.7	9	Both
Feltham.....	512.7	23	Both	Diamond.....	26.7	4 W	West
<b>Fourth Subdivision</b>				Tamarack.....	81.9	29	Both
Chubbuck.....	138.2	36	Both				
Mitchell.....	176.9	17	Both				
Red Rock.....(2).....	302.8	25	Both				
Rock.....	314.6	62 P	Both				
Dalys.....(2).....	316.4	14 P	Both				
Glen.....(2).....	347.8	8	West				
Maiden Rock..(2).....	366.0	{12	Both				
<b>Goshen Branch</b>							
Cox.....	9.2	11	West				
Ammon.....	18.1	30	West				
Wilkinson.....	21.0	3	West				
<b>Yellowstone Branch</b>							
St. Leon.....	3.7	16	East				
Mark.....	22.2	24	Both				
Jolley.....	27.6	10	Both				
Pineview.....	72.5	5 P	Both				
<b>Teton Valley Branch</b>							
Judkins.....(3).....	22.3	{ 6	East				
Dwight.....(3).....	32.7	None	Both				
Fox Creek.....(3).....	42.3	12	None				
<b>Mackay Branch</b>							
Collins.....(4).....	2.1	10	West				
Aiken.....(4).....	3.8	{10	Both				
Cerro Grande..(4).....	35.5	None	East				
<b>West Belt Branch</b>							
Coltman.....(5).....	2.8	19 P	East				
Grant.....(5).....	4.8	18 P	East				
Barlow.....	7.0	17	East				
Midway.....	9.4	{31	Both				
Pyke.....(5).....	35.3	19	West				
<b>East Belt Branch</b>							
Gale Spur.....	27.5	10	East				
<b>North Side Branch</b>							
Travers.....	3.5	18	Both				
Haytown.....	44.7	4	Both				
Hydra.....	45.8	7	Both				
Appleton.....	52.9	12	Both				

(1) Regular stop for No. 17; (2) Flag stop for Nos. 29-30. (3) Flag stop for Nos. 31-32. (4) Flag stop for Nos. 409-410.

(5) Flag stop for No. 492. (6) Flag stop for Nos. 441-442. (7) Flag stop for Nos. 485-486. (8) Flag stop for Nos. 459-460.

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.

**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	
No. 125 and No. 126, maximum speed.		60	60		35			
No. 49 and No. 50 between Pocatello and Minidoka, maximum speed.		60	60		20			
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
Inspection bus cars.		40	40			25		
Battery motor car 01886.		50				20		
When caboose is handled in train consisting of passenger train equipment.		60				15		
Within yard limits— Protected by continuous block signal system. Not protected by continuous block signal system. On branch lines.	60	50	25		Trains handling dead steam locomotives: With a side rod or main rod removed.			15
	50	40	25		With side rods and main rods in place.			25
	30	30	15		Jordan spreaders and other machines of spreader type, when in operation.			15
No. 125 and No. 126, within yard limits.		40	40	Trains handling scale test cars— On main line, Twin Falls Branch and between Idaho Falls and Ashton. On other branch lines.			30	
Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	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	Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines			20	
		40	40	Trains handling U. P. ore cars Nos. 8000 to 8499, loaded or empty.			45	
1500 class Diesel road freight locomotives.	50	50	50	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20	
Diesel freight and road switch locomotives.	65	65	50	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	25	
1800 class Diesel yard locomotives in road service.	50	50	50	15				
Steam engines running backward.	20	20	20	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement.	20	20	20	
7000-7800 class engines, except between McCammon and Pocatello.		70	50	Over spring switches, where movement is over facing point switches, except at Reverse, Blaser and Pescadero.	20	20	20	
7000-7800 class engines, between McCammon and Pocatello.		75	50	When using cross-overs or turn-outs: Forward movement. Back-up movement.	15	15	15	
MacArthur type engines with 63-inch drivers.		55	50	10				
MacArthur type engines with 57-inch drivers.		35	35	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20	
3700 and 3900 class engines.		65	50	On wye tracks.	6	6	6	
3800 class engines.		60	50	Through tunnels, branch lines.		10	10	
5000 class engines.		50	50	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch lines.			25	
Consolidation type engines.		35	35	15				
				(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	<b>Cokeville</b> Over streets and alleys.	30	30	30	<b>Alexander</b> Between M.P. 152.1 and 152.4.	60	50	40
<b>Granger</b> Between M.P. 0.0 and 0.8.	40	35	25	Between M.P. 87.4 and 87.7.	60	50	40	<b>Bancroft</b> Between M.P. 163.6 and 163.9.	70	60	50
Between M.P. 3.4 and 3.7.	70	60	50	<b>Border</b> Between M.P. 92.9 and 93.1.	60	50	40	Between M.P. 164.2 and 164.7.	70	60	50
<b>Moza</b> Between M.P. 12.1 and 12.3.	70	60	50	Between M.P. 96.7 and 96.9.	70	60	50	<b>Kinport</b> Between M.P. 167.5 and 168.1.	70	60	50
Between M.P. 14.4. and 14.6.	70	60	50	<b>Pegram</b> Between M.P. 98.3 and 99.2.	60	50	40	Between M.P. 168.9 and 169.3.	60	50	40
<b>Nutria</b> Between M.P. 16.1 and 16.4.	70	60	50	Between M.P. 99.5 and 99.7.	70	60	50	<b>Pebble</b> 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
Between M.P. 21.1 and 21.5.	70	60	50	<b>Harer</b> Between M.P. 105.2 and 105.4.	70	60	50	<b>Broxon</b> 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	<b>Blaser</b> Between M.P. 177.4 and 178.5.	60	50	40
<b>Opal</b> Between M.P. 28.7 and 29.6.	70	60	50	<b>Montpelier</b> 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	<b>Waterfall</b> Between M.P. 34.6 and 34.8.	60	50	40	<b>Lava Hot Springs</b> Between M.P. 180.1 and 181.7.	70	60	50
<b>Waterfall</b> Between M.P. 34.6 and 34.8.	60	50	40	Between M.P. 35.5 and 36.5.	50	40	25	Between M.P. 181.8 and 183.1.	60	50	40
Between M.P. 35.5 and 36.5.	50	40	25	Between M.P. 36.5 and 38.9.	40	35	25	Between M.P. 183.2 and 184.8.	70	60	50
Between M.P. 36.5 and 38.9.	40	35	25	<b>Georgetown</b> Between M.P. 127.6 and 127.9.	70	60	50	<b>Topaz</b> Between M.P. 185.5 and 185.7.	70	60	50
<b>Kemmerer</b> 7000 and heavier type engines, turntable lead. Passing coal chute.	30	30	25	Between M.P. 128.2 and 128.7.	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. 129.5 and 130.0.	60	50	40	Between M.P. 187.4 and 187.9.	60	50	40
Between M.P. 44.0 and 49.2.	50	40	30	Between M.P. 131.6 and 132.2.	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	<b>Cavanaugh</b> Between M.P. 135.5 and 135.8.	70	60	50	<b>McCammion</b> Between M.P. 195.0 and 195.4.	60	50	40
<b>Fossil</b> Between M.P. 54.5 and 57.8.	40	35	25	Between M.P. 138.6 and 139.3.	60	50	40	<b>Onyx</b> Between M.P. 197.7 and 200.3.	70	60	50
<b>Nugget</b> Between M.P. 58.0 and 59.5.	70	60	50	<b>Rose</b> Between M.P. 141.0 and 141.9.	60	50	40	Between M.P. 200.4 and 201.1.	60	50	40
<b>Orr</b> Between M.P. 60.9 and 61.2.	70	60	50	Between M.P. 142.4 and 143.5.	70	60	50	<b>Inkom</b> Between M.P. 202.3 and 202.5.	60	50	40
Between M.P. 63.6 and 65.4.	60	50	40	Between M.P. 143.7 and 143.9.	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	Between M.P. 144.6 and 145.2.	60	50	40	<b>Pocatello</b> Within platform limits of passenger depot.	6	6	6
				<b>Soda Springs</b> Over streets and alleys.	30	30	30				
				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.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	Fr.
<b>Pocatello</b> Within platform limits of passenger depot.	6	6	6	<b>Minidoka</b> Between M.P. 272.4 and 273.0.	20	20	20	<b>Ticeska</b> Between M.P. 357.3 and 360.2.	70	60	50
On enginehouse lead and tracks.			6	<b>Adelaide</b> Between M.P. 285.8 and 286.2.	70	60	50	Between M.P. 360.2 and 360.8.	60	50	40
<b>American Falls</b> Between M.P. 237.9 and 239.4.	70	60	50	<b>Dietrich</b> 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	<b>Shoshone</b> Over Greenwood Street.	15	15	15	<b>King Hill</b> 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	<b>Sand Bank</b> Engines using west switch to Sand Bank set-out track.			5
<b>Borah</b> 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
<b>Wapi</b> Between M.P. 258.9 and 259.2.	70	60	50	<b>Gooding</b> 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	<b>Glenns Ferry</b>			
				Between M.P. 342.3 and 343.4.	60	50	40				

**THIRD SUBDIVISION**

<b>Glenns Ferry</b> Eastward, over Commercial Street Crossing.	20	20	20	<b>Leone</b> Between M.P. B-431.0 and B-433.8.	70	60	50	<b>Nampa</b> 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	<b>Caldwell</b> Over streets and alleys.	25	25	25
Between M.P. 378.6 and 379.3.	45	40	25	<b>Black's Creek</b> Between M.P. B-435.8 and B-436.1.	70	60	50	Between M.P. 482.8 and 483.0.	70	60	50
Between M.P. 384.0 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	<b>Washoe Spur</b> 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	<b>Ontario</b> No. 106, to exchange mail.	10		
<b>Mountain Home</b> Over street crossings.	50	50	50	<b>Boise</b> Between M.P. B-448.3 and B-449.1.	50	40	25	<b>Payette</b> Between Payette and Weiser, trains handling logs.			30
<b>Orchard</b> Between M.P. 428.4 and 429.0.	60	50	40	Between M.P. B-450.5 and B-451.0.	70	60	50	<b>Weiser</b> Between M.P. 523.1 and 526.1.	70	60	50
<b>Kuna</b> Between M.P. 447.5 and 450.8.	60	50	40	<b>Meridian</b> No. 17, to exchange mail. No. 18, to dispatch mail.			20 40	Between M.P. 526.4 and 535.9.	60	50	40
<b>Nampa</b>				<b>Sonna</b> Between M.P. B-467.0 and B-467.8.	40	25	25	Between M.P. 535.9 and 539.0.	40	25	25
<b>Orchard</b> Between M.P. B-423.5 and B-423.9.	60	50	40	<b>Huntington</b>							
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	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
Maximum speed. Between Pocatello Jct. and Idaho Falls.	70	50	<b>Hamer</b> Between M.P. 218.3 and 218.5.	50	40	<b>Dillon</b> Between M.P. 328.6 and 329.2.	35	25
Between Idaho Falls and Silver Bow.	59	40	<b>Dubois</b> Between M.P. 236.0 and 236.6.	35	25	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	<b>Bond</b> Between M.P. 337.0 and 337.2.	50	40
<b>Pocatello Jct.</b> Between M.P. 135.1 and 136.7.	35	25	Between M.P. 239.1 and 239.3.	50	40	<b>Apex</b> Between M.P. 341.1 and 341.4.	50	40
<b>Montana Jct.</b> Between M.P. 139.9 and 140.1.	60	50	<b>Highbridge</b> Between M.P. 244.4 and 246.7.	40	30	Between M.P. 342.7 and 342.9.	50	40
<b>Tyhee</b> Between M.P. 142.3 and 142.5.	50	40	<b>Spencer</b> Between M.P. 248.5 and 248.9.	45	35	Between M.P. 343.3 and 343.5.	30	20
Between M.P. 143.3 and 143.5.	50	40	Between M.P. 249.5 and 249.7.	40	30	Between M.P. 343.5 and 345.8.	35	25
<b>Gibson</b> Between M.P. 152.6 and 152.9.	50	40	Between M.P. 251.0 and 251.4.	40	30	Between M.P. 346.0 and 346.3.	30	20
<b>Blackfoot</b> Over streets and alleys.	20	20	Between M.P. 252.7 and 257.5.	25	20	Between M.P. 347.9 and 348.2.	40	30
<b>Wapello</b> Between M.P. 166.8 and 167.0.	60	50	<b>Humphrey</b> Between M.P. 258.3 and 258.5.	35	25	<b>Navy</b> Between M.P. 351.0 and 354.4.	35	25
<b>Firth</b> Between M.P. 169.7 and 169.9.	60	50	Between M.P. 258.6 and 259.2.	45	35	Between M.P. 357.2 and 357.7.	40	30
<b>Shelley</b> Over streets and alleys.	30	30	Between M.P. 262.9 and 267.6.	35	25	<b>Melrose</b> Between M.P. 361.8 and 366.3, watch for rocks.	25	20
<b>Idaho Falls</b> Over streets and alleys.	12	12	Between M.P. 269.7 and 269.9.	40	30	Between M.P. 366.3 and 366.6.	20	20
Between M.P. 185.5 and 185.9.	15	5	Between M.P. 271.0 and 271.7.	40	30	<b>Curve M.P. 366.4 with 5000 class engines.</b>	10	10
Between M.P. 187.4 and 188.6.	40	30	<b>Snowline</b> Between M.P. 277.4 and 278.3.	35	25	Between M.P. 366.7 and 367.5.	35	25
Between M.P. 190.7 and 191.0.	45	35	<b>Lima</b> Over Center Street east of depot.	20	15	Between M.P. 367.9 and 368.2.	30	20
<b>Roberts</b> Between M.P. 205.4 and 206.0.	50	40	Westward within yard limits.	25	15	<b>Divide</b> Between M.P. 373.6 and 374.6.	40	30
<b>Tenno</b> Between M.P. 208.4 and 210.2.	50	40	<b>Armstead</b> Between M.P. 307.7 and 308.0.	50	40	<b>Woodin</b> Between M.P. 375.2 and 377.8.	35	25
<b>Hawgood</b> Between M.P. 213.7 and 214.0.	50	40	Between M.P. 308.9 and 310.3.	35	25	Between M.P. 379.0 and 381.1.	35	25
			Between M.P. 310.4 and 310.6.	25	20	<b>Feely</b> Between M.P. 382.3 and 383.7.	25	20
			Between M.P. 311.0 and 311.8.	45	35	Between M.P. 384.3 and 385.1.	35	25
			<b>Grayling</b> Between M.P. 316.0 and 316.5, watch for rocks.	25	20	<b>Buxton</b> Between M.P. 386.6 and 388.1.	35	25
			Between M.P. 316.5 and 318.7.	35	25	Between M.P. 389.8 and 390.1.	20	20
						<b>Silver Bow</b> On interchange tracks beyond N. P. crossing, with 3800, 5000 and 7000 class engines.	5	5

**BRANCHES**

<b>Kemmerer Branch.</b> Maximum speed.	15	<b>Blazon Branch.</b> Maximum speed.	15	<b>Leefe Spur.</b> Maximum speed.	15
<b>Cumberland Branch.</b> Maximum speed.	15	<b>Grace Branch.</b> Maximum speed.	20	<b>Gay Branch.</b> Maximum speed.	25
<b>Glencoe Branch.</b> Maximum speed.	15	Bridge 5.33 with MacArthur type engines.	10	Between M.P. 3.0 and Gay.	15
<b>Elkol Branch</b> Maximum speed.	15	<b>Conda Branch.</b> Maximum speed.	15		

BRANCHES (Continued)								
Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.		Psgr.	Frt.
<b>Mackay Branch</b> Between Blackfoot and M.P. 60.0: Diesel engines. Steam engines.	30	25	<b>Teton Valley Branch</b> 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
<b>Mackay</b> 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
<b>Thomas Branch</b> Maximum speed.	15		Between M.P. 25.0 and 25.4.	15	15	<b>Hill City Branch</b> Maximum speed.		25
<b>Aberdeen Branch</b> Maximum speed.	25		<b>Twin Falls Branch</b> Maximum speed.	50	40	Over trestles 21.6 and 23.40 with snow plows.		15
<b>Goshen Branch</b> Maximum speed.	25		First Class Trains, within yard limits.	30	30	<b>Boise Branch</b> Between Boise Jct. and Boise Freight.		25
Light MacArthur type engines.	20		3800 class engines.	30	30	Between Boise Freight and Barber.		15
<b>Yellowstone Branch</b> Between Idaho Falls and Ashton.	50	35	Rupert, on west leg of wye.	10	10	<b>Stoddard Branch</b> 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	<b>Idaho Northern Branch</b> 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 M.P. 63, watch for rocks.		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	Between M.P. 63 and Smiths Ferry, watch for rocks.		15
Between M.P. 55.4 and 55.7.	20	15	Buhl, on mill and elevator track with MacArthur type engines.		5	Trains handling logs or high cars between Banks and M.P. 81.0.		12
Between M.P. 59.6 and 65.9.	20	15	<b>North Side Branch</b> Maximum speed.		30	Between Smiths Ferry and Cabarton, watch for rocks.		20
Between M.P. 72.9 and 73.2.	35	25	Heavy MacArthur type engines.		15	M.P. 31.4.		20
Between M.P. 74.0 and 74.2.	30	25	Between M.P. 30.0 and 30.5.		20	Between M.P. 33.0 and 35.4.		10
Between M.P. 85.2 and 85.5.	35	25	<b>Raft River Branch</b> Maximum speed.		20	Bridge 36.61.		20
Between M.P. 86.4 and 87.0.	20	15	Burley, within city limits.		20	Between M.P. 99.6 and 108.3.		20
Between M.P. 92.1 and 95.0.	20	15	Burley, over street crossings.		12	Between M.P. 111.4 and 111.6.		20
Between M.P. 99.9 and 100.8.	20	15	<b>Oakley Branch</b> Maximum speed.		25	Between M.P. 113.0 and 113.3.		20
<b>East Belt Branch</b> Maximum speed.	25		Light MacArthur type engines.		20	Between M.P. 128.2 and 128.5.		15
Light MacArthur type engines between Lincoln Jct. and Orvin.	20		Burley, within city limits.		20	McCall, over street crossings.		10
Light MacArthur type engines between Lincoln Jct. and Ririe.	15		Burley, over street crossings.		12	<b>Wilder Branch</b> Maximum speed.		25
Truss bridges.	15		Between M.P. 31.1 and 36.1.		25	<b>Homedale Branch</b> Maximum speed.		25
<b>West Belt Branch</b> Maximum speed.	25		Between M.P. 45.9 and 53.3.		25	<b>Oregon Eastern Branch</b> Maximum speed.		25
Truss bridges.	15		Between M.P. 69.6 and 71.6.		25	<b>Hope</b> Between M.P. 29.5 and 33.5, watch for rocks.		20
Highway Crossing M.P. 37.44.	5	5	Between M.P. 91.1 and 91.4.		25	<b>Little Valley</b> Between M.P. 36.5 and 37.6, watch for rocks.		20
			Between Herrell and Melandeo.		20			
			Wells yard.		15			
			<b>Ketchum Branch</b> 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		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.		Psgr.	Frt.			
<b>Little Valley (Continued)</b> Between M.P. 37.6 and 37.7, soft spot.		10	<b>Circle Bar</b> 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	<b>Brogan Branch</b> Maximum speed.		20	Between M.P. 30.0 and 55.0. Straight track. On curves.				25	15
<b>Juntura</b> Between M.P. 78.6 and 80.7, watch for rocks.		20	<b>Payette Branch</b> 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
<b>Long</b> Between M.P. 86.6 and 89.0, watch for rocks.		20	<b>New Meadows Branch</b> Maximum speed.		25	On curves.				20	
<b>Dunnean</b> Between M.P. 103.5 and 106.5.		20	Engines running backwards.		10	<b>Homestead Branch</b> Maximum speed, watch for rocks. On curves.				15	10
Bridge 106.14.		15	Between Weiser and Concrete. Straight track. On curves.		25					20	
					20						
					15						

  

<p><b>SYMBOLS AND ABBREVIATIONS</b></p> <p><b>Rules 6 and 6(A)</b></p> <p><b>Rule 6</b></p> <p>The following letters placed before figures of a schedule indicate:</p> <p>s—regular stop; f—flag stop to receive or discharge traffic; A—arrive.</p> <p><b>Rule 6(A)</b></p> <p>The following letters placed in column with station name in time-table indicate:</p> <p>D—day operator; N—night operator; DN—day and night operator; R—train register; YL—yard limits.</p> <p>The following letters placed in column provided in time-table indicate:</p> <p>D—diesel oil station; I—interlocking; O—fuel oil station; P—dispatcher's telephone; T—turntable; W—water station; X—cross-over; Y—wye; Z—track scales; AI—automatic interlocking; CS—center siding; ES—eastward siding; WS—westward siding.</p>	<p><b>Standard clocks are located as shown below:</b></p> <table border="0"> <tr> <td>Blackfoot.....</td> <td>Telegraph Office</td> <td>Nampa.....</td> <td>East End Switch Shanty</td> </tr> <tr> <td>Boise Freight.....</td> <td>Yard Telegraph Office</td> <td>Nampa.....</td> <td>West End Switch Shanty</td> </tr> <tr> <td>Boise Freight.....</td> <td>13th Street Yard Office</td> <td>New Meadows.....</td> <td>Telegraph Office</td> </tr> <tr> <td>Buhl.....</td> <td>Telegraph Office</td> <td>Nyssa.....</td> <td>Telegraph Office</td> </tr> <tr> <td>Burns.....</td> <td>Telegraph Office</td> <td>Ontario.....</td> <td>Telegraph Office</td> </tr> <tr> <td>Emmett.....</td> <td>Telegraph Office</td> <td>Payette.....</td> <td>Telegraph Office</td> </tr> <tr> <td>Glenns Ferry.....</td> <td>Telegraph Office</td> <td>Pocatello.....</td> <td>Train Dispatcher's Office</td> </tr> <tr> <td>Glenns Ferry.....</td> <td>Yard Office</td> <td>Pocatello.....</td> <td>Yard Telegraph Office</td> </tr> <tr> <td>Huntington.....</td> <td>Yard Office</td> <td>Pocatello.....</td> <td>Switchmen's Locker Room</td> </tr> <tr> <td>Huntington.....</td> <td>Telegraph Office</td> <td>Pocatello.....</td> <td>Engine Crew Dispatcher's Office</td> </tr> <tr> <td>Idaho Falls.....</td> <td>Telegraph Office</td> <td>Pocatello.....</td> <td>Train Crew Dispatcher's Office</td> </tr> <tr> <td>Idaho Falls.....</td> <td>Yard Office</td> <td>Pocatello.....</td> <td>West End Yardmaster's Office</td> </tr> <tr> <td>Idaho Falls.....</td> <td>Enginemen's Register Room</td> <td>Pocatello.....</td> <td>Tower Locker Room</td> </tr> <tr> <td>Kemmerer.....</td> <td>Telegraph Office</td> <td>Pocatello.....</td> <td>Passenger Conductors' Register Room, Passenger Station</td> </tr> <tr> <td>Ketchum.....</td> <td>Telegraph Office</td> <td>Rupert.....</td> <td>Telegraph Office</td> </tr> <tr> <td>Lima.....</td> <td>Telegraph Office</td> <td>Shoshone.....</td> <td>Telegraph Office</td> </tr> <tr> <td>Marsing.....</td> <td>Telegraph Office</td> <td>Silver Bow.....</td> <td>Telegraph Office</td> </tr> <tr> <td>McCall.....</td> <td>Telegraph Office</td> <td>Twin Falls.....</td> <td>Telegraph Office</td> </tr> <tr> <td>Minidoka.....</td> <td>Telegraph Office</td> <td>Twin Falls.....</td> <td>Freight Office</td> </tr> <tr> <td>Montpelier.....</td> <td>Telegraph Office</td> <td>Victor.....</td> <td>Telegraph Office</td> </tr> <tr> <td>Nampa.....</td> <td>Central Yard Switch Shanty</td> <td>Weiser.....</td> <td>Telegraph Office</td> </tr> <tr> <td>Nampa.....</td> <td>Roundhouse Office</td> <td>Wells.....</td> <td>Telegraph Office</td> </tr> <tr> <td>Nampa.....</td> <td>Train Dispatcher's Office</td> <td>West Yellowstone.....</td> <td>Telegraph Office</td> </tr> </table>	Blackfoot.....	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Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
30"	120.	41"	87.8	52"	69.2	1' 3"	57.1	1' 20"	45.	2' 45"	21.8
31"	116.1	42"	85.7	53"	67.9	1' 4"	56.2	1' 25"	42.3	3'	20.
32"	112.5	43"	83.7	54"	66.6	1' 5"	55.3	1' 30"	40.	3' 30"	17.1
33"	109.1	44"	81.8	55"	65.4	1' 6"	54.5	1' 35"	37.9	4'	15.
34"	105.9	45"	80.	56"	64.2	1' 7"	53.7	1' 40"	36.	5'	12.
35"	102.9	46"	78.3	57"	63.1	1' 8"	52.9	1' 45"	34.3	6'	10.
36"	100.	47"	76.6	58"	62.	1' 9"	52.1	1' 50"	32.7	7'	8.6
37"	97.3	48"	75.	59"	61.	1' 10"	51.4	1' 55"	31.3	8'	7.5
38"	94.7	49"	73.5	1'	60.	1' 11"	50.7	2'	30.	10'	6.
39"	92.3	50"	72.	1' 1"	59.	1' 12"	50.	2' 15"	26.6		
40"	90.	51"	70.6	1' 2"	58.	1' 15"	48.	2' 30"	24.		