



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



**IDAHO DIVISION**

**TIME-TABLE**  
**No. 23**

**Effective Monday**  
**June 18, 1956**  
**At 12:01 A.M. Mountain Time**

*Safety Always*  
*Makes a Suggestion*

**FOR EMPLOYEES ONLY**

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



WESTWARD					FIRST SUBDIVISION						Time-Table No. 23	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS				FIRST CLASS						June 18, 1956	
	279	263	251	277	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	Daily		
144 IPWY		5.00PM				5.35PM	2.05PM		4.20AM		DN-R GRANGER YL GN	
150 P		5.12				5.44	2.12		4.29		MOXA	
150 P		5.22				5.52	2.19		4.37		NUTRIA	
150 P		5.35				6.01	2.28	s	4.47		D OPAL OW	
150 P		5.49				6.11	2.37		4.57		WATERFALL	
		5.59				6.18	2.44		5.04		EAST KEMMERER YL	
PTXZ		6.05			s	6.30	f 2.47		5.15		DN KEMMERER YL Z	Double Track
PXY		6.12				6.34	2.50		5.19		MOYER JCT. YL	Double Track
WS 70 P ES 70 X		6.30				6.47	3.02		5.32		DN FOSSIL YL FI	Double Track
94 PW		6.40				6.55	3.09		5.40		NUGGET	
150 P		6.45				6.59	3.13		5.44		ORR	
150 PY		7.04				7.04	3.18		5.50		LEEFE	
150 P		7.16				7.10	3.24		5.58		BECKWITH	
150 P		7.24				7.15	3.29		6.04		PIXLEY	
150 P		7.32			s	7.25	3.34		6.19		DN COKEVILLE CK	
150 P											MARSE	
150 P											CHAUSSE	
20 P											HARER	
											DINGLE	
DOPTWYZ		8.20				8.10			7.00		DN-R MONTPELIER YL MX	Double Track
78 P		8.45				8.20	s 4.05		7.10		PESCADERO	Double Track
105 P		8.55				8.28	4.12		7.18		GEORGETOWN	
124 P		9.03				8.34	4.18		7.24		CAVANAUGH	
100 P		9.10				8.40	4.23		7.30		MANSON	
73 P		9.16				8.45	4.27		7.35		ROSE	
178 PY		9.22				8.50	4.31		7.40		DN SODA SPRINGS YL SD	
108 P		9.30			s	9.02	4.37		7.52		ALEXANDER	
112 P		9.38				9.10	4.42		8.00		TALMAGE	
225 PW		9.45				9.15	4.46		8.05		DN BANCROFT BN	
127 P		9.54			f	9.24	4.52		8.14		KINPORT	
112 P		9.59				9.29	4.55		8.20		PEBBLE	
112 P		10.06				9.35	4.59		8.25		BROXON	
103 P		10.12				9.40	5.03		8.30		BLASER	
100 P		10.17				9.43	5.06		8.33		DN LAVA HOT SPGS. XY	Double Track
27 PX		10.24			f	9.50	5.10		8.40		TOPAZ	Double Track
CS 148 P		10.31				9.56	5.14		8.46		DN McCAMMON YL MC	Double Track
CS 150 IPXY	11.30PM	10.44	12.10PM	3.45AM	11.00PM	10.05	5.21	9.30AM	8.55	12.05AM	D INKOM KO	Double Track
120 PX					11.13	10.18	5.31	f 9.38	f 9.08	12.18	PORTNEUF	
					11.19	10.25	5.36	f 9.44	f 9.15	12.24	DN-R POCATELLO YL H-CA PO	
DOPTWYZ	A12.10AM	A11.15PM	A 1.00PM	A 4.45AM	A11.30PM	A10.45PM	A 5.45PM	A10.00AM	A 9.35AM	A12.40AM	(213.9)	

..... Thru Time .....  
 (0.40) (6.15) (0.50) (1.00) (0.30) (5.10) (3.40) (0.30) (5.15) (0.35) .....  
 34.0 34.2 27.2 22.7 45.4 41.4 58.3 45.4 40.7 38.9 ..... Average speed per hour.....

Except on double track and in centralized traffic control territory, westward trains are superior to trains of the same class in the opposite direction and 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. 23		
June 18, 1956					FIRST CLASS				SECOND CLASS		
STATIONS	Mile Post	36	30	12	106	34	18	280	262	278	270
		Passenger	Passenger	Mail and Express	Streamliner Passenger	Passenger	Passenger	Time Freight	Time Freight	Stock Special	Time Freight
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
DN-R GRANGER YL GN	0.0			Af 9.10AM	A12.27PM		A11.10PM		A 7.30PM		
MOXA	7.7			8.55	12.17		10.48		7.12		
NUTRIA	15.4			8.45	12.09PM		10.40		7.00		
D OPAL OW	24.5			f 8.35	11.59AM		10.30		6.45		
WATERFALL	33.6			8.24	11.49		10.20		6.28		
EAST KEMMERER YL	39.0			8.17	11.42		10.13		6.18		
DN KEMMERER YL Z	39.7			s 8.15	f 11.40		s 10.10		6.05		
MOYER JCT. YL	42.3			8.04	11.35		9.56		5.50		
DN FOSSIL YL FI	50.3			f 7.50	11.24		9.40		5.28		
NUGGET	56.0			7.40	11.17		9.30		5.16		
ORR	59.6			7.36	11.13		9.25		5.09		
LEEFE	64.8			7.30	11.08		9.18		4.59		
BECKWITH	71.3			7.23	11.02		9.11		4.49		
PIXLEY	77.4			7.17	10.57		9.04		4.41		
DN COKEVILLE CK	83.5			s 7.10	10.52		s 8.55		4.32		
MARSE	88.2										
CHAUSSE	94.5										
HARER	102.9										
DINGLE	108.0										
DN-R MONTPELIER YL MX	115.0			6.20	s 10.20		8.10		3.36		
PESCADERO	121.3			6.10			8.00		3.10		
GEORGETOWN	126.8			5.55	10.09		7.43		2.50		
CAVANAUGH	131.9			5.49	10.03		7.36		2.40		
MANSON	136.1			5.43	9.58		7.30		2.31		
ROSE	140.0			5.39	9.54		7.26		2.25		
DN SODA SPRINGS YL SD	146.0			5.35	9.50		7.22		2.19		
ALEXANDER	151.6			s 5.27	9.44		s 7.14		2.07		
TALMAGE	156.2			5.15	9.37		7.01		1.56		
DN BANCROFT BN	161.8			5.09	9.32		6.55		1.45		
KINPORT	165.6			f 5.01	9.27		f 6.47		1.30		
PEBBLE	170.3			4.55	9.22		6.40		1.19		
BROXON	174.8			4.50	9.17		6.35		1.11		
BLASER	177.4			4.45	9.12		6.30		1.03		
DN LAVA HOT SPGS. XY	180.0			4.42	9.09		6.27		1.03		
TOPAZ	184.3			f 4.37	9.06		f 6.22		1.03		
DN McCAMMON YL MC	191.2	A 2.55AM	As 4.05AM	s 4.20	8.53	As 5.55PM	6.05	A12.40AM	12.15PM	A 2.00PM	A 5.50PM
D INKOM KO	201.9	2.41	s 3.48	4.05	8.43	s 5.41	5.50				
PORTNEUF	207.7	2.33	3.38	3.59	8.38	5.33	5.44				
DN-R POCATELLO YL H-CA PO	213.9	2.25AM	3.30AM	3.50AM	8.30AM	5.25PM	5.35PM	12.01AM	11.30AM	1.15PM	5.15PM
(213.9)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

..... Thru Time .....  
 (0.30) (0.35) (5.20) (3.57) (0.30) (5.35) (0.39) (8.00) (0.45) (0.35) .....  
 45.4 38.9 40.1 54.2 45.4 38.3 34.9 26.7 30.3 38.9 ..... Average speed per hour.....

Except on double track and in centralized traffic control territory, westward trains are superior to trains of the same class in the opposite direction and 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						THIRD SUBDIVISION					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS			Time-Table No. 23 June 18, 1956	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									
DPY	10:15AM	5:20AM	8:25PM	2:00PM	3:45AM	DN-R GLENNS FERRY YL	373.8	As 5:45AM	A 1:30PM	A 11:20PM	A 11:30AM	A 11:00PM			
CS 110 P	10:35	5:31	8:35	2:11	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	2:40	4:23	DN MOUNTAIN HOME MZ	401.6	5:13	12:50	10:35	10:30	10:00			
149 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	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				
50 P		6:43	9:31	3:19	5:14	SHAFFER	B-441.7	4:36	12:03PM	9:49	9:43				
67 PY	VIA KUNA	6:53	9:40 <sup>12</sup>	3:35	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								
DPY	12:30	7:35	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	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	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	10:33	s 8:08	7:42	7:18			
ES 170 WS 252 PY	1:25	8:45	10:48	s 5:33	s 7:28 <sup>126</sup>	DN ONTARIO YL ON	498.7	3:17	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	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			
173 PY	1:48	9:06	11:08	s 6:02	s 7:55	DN WEISER YL SR	515.9	2:59	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				

WESTWARD					FOURTH SUBDIVISION					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS			Time-Table No. 23 June 18, 1956	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	STATIONS									
P		11:00AM	1:10AM	12:15AM	POCATELLO JCT. YL	135.1	A 1:40AM	A 2:30AM	A 4:15PM	A 7:30AM				
P	1:30PM	11:05	1:15	12:20	MONTANA JCT. YL	136.7	1:35	2:25	4:10	7:12				
124 P	1:36	f 11:09	1:19	12:24	TYBEE	140.4	1:31	2:21	f 4:06	7:05				
150 PW	1:44	s 11:17	1:24 <sup>36</sup>	f 12:29	D FORT HALL FH	145.7	1:24 <sup>35</sup>	2:16	s 4:00	6:57				
71 P	1:51	f 11:23	1:30	12:34	GIBSON	151.0	1:15	2:10	f 3:53	6:49				
ES 06 WS 110 PWY	2:01	s 11:31	f 1:37	s 12:42	DN BLACKFOOT YL BF	158.1	s 1:03	s 1:55	s 3:38	6:34				
72 P	2:10	f 11:53AM	1:46 <sup>30</sup>	12:54 <sup>36</sup>	WAPELLO	164.0	12:54 <sup>29</sup>	1:46 <sup>35</sup>	f 3:31	6:19				
123 PW	2:18	s 12:02PM	1:52	f 1:02	D FIRTH FR	169.4	12:35	1:32	s 3:24	6:09				
105 P	2:28	s 12:13	1:58	f 1:08	DN SHELLEY SY	175.5	12:28	s 1:23	s 3:15	5:59				
71 P	2:34	f 12:18	2:02	1:15 <sup>30</sup>	COTTON	179.3	12:22	1:15 <sup>29</sup>	f 3:08	5:52				
97 P	2:40	12:22	2:06	1:19	BACH YL	183.1	12:18	1:03	3:04	5:45				
DOPTWYZ	3:00 <sup>34</sup>	A 12:40PM	A 2:20AM	1:25	DN-R IDAHO FALLS YL AK	184.5	12:15AM	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	223.1		s 12:02AM		3:55				
49 P	4:23			2:28	JONES	228.2		11:56PM		3:43				
51 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 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	BOYD	334.4		f 9:01		10:28				
45 P	10:16			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	FEELY	380.7		f 7:45		8:27				
60 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	Daily				
	(15.30)	(1.40)	(1.10)	(7.10)	..... Thru Time .....	(1.25)	(7.15)	(1.15)	(12.00)					
	18.7	29.6	42.3	36.5	..... Average speed per hour .....	34.9	36.1	39.5	21.8					

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 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. 23 June 18, 1956		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 23 June 18, 1956		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 23 June 18, 1956		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	16	3.7 MINE NO. 8 YL	13.0					
22		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. 23 June 18, 1956		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 23 June 18, 1956		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 23 June 18, 1956		Mile Post
	STATIONS				STATIONS				STATIONS		
58		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. 23 June 18, 1956		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 23 June 18, 1956		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 23 June 18, 1956		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	
16	D	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				YELLOWSTONE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 23 June 18, 1956	Mile Post	FIRST CLASS		SECOND CLASS		
	491 Mixed	477 Local Freight	35 Passenger	35 Passenger			36 Passenger	492 Mixed	478 Local Freight		
	Daily Except Sunday	Daily Except Sunday	Daily	Daily	STATIONS						
DOPTWYZ	7.55AM	4.30AM		2.45AM	DN-R IDAHO FALLS YL AK	0.0	A 11.55PM		A 2.00PM	A 6.00PM	
17 PY	Af 8.05AM	4.40		2.51	3.0 ORVIN YL	3.0	f 11.38		f 1.50	4.10	
60 PW		4.55		f 3.01	4.6 UCON UN	7.6	f 11.28		1.40PM	4.00	
54 P		5.20		f 3.17	6.2 RIGBY RG	13.8	f 11.16		Via West Belt Branch	3.45	
36		5.35		f 3.26	4.3 LORENZO	18.1	f 11.05			3.25	
25 P		5.55		f 3.33	2.6 THORNTON	20.7	f 10.58			3.15	
67 P		6.25		s 3.53	5.3 REXBURG RX	26.0	s 10.48			2.55	
51 P		6.40		f 4.03	3.8 SUGAR CITY SC	29.8	f 10.40			2.10	
36 PY					1.1 HART	30.9					
110 PWY		6.55		s 4.24	5.9 ST. ANTHONY YL SH	36.8	f 10.30		A 10.50AM	1.50	
P					4.5 BELT YL	38.3			10.40AM		
43 P		7.20		f 4.35	CHESTER	42.8	f 10.17			1.25	
46 PWY		A 7.45AM		s 5.10	8.2 ASHTON YL HN	51.0	s 10.05			1.05PM	
					1.5 INGLING	52.5	9.30				
28 P				f 5.19	5.7 WARM RIVER	58.2	f 9.18				
22 P				f 5.48	8.7 GERRIT	66.9	f 8.55				
22				f 6.04	8.8 ECCLES	75.7	f 8.41				
15 P				f 6.13	4.9 ISLAND PARK	80.6	f 8.33				
26 P				s 6.26	4.8 TRUDE	85.4	s 8.26				
25 PWY				s 6.41	5.3 BIG SPRINGS	90.7	s 8.12				
22 PY				6.58	6.5 REAS PASS	97.2	f 7.52				
29 PWY				A 7.30AM	9.9 WEST YELLOWSTONE YL WS	107.1	7.30PM				
					(107.1)		Daily		Daily Except Sunday	Daily Except Sunday	
	(0.10)	(3.15)	(4.45)	..... Thru Time .....	(4.25)	(3.20)	(4.55)				
	18.0	16.7	22.5	..... Average speed per hour .....	24.2	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. 23 June 18, 1956	Mile Post	FIRST CLASS		SECOND CLASS		
	481 Local Freight	47 Passenger	47 Passenger	48 Passenger			482 Local Freight				
	Daily Except Sunday	Daily	Daily	Daily	STATIONS						
46 PWY	6.30AM		5.30AM	DN-R	ASHTON YL HN	0.0	A 9.55PM		A 12.30PM		
19	6.40		f 5.34		1.8 MARYSVILLE YL	1.8	f 9.45		12.15		
33	6.55		f 5.42		2.6 GRAINVILLE	6.0	f 9.37		12.01PM		
22 PW	7.10		s 5.48	D	2.6 DRUMMOND MD	8.6	s 9.32		11.50AM		
12	7.25		f 5.56		4.2 FRANCE	12.8	f 9.24		11.33		
33 P	7.35		f 6.04		3.0 LAMONT	15.8	f 9.18		11.23		
21	8.08		f 6.29		10.5 FELT	26.3	f 8.55		10.50		
22 PWY	8.23		s 6.40	D	4.0 TETONIA NA	30.3	s 8.47		10.35		
31	8.42		s 6.55	D	6.9 DRIGGS DI	37.2	s 8.33		10.02		
19 PWY	A 9.05AM		A 7.15AM	D-R	8.4 VICTOR YL VR	45.6	8.15PM		9.30AM		
					(45.6)		Daily		Daily Except Sunday		
	(3.35)	(1.45)	..... Thru Time .....	(1.40)	(3.00)						
	17.6	26.1	..... 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.  
For stations not shown on schedule pages.—See page 17.

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		WELLS BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 23 June 18, 1956	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	
	PWY	A 12:30AM	DN-R WELLS YL HU	128.4	10:00PM	
			(128.4)		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. 23 June 18, 1956	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	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	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	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	
30	A 8:45AM	D-R	9.4 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		NORTH SIDE BRANCH		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 23 June 18, 1956	Mile Post	SECOND CLASS	Mile Post		
						439 Mixed	440 Mixed
						Daily Except Sunday	
STATIONS							
94	DPWY	DN-R	RUPERT YL MS	0.0			
34	P		4.4 MYERS YL	4.4			
36	P	D	1.5 PAUL YL DJ	5.9			
20			2.0 BUDGE	7.9			
54			8.0 SCHODDE	15.9			
21			3.9 McHENRY	19.8			
22		D	4.2 HAZELTON AZ	24.0			
28			2.9 BLACK	26.9			
63	W	D	1.2 EDEN DX	28.1			
54			6.7 PERRINE	34.8			
12			3.5 SUGAR LOAF	38.3			
25			2.3 FALLS CITY	40.6			
10			2.0 BARRYMORE	42.6			
54	WY	DN	5.3 JEROME YL JO	47.9			
54		D	8.8 WENDELL ND	56.7			
17			1.4 KING	58.1			
54			8.1 TUTTLE	66.2			
118			7.4 BLISS YL	73.6			
120	PY						
			(73.6)				

WESTWARD		HILL CITY BRANCH		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 23 June 18, 1956	Mile Post	SECOND CLASS	Mile Post		
						441 Mixed	442 Mixed
						Monday Wednesday Friday	
STATIONS							
39	PWY	D-R	RICHFIELD YL FK	0.0			
10			4.5 RAWSON	4.5			
12			4.9 BURMAH	9.4			
42	P		12.1 MAGIC	21.5			
32			9.7 MACON	31.2			
13	P		2.8 BLAINE	34.0			
7			2.8 RANDS	36.8			
17			2.9 SELBY	39.7			
42	PW	D	4.1 FAIRFIELD FD	43.8			
32			7.9 CORRAL	51.7			
50	WY	D-R	6.1 HILL CITY YL HC	57.8			
			(57.8)				

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. 23 June 18, 1956	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. 23 June 18, 1956	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 EFFIE	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. 23 June 18, 1956	Mile Post	SECOND CLASS	Mile Post		
						439 Mixed	440 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. 23 June 18, 1956	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	PW	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. 23 June 18, 1956	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. 23 June 18, 1956	Mile Post	SECOND CLASS	Mile Post		
						439 Mixed	440 Mixed
						Daily Except Sunday	
STATIONS							
P			BOISE JCT.	0.0			
22			1.1 FAIR GROUNDS YL	1.1			
	PTWZ	D-R	2.1 BOISE FREIGHT YL BE	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. 23	Mile Post	SECOND CLASS	Mile Post
	485	June 18, 1956		486	
	Mixed			Mixed	
STATIONS					
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. 23	Mile Post	Time-Table No. 23	Mile Post	Time-Table No. 23	
	June 18, 1956					June 18, 1956
	STATIONS					STATIONS
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		D COUNCIL YL CN	60.2			
12		HOOVER YL	61.6			
59 PWY		GLENDALE	72.0			
7		RUBICON YL	84.1			
6		NEW MEADOWS YL	89.7			
43						
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. 23	Mile Post	SECOND CLASS	Mile Post
	459	June 18, 1956		460	
	Mixed			Mixed	
STATIONS					
ES 170 P		DN-R ONTARIO YL ON	0.0	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	D 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 P	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. 23	Mile Post	Time-Table No. 23	Mile Post	Time-Table No. 23
	June 18, 1956		June 18, 1956		
	STATIONS		STATIONS		
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>North Side Branch</b>																															
Donovan.....	4.1	65 P	Both	Travers.....	3.5	18	Both																												
Hassett.....	12.5	73 P	Both	Haytown.....	44.7	4	Both																												
Cosgriff.....	20.2	80 P	Both	Hydra.....	45.8	7	Both																												
Folger.....	29.3	74 P	Both	Appleton.....	52.9	12	Both																												
Sage.....(1).....	63.1	75 P	Both	<b>Ketchum Branch</b>																															
Border.....(1).....	92.1	21 P	Both	Gimlet.....(6).....	63.2	32	East																												
Pegram.....(1).....	97.7	34 P	Both	<b>Payette Branch</b>																															
Onyx.....	197.5	13 P	West	Little Rock.....	18.9	9	Both																												
Inkom Ballast Quarry....	202.9	140 P	East	<b>Stoddard Branch</b>																															
<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>				<b>Oregon Eastern Branch</b>																															
Hillcrest.....	B-445.1	14 P	Both	Lawen.....(8).....	138.4	3	East																												
Apple Valley.....	485.9	26	Both	<b>New Meadows Branch</b>																															
Arcadia.....	491.7	45 P	Both	Presley.....	11.7	9	Both																												
Washoe Spur.....	500.9	32	West	Diamond.....	26.7	4 W	West																												
Wood.....	506.2	10	Both	Tamarack.....	81.9	29	Both																												
Feltham.....	512.7	23	Both	<b>CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS</b>																															
<b>Fourth Subdivision</b>				<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Train</th> <th>At</th> <th>Discharge Passengers From</th> <th>Pick up Passengers Destined To</th> </tr> </thead> <tbody> <tr> <td>17</td> <td>Any station First Subdivision.</td> <td>Green River or beyond.</td> <td>Pocatello or beyond.</td> </tr> <tr> <td>17</td> <td>Any station Second and Third Subdivisions.</td> <td>Ogden, Pocatello or beyond.</td> <td>Huntington or beyond.</td> </tr> <tr> <td>18</td> <td>Any station First Subdivision.</td> <td>Pocatello or beyond.</td> <td>Green River or beyond.</td> </tr> <tr> <td>18</td> <td>Any station Second and Third Subdivisions.</td> <td>Huntington or beyond.</td> <td>Pocatello, Ogden or beyond.</td> </tr> <tr> <td>105</td> <td>Minidoka, Gooding, Mountain Home, Caldwell, Nyssa, Ontario, Weiser.</td> <td>Omaha or beyond.</td> <td>Portland or beyond.</td> </tr> <tr> <td>106</td> <td>Weiser, Ontario, Nyssa, Caldwell, Mountain Home, Gooding, Minidoka.</td> <td>Portland or beyond.</td> <td>Omaha or beyond.</td> </tr> </tbody> </table>				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.
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Chubbuck.....	138.2	36	Both	(1) Flag stop for Nos. 12-17.																															
Mitchell.....	176.9	17	Both	(2) Flag stop for Nos. 29-30.																															
Red Rock.....(2).....	302.8	25	Both	(3) Flag stop for Nos. 47-48.																															
Rock.....	314.6	62 P	Both	(4) Flag stop for Nos. 409-410.																															
Dalys.....(2).....	316.4	14 P	Both	(5) Flag stop for No. 492.																															
Glen.....(2).....	347.8	8	West	(6) Flag stop for Nos. 441-442.																															
Maiden Rock..(2).....	366.0	(12)	Both	(7) Flag stop for Nos. 485-486.																															
<b>Goshen Branch</b>				(8) Flag stop for Nos. 459-460.																															
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	Both																																
<b>Mackay Branch</b>																																			
Collins.....(4).....	2.1	10	West																																
Aiken.....(4).....	3.8	{ 10	Both																																
Rouse.....(4).....	7.6	4	East																																
Olsen.....(4).....	16.0	13	East																																
Cerro Grande..(4).....	35.5	None	None																																
<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	{ 19	Both																																
Pyke.....(5).....	35.3	5	West																																
<b>East Belt Branch</b>																																			
Gale Spur.....	27.5	10	East																																

**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	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
No. 49 and No. 50 between Pocatello and Minidoka, maximum speed.		60	60	Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15 25
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	Jordan spreaders and other machines of spreader type, when in operation.			15
Inspection bus cars.		40	40	Trains handling scale test cars— On main line, Twin Falls Branch and between Idaho Falls and Ashton. On other branch lines.			30 20
Battery motor car 01886.		50		Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines			20
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling U. P. ore cars Nos. 8000 to 8499, loaded or empty.			45
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	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 6
No. 125 and No. 126, within yard limits.		40	40	Passing fueling stations— On main lines. On branch lines.	50	40 30	25 15
Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement. Over spring switches, where movement is over facing point switches, except at Reverse, Blaser and Pescadero.	20	20	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	When using cross-overs or turn-outs: Forward movement. Back-up movement.	15 10	15 10	15 10
G.P.9 type Diesel locomotives: Backing up pulling train. Backing up light.	65	65	50 50	When using No. 20 turn-outs.	40	40	40
1500 class Diesel road freight locomotives.	50	50	50	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
Diesel freight and road switch locomotives.	65	65	50	On wye tracks.	6	6	6
1000-1100 class Diesel yard switch locomotives in road service.	35	35	35	Through tunnels, branch lines.		10	10
1800 class Diesel yard locomotives in road service.	50	50	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
Steam engines running backward.	20	20	20				
7000-7800 class engines, except between McCammon and Pocatello.		70	50				
7000-7800 class engines, between McCammon and Pocatello.		75	50				
MacArthur type engines with 63-inch drivers.		55	50				
MacArthur type engines with 57-inch drivers.		35	35				
3700 and 3900 class engines.		65	50				
3800 class engines.		60	50				
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	<b>Border</b> Between M.P. 92.9 and 93.1.	60	50	40	<b>Bancroft</b> Between M.P. 163.6 and 163.9.	70	60	50
<b>Granger</b> Between M.P. 0.0 and 0.8.	40	35	25	Between M.P. 96.7 and 96.9.	70	60	50	Between M.P. 164.2 and 164.7.	70	60	50
Between M.P. 3.4 and 3.7.	70	60	50	<b>Pegram</b> Between M.P. 98.3 and 99.2.	60	50	40	<b>Kinport</b> Between M.P. 167.5 and 168.1.	70	60	50
<b>Moxa</b> Between M.P. 12.1 and 12.3.	70	60	50	Between M.P. 99.5 and 99.7.	70	60	50	Between M.P. 168.9 and 169.3.	60	50	40
Between M.P. 14.4. and 14.6.	70	60	50	Between M.P. 102.6 and 104.9.	60	50	40	<b>Pebble</b> Between M.P. 171.2 and 171.7.	60	50	40
<b>Nutria</b> Between M.P. 16.1 and 16.4.	70	60	50	<b>Harer</b> Between M.P. 105.2 and 105.4.	70	60	50	Between M.P. 171.9 and 174.7.	70	60	50
Between M.P. 18.1 and 18.3.	60	50	40	Between M.P. 114.9 and 115.2.	50	40	25	<b>Broxon</b> Between M.P. 176.3 and 176.7.	70	60	50
Between M.P. 21.1 and 21.5.	70	60	50	<b>Montpelier</b> Between M.P. 115.9 and 116.2.	50	40	25	<b>Blaser</b> Between M.P. 177.4 and 178.5.	60	50	40
Between M.P. 23.6 and 23.8.	70	60	50	Between M.P. 120. 6 and 123.4.	60	50	40	M.P. 179.0 to 180.0 (Westward).	45	35	20
<b>Opal</b> Between M.P. 28.7 and 29.6.	70	60	50	Between M.P. 125.1 and 125.3.	70	60	50	M.P. 180.0 to 179.0 (Eastward).	50	40	35
Between M.P. 31.3 and 32.3.	50	40	30	Between M.P. 125.8 and 126.7.	60	50	40	<b>Lava Hot Springs</b> Between M.P. 180.1 and 181.7.	70	60	50
Between M.P. 33.0 and 33.1.	70	60	50	<b>Georgetown</b> Between M.P. 127.6 and 127.9.	70	60	50	Between M.P. 181.8 and 183.1.	60	50	40
<b>Waterfall</b> Between M.P. 34.6 and 34.8.	60	50	40	Between M.P. 128.2 and 128.7.	60	50	40	Between M.P. 183.2 and 184.8.	70	60	50
Between M.P. 35.5 and 36.5.	50	40	25	Between M.P. 129.5 and 130.0.	60	50	40	<b>Topaz</b> Between M.P. 185.5 and 185.7.	70	60	50
Between M.P. 36.5 and 38.9.	40	35	25	Between M.P. 131.6 and 132.2.	70	60	50	Between M.P. 186.1 and 187.3.	50	40	30
<b>Kemmerer</b> Between M.P. 43.1 and 44.0, watch for rocks.	25	20	20	<b>Cavanaugh</b> Between M.P. 135.5 and 135.8.	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	Between M.P. 138.6 and 139.3.	60	50	40	Between M.P. 188.1 and 190.3.	70	60	50
Between M.P. 49.2 and 49.4.	40	35	25	<b>Manson</b> Between M.P. 138.6 and 139.3.	60	50	40	<b>McCammon</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	<b>Rose</b> Between M.P. 141.0 and 141.9.	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	Between M.P. 142.4 and 143.5.	70	60	50	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. 143.7 and 143.9.	60	50	40	<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. 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	<b>Soda Springs</b> Over streets and alleys.	30	30	30	<b>Pocatello</b> Within platform limits of passenger depot.	6	6	6
<b>Cokeville</b> Over streets and alleys.	30	30	30	Between M.P. 148.0 and 148.3.	70	60	50				
Between M.P. 87.4 and 87.7.	60	50	40	<b>Alexander</b> Between M.P. 152.1 and 152.4.	60	50	40				

SECOND SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	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

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
<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 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>Ontario</b> No. 106, to exchange mail.	10		
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>Payette</b> Between Payette and Weiser, trains handling logs.			30
<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>Weiser</b> Between M.P. 523.1 and 526.1.	70	60	50
<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	Between M.P. 526.4 and 535.9.	60	50	40
<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. 535.9 and 539.0.	40	30	25
<b>Nampa</b>				<b>Sonna</b> Between M.P. B-467.0 and B-467.8.	40	25	25	<b>Huntington</b>			
<b>Orchard</b> Between M.P. B-423.5 and B-423.9.	60	50	40								
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	
	Psgr.	Fr.		Psgr.	Fr.		Psgr.	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	<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. 237.8 and 238.0.	40	30	<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	Between M.P. 239.1 and 239.3.	50	40	Between M.P. 342.7 and 342.9.	50	40
<b>Tyhee</b> Between M.P. 142.3 and 142.5.	50	40	<b>Highbridge</b> Between M.P. 244.4 and 246.7.	40	30	Between M.P. 343.3 and 343.5.	30	20
Between M.P. 143.3 and 143.5.	50	40	<b>Spencer</b> Between M.P. 248.5 and 248.9.	45	35	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. 249.5 and 249.7.	40	30	Between M.P. 346.0 and 346.3.	30	20
<b>Blackfoot</b> Over streets and alleys.	20	20	Between M.P. 251.0 and 251.4.	40	30	Between M.P. 347.9 and 348.2.	40	30
<b>Wapello</b> Between M.P. 166.8 and 167.0.	60	50	Between M.P. 252.7 and 257.5.	25	20	<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	<b>Humphrey</b> Between M.P. 258.3 and 258.5.	35	25	Between M.P. 357.2 and 357.7.	40	30
<b>Shelley</b> Over streets and alleys.	30	30	Between M.P. 258.6 and 259.2.	45	35	<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. 262.9 and 267.6.	35	25	Between M.P. 366.3 and 366.6.	20	20
Between M.P. 185.5 and 185.9.	15	5	Between M.P. 269.7 and 269.9.	40	30	Between M.P. 366.7 and 367.5.	35	25
Between M.P. 187.4 and 188.6.	40	30	Between M.P. 271.0 and 271.7.	40	30	Between M.P. 367.9 and 368.2.	30	20
Between M.P. 190.7 and 191.0.	45	35	<b>Snowline</b> Between M.P. 277.4 and 278.3.	35	25	<b>Divide</b> Between M.P. 373.6 and 374.6.	40	30
<b>Roberts</b> Between M.P. 205.4 and 206.0.	50	40	<b>Lima</b> Over Center Street east of depot.	20	15	<b>Woodin</b> Between M.P. 375.2 and 377.8.	35	25
<b>Tenno</b> Between M.P. 208.4 and 210.2.	50	40	Westward within yard limits.	25	15	Between M.P. 379.0 and 381.1.	35	25
<b>Hawgood</b> Between M.P. 213.7 and 214.0.	50	40	<b>Armstead</b> Between M.P. 307.7 and 308.0.	50	40	<b>Feely</b> Between M.P. 382.3 and 383.7.	25	20
			Between M.P. 308.9 and 310.3.	35	25	Between M.P. 384.3 and 385.1.	35	25
			Between M.P. 310.4 and 310.6.	25	20	<b>Buxton</b> Between M.P. 386.6 and 388.1.	35	25
			Between M.P. 311.0 and 311.8.	45	35	Between M.P. 389.8 and 390.1.	20	20
			<b>Grayling</b> Between M.P. 316.0 and 316.5, watch for rocks.	25	20	<b>Silver Bow</b>		
			Between M.P. 316.5 and 318.7.	35	25			

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		
<b>Elkol Branch</b> Maximum speed.	15	<b>Conda Branch.</b> Maximum speed.	15	Between M.P. 3.0 and Gay.	15

**BRANCHES (Continued)**

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
<b>Mackay Branch</b> Between Blackfoot and M.P. 60.0: Diesel engines.		30	<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>Aberdeen Branch</b> Maximum speed.		25	Between M.P. 25.0 and 25.4.	15	15	<b>Hill City Branch</b> Maximum speed.		25
<b>Goshen 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>Yellowstone Branch</b> Between Idaho Falls and Ashton.	50	35	First Class Trains, within yard limits.	30	30	<b>Boise Branch</b> Between Boise Jct. and Boise Freight.		25
Between Idaho Falls and West Yellowstone with MacArthur type engines.	40	30	Rupert, on west leg of wye.	10	10	Between Boise Freight and Barber.		15
Between Ashton and Gerrit, watch for rocks.	35	25	Rupert, over streets and alleys.	12	12	<b>Stoddard Branch</b> Maximum speed.		20
Between Gerrit and Big Springs	50	35	Bridge 20.10.	25	25	Between Stoddard and end of track.		15
Between Big Springs and West Yellowstone, watch for rocks.	35	25	Burley, within city limits.	20	20	<b>Idaho Northern Branch</b> Maximum speed.		30
Rexburg, Sugar City and St. Anthony, over streets and alleys.	20	20	Burley, over street crossings.	12	12	Between Jenness and Bramwell.		20
St. Anthony, over highway crossing just west of depot.	8	8	Kimberly, within city limits.	40	40	Trains handling high cars between Jenness and Bramwell.		12
Between M.P. 55.4 and 55.7.	20	15	<b>North Side Branch</b> Maximum speed.		30	Between Plaza and M.P. 63, watch for rocks.		25
Between M.P. 59.6 and 65.9.	20	15	Between M.P. 30.0 and 30.5.		20	Between M.P. 63 and Smiths Ferry, watch for rocks.		15
Between M.P. 72.9 and 73.2.	35	25	<b>Raft River Branch</b> Maximum speed.		20	Trains handling logs or high cars between Banks and M.P. 81.0.		12
Between M.P. 74.0 and 74.2.	30	25	Burley, within city limits.		20	Between Smiths Ferry and Cabarton, watch for rocks.		20
Between M.P. 85.2 and 85.5.	35	25	Burley, over street crossings.		12	M.P. 31.4.		20
Between M.P. 86.4 and 87.0.	20	15	<b>Oakley Branch</b> Maximum speed.		25	Between M.P. 33.0 and 35.4.		10
Between M.P. 92.1 and 95.0.	20	15	Burley, within city limits.		20	Bridge 36.61.		20
Between M.P. 99.9 and 100.8.	20	15	Burley, over street crossings.		12	Between M.P. 99.6 and 108.3.		20
<b>East Belt Branch</b> Maximum speed.		25	<b>Wells Branch</b> Maximum speed.		30	Between M.P. 111.4 and 111.6.		20
Truss bridges.		15	Between M.P. 31.1 and 36.1.		25	Between M.P. 113.0 and 113.3.		20
<b>West Belt Branch</b> Maximum speed.		25	Between M.P. 45.9 and 53.3.		25	Between M.P. 128.2 and 128.5.		15
Truss bridges.		15	Between M.P. 69.6 and 71.6.		25	McCall, over street crossings.		10
Highway Crossing M.P. 37.44.	5	5	Between M.P. 91.1 and 91.4.		25	<b>Wilder Branch</b> Maximum speed.		25
			Wells yard.		15	<b>Homedale Branch</b> Maximum speed.		25
			<b>Ketchum Branch</b> Maximum speed.	40	30	<b>Oregon Eastern Branch</b> Maximum speed.		25
			Bellevue, over streets and alleys.	12	12	<b>Hope</b> Between M.P. 29.5 and 33.5, watch for rocks.		20
						<b>Little Valley</b> Between M.P. 36.5 and 37.6, watch for rocks.		20

**BRANCHES (Continued)**

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
<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	<b>Homestead Branch</b> Maximum speed, watch for rocks.		20
<b>Dunnean</b> Between M.P. 103.5 and 106.5.		20	Engines running backwards.		10	On curves.		15
Bridge 106.14.		15	Between Weiser and Concrete. Straight track. On curves.		25 20			

**SYMBOLS AND ABBREVIATIONS**

**Rules 6 and 6(A)**

**Rule 6**  
The following letters placed before figures of a schedule indicate:

- s—regular stop;
- f—flag stop to receive or discharge traffic;
- A—arrive.

**Rule 6(A)**

The following letters placed in column with station name in time-table indicate:

- D—day operator;
- N—night operator;
- DN—day and night operator;
- R—train register;
- YL—yard limits.

The following letters placed in column provided in time-table indicate:

- 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.

**Standard clocks are located as shown below:**

Blackfoot.....	Telegraph Office	Nampa.....	East End Yard Office
Boise Freight.....	Yard Telegraph Office	Nampa.....	West End Yard Office
Boise Freight.....	13th Street Yard Office	New Meadows.....	Telegraph Office
Buhl.....	Telegraph Office	Nyssa.....	Telegraph Office
Burns.....	Telegraph Office	Ontario.....	Telegraph Office
Emmett.....	Telegraph Office	Payette.....	Telegraph Office
Glenns Ferry.....	Telegraph Office	Pocatello.....	Train Dispatcher's Office
Glenns Ferry.....	Yard Office	Pocatello.....	Yard Telegraph Office
Huntington.....	Yard Office	Pocatello.....	Switchmen's Locker Room
Huntington.....	Telegraph Office	Pocatello.....	Switchmen's Locker Room
Idaho Falls.....	Telegraph Office	Pocatello.....	Switchmen's Locker Room
Idaho Falls.....	Yard Office	Pocatello.....	Switchmen's Locker Room
Idaho Falls.....	Enginemen's Register Room	Pocatello.....	Switchmen's Locker Room
Kemmerer.....	Telegraph Office	Pocatello.....	Engine Crew Dispatcher's Office
Ketchum.....	Telegraph Office	Pocatello.....	Passenger Conductors' Register Room, Passenger Station
Lima.....	Telegraph Office	Rupert.....	Telegraph Office
Marsing.....	Telegraph Office	Shoshone.....	Telegraph Office
McCall.....	Telegraph Office	Silver Bow.....	Telegraph Office
Minidoka.....	Telegraph Office	Twin Falls.....	Telegraph Office
Montpelier.....	Telegraph Office	Twin Falls.....	Freight Office
Nampa.....	Telegraph Office	Victor.....	Telegraph Office
Nampa.....	Central Yard Switchmen's Locker Room	Weiser.....	Telegraph Office
Nampa.....	Crew Dispatcher's Office	Wells.....	Telegraph Office
Nampa.....	Enginemen's Register Room at Roundhouse	West Yellowstone.....	Telegraph Office
Nampa.....	Train Dispatcher's Office		

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