

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



**IDAHO DIVISION**

**TIME-TABLE**  
**No. 24**

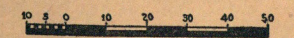
**Effective Sunday**  
**September 23, 1956**  
**At 12:01 A.M. Mountain Time**

*Safety Always*  
*Makes a Suggestion*

**FOR EMPLOYEES ONLY**

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

**NORTH WESTERN DISTRICT**  
**IDAHO DIVISION**  
 CORRECTED TO MAY 1, 1955.  
 SCALE OF MILES





WESTWARD			FIRST SUBDIVISION					EASTWARD						
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	SECOND CLASS			FIRST CLASS					STATIONS					
	279	251	277	29	11	105	33	17	Time-Table No. 24					
	Time Freight	Time Freight	Time Freight	Passenger	Mail and Express	Streamliner Passenger	Passenger	Passenger	September 23, 1956					
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS					
144	IPWY				5.35PM	2.05PM		4.20AM	DN-R	GRANGER YL GN				
150	P									MOXA				
150	P									NUTRIA				
150	P				6.01			s 4.48	D	OPAL OW				
150	P									WATERFALL				
150	PTZ				s 6.30	f 2.47		s 5.20	DN	KEMMERER YL AV				
150	P									FOSSIL				
150	P									NUGGET				
150	P									ORR				
150	PY									LEEFE				
150	P									BECKWITH				
150	P									PIXLEY				
150	P				s 7.25			s 6.31	DN	COKEVILLE CK				
150	P									MARSE				
150	P									CHAUSSE				
150	P									HARER				
20	P									DINGLE				
	DOPTWYZ				8.10			7.10	DN-R	MONTPELIER YL MX				
	P				8.20	s 4.05		7.20		PESCADERO				
120	P				8.28	4.12		7.28		GEORGETOWN				
150	P				8.34	4.18		7.34		MANSON				
150	P				8.45	4.27		7.45		SODA SPRINGS YL SD				
150	PY				s 8.58	4.37		s 7.57	DN	ALEXANDER				
150	P				9.10	4.42		8.07		TALMAGE				
150	P				9.15	4.46		8.12		BANCROFT BN				
150	P				f 9.24	4.52		f 8.20		PEBBLE				
150	P				9.35	4.59		8.30		BLASER				
	P				9.43	5.06		8.38		LAVA HOT SPGS. XY				
27	PX				f 9.50	5.10		f 8.44	D	MCCAMMON YL MC				
CS 150	IPXY	11.30PM	12.10PM	3.45AM	10.45PM	10.05	5.21	9.30AM	DN	INKOM KO				
120	PX				10.58	10.18	5.31	f 9.43	D	PORTNEUF				
					11.04	10.25	5.36	9.49	DN-R	POCATELLO YL H-CA PO				
	DOPTWYZ	A12.10AM	A 1.00PM	A 4.45AM	A11.15PM	A10.45PM	A 5.45PM	A10.00AM	A					
		(0.40)	(0.50)	(1.00)	(0.30)	(5.10)	(3.40)	(0.30)	(5.15)	..... Thru Time .....				
		34.0	27.2	22.7	45.4	41.4	53.3	45.4	40.7	..... 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			FIRST SUBDIVISION					EASTWARD		
Time-Table No. 24	September 23, 1956	Mile Post	FIRST CLASS					SECOND CLASS		
			12	30	106	34	18	280	278	270
			Mail and Express	Passenger	Streamliner Passenger	Passenger	Passenger	Time Freight	Stock Special	Time Freight
STATIONS										
DN-R	GRANGER YL GN	0.0	Af 9.25AM			A12.27PM			A11.10PM	
	MOXA	7.7								
	NUTRIA	15.4								
D	OPAL OW	24.5	f 8.50					10.30		
	WATERFALL	33.6								
DN	KEMMERER YL AV	39.7	s 8.30			f11.40AM		s10.10		
	FOSSIL	48.0								
	NUGGET	53.0								
	ORR	59.6								
	LEEFE	64.8								
	BECKWITH	71.3								
	PIXLEY	77.4								
DN	COKEVILLE CK	83.5	s 7.25					s 8.55		
	MARSE	88.2								
	CHAUSSE	94.5								
	HARER	102.9								
	DINGLE	108.0								
DN-R	MONTPELIER YL MX	115.0	6.35			s10.20		8.10		
	PESCADERO	121.3	6.25					8.00		
	GEORGETOWN	126.8	6.13			10.09		7.43		
	MANSON	136.1	6.07			10.03		7.36		
DN	SODA SPRINGS YL SD	146.0	5.57			9.54		7.26		
	ALEXANDER	151.6	5.46			9.44		s 7.14		
	TALMAGE	156.2	5.34			9.37		7.01		
	BANCROFT BN	161.8	5.28			9.32		6.55		
DN	PEBBLE	170.3	f 5.21			9.27		f 6.47		
	BLASER	177.4	5.10			9.17		6.35		
D	LAVA HOT SPGS. XY	180.0	5.02			9.09		6.27		
DN	MCCAMMON YL MC	191.2	f 4.57			9.06		f 6.22		
D	INKOM KO	201.9	s 4.40	As 4.50AM		8.53	As 5.55PM	6.05	A12.40AM	A 2.00PM
D	PORTNEUF	207.7	s 4.25	s 4.33		8.43	s 5.41	5.50		
DN-R	POCATELLO YL H-CA PO	213.9	4.19	4.23		8.38	5.33	5.44		
			4.10AM	4.15AM		8.30AM	5.25PM	5.35PM	12.01AM	1.15PM
			Daily	Daily		Daily	Daily	Daily	Daily	Daily
			(5.15)	(0.35)		(3.57)	(0.30)	(5.35)	(0.39)	(0.45)
			40.7	38.9		54.2	45.4	38.3	34.9	30.3

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. 24 September 23, 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 GF	373.8	As 5.45AM	A 1.30PM	A 11.55PM	A 11.30AM	A 11.00PM		
CS 110 P	10.35	5.31	8.35	2.11	s 3.56	HAMMETT	382.7	5.32	1.12	11.37	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	11.25	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 11.15	10.30	10.00		
149 P	11.24	6.06	9.01	2.45	4.28	SEBREE	407.5	5.06	12.41	11.05	10.21	9.52		
136 P	11.31	6.12	9.05	2.50	4.33	CLEFT	412.7	5.02	12.36	11.01	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	10.52	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	10.43	9.56			
73 P		6.37	9.25	3.13	5.08	BLACK'S CREEK	B-435.9	4.42	12.10	10.36	9.50			
59 P		6.43	9.31	3.19	5.14	SHAFFER	B-441.7	4.36	12.03PM	10.29	9.43			
67 PY	VIA KUNA	6.53	s 9.40	3.35	5.25	DN BOISE YL BG	B-448.4	s 4.30	11.55AM	10.20	9.35	VIA KUNA		
P				3.45	5.45	BOISE JCT.	B-450.7							
31 P						PERKINS	B-451.4							
29 P						BEATTY	B-454.6							
74 P		7.16	9.50 <sup>12</sup>	f 3.56	s 5.57	D MERIDIAN MD	B-457.3	4.16	11.37	s 9.50 <sup>105</sup>	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	9.35	9.00	8.10		
55 P	12.36	8.00	10.12	4.25	6.25	MOSS	460.8	3.54	11.15	9.25	8.30			
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 9.13	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	9.05	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	9.02	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	8.55	7.50	7.28		
168 PY	1.13	8.33	10.37	s 5.17	s 7.11	DN NYSSA YL SY	488.4	3.28	s 10.33	s 8.48	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	s 10.18	s 8.35	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 8.21	7.09	6.48		
150 P	1.40	8.59	11.00	5.50	7.44	CRYSTAL	509.3	3.05	10.01	8.16	7.02	6.38		
178 103 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 8.10	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	7.58	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>	7.49	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	7.40PM	6.25AM	5.30PM		
						VIA KUNA (165.0)		Daily	Daily	Daily	Daily Except Sunday and Monday	Daily		
						VIA BOISE (178.3)		Daily	Daily	Daily	Daily	Daily		
	(4.15)	(4.55)	(3.15)	(4.40)	(4.50)	..... Thru Time .....	(3.10)	(4.05)	(4.15)	(5.05)	(5.30)			
	38.8	35.8	54.3	37.7	36.5	..... Average speed per hour .....	55.7	43.2	41.5	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. 24 September 23, 1956	Mile Post	FIRST CLASS			SECOND CLASS			
	251	29	30	278	30			278						
	Time Freight	Passenger	Passenger	Stock Special	Passenger			Stock Special						
	Daily	Daily	Daily	Daily	Daily	Daily								
	STATIONS													
P					11.59PM	POCATELLO JCT. YL	135.1	A 3.15AM			A 7.30AM			
P	1.30PM				12.04AM	MONTANA JCT. YL	136.7	3.10			7.12			
124 P	1.36				12.08	TYHEE	140.4	3.06			7.05			
150 PW	1.44			f 12.13		D FORT HALL FH	145.7	f 3.00			6.57			
71 P	1.51				12.18	GIBSON	151.0	2.52			6.49			
ES 66 WS 110 PWY	2.01			s 12.26		DN BLACKFOOT YL BF	158.1	s 2.36			6.34			
72 P	2.10				12.38	WAPELLO	164.0	2.27			6.19			
123 PW	2.18			f 12.46		D FIRTH FR	169.4	f 2.17			6.09			
105 P	2.28			f 12.52		DN SHELLEY SY	175.5	s 2.08			5.59			
71 P	2.34				12.57	COTTON	179.3	2.00			5.52			
97 P	2.40				1.01	BACH YL	183.1	1.53			5.45			
DOPTWYZ	3.00			1.05	1.15	DN-R IDAHO FALLS YL AX	184.5	1.50			5.40			
51 P	3.20			f 1.24 <sup>30</sup>		PAYNE	191.2	f 1.24 <sup>29</sup>			5.20			
54 P	3.28			f 1.30		BASSETT	196.5	f 1.17			5.10			
54 P	3.37			s 1.37		D ROBERTS AR	202.0	s 1.11			5.00			
54 P	3.46			1.43		TENNO	207.0	1.05			4.50			
49 P	3.55			1.49		HAWGOOD	212.1	12.59			4.40			
51 P	4.04			s 1.56		HAMER	217.5	s 12.53			4.30			
50 P	4.14			s 2.03		CAMAS	223.1	s 12.47			4.20			
49 P	4.23			2.09		JONES	228.2	12.41			4.08			
51 106 PWY	4.50			s 2.17		DN DUBOIS YL BO	234.9	s 12.33			3.55			
49 P	5.08			2.27		HIGHBRIDGE	242.9	12.20			3.35			
57 P	5.20			s 2.37		D SPENCER RC	248.5	s 12.12AM			3.19			
55 52 PW	5.46			s 2.54 <sup>278</sup>		HUMPHREY	258.0	s 11.54PM			2.54 <sup>29</sup>			
61 PY	6.05			s 3.06		D MONIDA YL MO	264.7	s 11.44			2.10			
50 P	6.22			f 3.20		SNOWLINE	273.7	f 11.29			1.50			
DPWY	6.50			3.30	3.40	DN-R LIMA YL RD	279.9	11.20			1.30			
47 P	8.05			s 3.54		D DELL DE	288.0	s 10.58			12.23			
48 P	8.20			f 4.02		KIDD	294.0	f 10.49			12.10AM			
78 P	8.42			s 4.24		DN ARMSTEAD AD	307.0	s 10.33			11.43PM			
48 P	8.57			f 4.33		GRAYLING	312.9	f 10.21			11.30			
64 P	9.12			f 4.43		BARRATTS	320.4	f 10.10			11.15			
64 P	10.00 <sup>30</sup>			s 4.57		DN DILLON YL DN	328.0	s 10.00 <sup>251</sup>			11.00			
36 P	10.16			f 5.06		BOND	334.4	f 9.46			10.45			
45 P	10.33 <sup>278</sup>			f 5.14		APEX	340.3	f 9.39			10.33 <sup>251</sup>			
47 PY	10.57			f 5.30		NAVY	348.7	f 9.23			10.15			
61 PW	11.27			s 5.45		MELROSE	358.9	s 9.08			9.53			
37 P	11.47PM			f 5.56		QUINN	364.9	f 8.57			9.36			
39 P	12.02AM			s 6.08		D DIVIDE J	370.1	s 8.47			9.23			
65 P	12.12			f 6.18		WOODIN	374.3	f 8.39			9.12			
17 P	12.32			f 6.30		FEELY	380.7	f 8.30			8.57			
50 P	12.43			f 6.39		BUXTON	384.6	f 8.23			8.45			
PWY	A 1.00AM			As 6.55AM		DN-R SILVER BOW YL SB	390.0	s 8.15PM			8.30PM			
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 7.10 AM		DN BUTTE YL BY	397.0	8.00 PM			7.30 PM			
						(261.9)		Daily			Daily			
	(15.30)	(7.11)	..... Thru Time .....	(7.15)	(12.00)									
	18.7	36.5	..... Average speed per hour .....	36.1	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. 24 September 23, 1956		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 24 September 23, 1956		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 24 September 23, 1956		Mile Post	
	STATIONS				STATIONS				STATIONS			
150 150	PTZ	DN-R	KEMMERER YL AV	0.0	150 150	PTZ	DN-R	KEMMERER YL AV	0.0	53	GLENCOE JCT. YL	0.0
			NO. KEMMERER JCT. YL	1.0	53			GLENCOE JCT. YL	4.8		ELKOL	3.9
			NO. KEMMERER YL	2.4				BLAZON JCT.	9.3		(3.9)	
			PHOSPHATE YL	5.1	16			MINE NO. 8 YL	13.0			
22			QUEALY YL	9.2								
			(9.2)									

WESTWARD GLENCOE BRANCH EASTWARD			WESTWARD BLAZON BRANCH EASTWARD			WESTWARD CONDA BRANCH EASTWARD							
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 24 September 23, 1956		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 24 September 23, 1956		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 24 September 23, 1956		Mile Post		
	STATIONS				STATIONS				STATIONS				
53			GLENCOE JCT. YL	0.0			BLAZON JCT.	0.0	178	PY	DN	SODA SPRINGS YL SD	0.0
55			GLENCOE	1.9			RADIANT	0.8	80			MONSANTO YL (Spur)	1.8
			(1.9)				(0.8)		6			FORMATION (Spur)	2.8
									6			PANTING	5.6
									19	Y		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. 24 September 23, 1956		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 24 September 23, 1956		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 24 September 23, 1956		Mile Post			
	STATIONS				STATIONS				STATIONS					
108	P		ALEXANDER YL	0.0	150	PW	D	FORT HALL	0.0	123	PW	D	FIRTH	0.0
16		D	GRACE	6.0	42			M.P. 9.1	9.1	19			GOSHEN	5.2
			(6.0)		132	YZ		GAY	20.8	22			GERRARD	11.0
								(20.8)		11			INDIAN	12.8
										14			HACKMAN	15.6
										P			LINCOLN JCT.	22.0
													(22.0)	

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				YELLOWSTONE BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 24 September 23, 1956	Mile Post	SECOND CLASS			Mile Post	SECOND CLASS			
		491 Mixed	477 Mixed			492 Mixed	478 Mixed						
	DOPTWYZ			7.55AM	6.00AM	DN-R	AK	IDAHO FALLS YL	0.0	A	2.00PM	A	6.00PM
17	PY			Af 8.05AM	6.10			ORVIN YL	3.0	f	1.50		5.30
60	PW				s 6.23	D	UN	UCON	7.6		1.40PM	s	5.10
54	P				s 6.42	D	RG	RIGBY	13.8			s	4.55
36					f 6.55			LORENZO	18.1			f	4.40
25	P				f 7.02			THORNTON	20.7			f	4.30
67	P				s 7.15	D	RX	REXBURG	26.0			s	4.15
51	P				s 7.25	D	SC	SUGAR CITY	29.8			s	4.00
36	PY							HART	30.9				
110	PWY				s 7.40	D	SH	ST. ANTHONY YL	38.8	A	10.50AM	s	3.40
	P							BELT YL	38.3		10.40AM		
43	P				f 7.55			CHESTER	42.8			f	3.20
46	PWY				A 8.15AM	DN-R	HN	ASHTON YL	51.0				3.00PM
								INGLING	52.5				
28	P							WARM RIVER	58.2				
22	P							GERRIT	66.9				
22								ECCLES	75.7				
15	P							ISLAND PARK	80.6				
26	P							TRUDE	85.4				
25	PWY							BIG SPRINGS	90.7				
22	PY							REAS PASS	97.2				
29	PWY					D-R	WS	WEST YELLOWSTONE YL	107.1				
								(107.1)					
				(0.10)	(2.15)			.....Thru Time.....	(3.20)	(3.00)			
				18.0	22.7			....Average speed per hour....	14.3	17.0			

WESTWARD				TETON VALLEY BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 24 September 23, 1956	Mile Post	SECOND CLASS			Mile Post	SECOND CLASS			
		477 Mixed	Daily Except Sunday			478 Mixed							
46	PWY			8.45AM	0.0	DN-R	HN	ASHTON YL	0.0	A	2.25PM		
19				f 8.55	1.8			MARYSVILLE YL	1.8	f	2.17		
33				f 9.10	6.0			GRAINVILLE	6.0	f	2.03		
22	PW			s 9.25	8.6	D	MD	DRUMMOND	8.6	s	1.52		
12				f 9.40	12.8			FRANCE	12.8	f	1.37		
33	P			f 9.50	15.8			LAMONT	15.8	f	1.27		
21				t 10.23	26.3			FELT	26.3	f	12.54		
22	PWY			s 10.38	30.3	D	NA	TETONIA	30.3	s	12.39		
31				s 10.57	37.2	D	DI	DRIGGS	37.2	s	12.20PM		
19	PWY			A 11.20AM	45.6	D-R	VR	VICTOR YL	45.6		11.50AM		
								(45.6)					
				(2.35)	(2.35)			.....Thru Time.....	(2.35)	(2.35)			
				17.7	17.7			....Average speed per hour....	17.7	17.7			

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



WESTWARD		WELLS BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 24 September 23, 1956	Mile Post	SECOND CLASS	Mile Post
	439 Mixed				
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	py 11:04		6.0 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	py 11:34		5.2 SUMMER CAMP	102.5	s 10:55
44	f 11:54PM		0.4 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	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. 24 September 23, 1956	Mile Post	SECOND CLASS	Mile Post
	441 Mixed				
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	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	W Loop	A 8:45AM	D-R 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. 24 September 23, 1956	Mile Post	SECOND CLASS	Mile Post
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. 24 September 23, 1956	Mile Post	SECOND CLASS	Mile Post
STATIONS					
39	PWY	D	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	
18	P		2.8 BLAINE	34.0	
7			2.8 RANDB	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		HOMESTEAD BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 24 September 23, 1956	Mile Post	SECOND CLASS	Mile Post
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. 24 September 23, 1956	Mile Post	SECOND CLASS	Mile Post
	483 Mixed				
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	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	s 7:00	D	4.5 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 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		HOMEDALE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 24 September 23, 1956	Mile Post	SECOND CLASS	Mile Post
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. 24 September 23, 1956	Mile Post	SECOND CLASS	Mile Post
STATIONS					
204	P		DN-R CALDWELL YL CW	0.0	
40			2.5 SIMPLOT YL	2.5	
21			1.2 WETZ 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		STODDARD BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 24 September 23, 1956	Mile Post	SECOND CLASS	Mile Post
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		BOISE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 24 September 23, 1956	Mile Post	SECOND CLASS	Mile Post
STATIONS					
P			BOISE JCT.	0.0	
22			1.1 FAIR GROUNDS YL	1.1	
PTWZ			2.1 D-R 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)		

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

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

Westward		IDAHO NORTHERN BRANCH		Eastward	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 24 September 23, 1956	Mile Post	SECOND CLASS	Mile Post
	485 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	s10.20	D-R EMMETT YL MF	27.0	s 1.10	
42	f10.40	PLAZA	31.8	f12.55	
43 P	s11.20	MONTOUR	41.1	s12.20PM	
32 P	s11.55AM	D HORSESHOE BEND HB	49.7	s11.55AM	
32	f12.20PM	GARDENA	55.1	f11.35	
35 PTW	s 1.20	BANKS	64.1	s11.10	
25 PW	f 2.10	BIG EDDY	75.4	f10.25	
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)					
(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.	SECOND CLASS	Time-Table No. 24 September 23, 1956	Mile Post	SECOND CLASS	Mile Post
	485 Mixed				
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		D-R NEW MEADOWS YL DS	89.7		
(89.7)					

Westward		OREGON EASTERN BRANCH		Eastward	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 24 September 23, 1956	Mile Post	SECOND CLASS	Mile Post
	459 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	f12.55	
50	f 3.40	JONESBORO	62.2	f12.28PM	
27	f 4.07	D JUNTURA JN	73.6	s11.50AM	
53 PWY	s 4.40	LONG	86.6	f11.10	
50	f 5.25	RIVERSIDE	92.7	s10.50	
49 PW	s 5.50	DUNNEAN	102.8	f10.25	
31	f 6.15	VENATOR	110.2	f10.05	
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.	SECOND CLASS	Time-Table No. 24 September 23, 1956	Mile Post	SECOND CLASS	Mile Post
	459 Mixed				
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)					

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**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>			
Sage.....(1).....	63.1	75 P	Both	Travers.....	3.5	18	Both
Border.....(1).....	92.1	21 P	Both	Haytown.....	44.7	4	Both
Pegram.....(1).....	97.7	34 P	Both	Hydra.....	45.8	7	Both
Cavanaugh.....	131.9	124 P	Both	Appleton.....	52.9	12	Both
Rose.....	140.0	73 P	Both	<b>Ketchum Branch</b>			
Kinport.....	165.6	112 P	Both	Gimlet.....(6).....	63.2	32	East
Broxon.....	174.8	103 P	Both	<b>Payette Branch</b>			
Topaz.....	184.3	CS 148 P	Both	Little Rock.....	18.9	9	Both
Inkom Ballast Quarry....	202.9	140 P	East	<b>Stoddard Branch</b>			
<b>Second Subdivision</b>				Westma.....	11.6	9	East
Don.....	219.6	(43 PX 72)	Both	<b>Idaho Northern Branch</b>			
Schiller.....	226.5	11 P	Both	Maddens.....(7).....	6.1	5	East
Coates.....	369.5	8 P	West	Josephson.....(7).....	12.6	12	Both
Sand Bank.....	370.9	42 PX	Both	Amsco.....	13.6	12	Both
<b>Third Subdivision</b>				Bramwell.....(7).....	22.2	5	East
Hillcrest.....	B-445.1	14 P	Both	Black Canyon.....(7).....	33.0	5	East
Apple Valley.....	485.9	26	Both	Archabal.....(7).....	127.4	9	Both
Arcadia.....	491.7	45 P	Both	<b>Oregon Eastern Branch</b>			
Washoe Spur.....	500.9	32	West	Lawen.....(8).....	138.4	3	East
Wood.....	506.2	10	Both	<b>New Meadows Branch</b>			
Feltham.....	512.7	23	Both	Presley.....	11.7	9	Both
<b>Fourth Subdivision</b>				Diamond.....	26.7	4 W	West
Chubbuck.....	138.2	36	Both	Tamarack.....	81.9	29	Both
Mitchell.....	176.9	17	Both	(1) Flag stop for Nos. 12-17. (5) Flag stop for No. 492. (2) Flag stop for Nos. 29-30. (6) Flag stop for Nos. 441-442. (3) Flag stop for Nos. 477-478. (7) Flag stop for Nos. 485-486. (4) Flag stop for Nos. 409-410. (8) Flag stop for Nos. 459-460.			
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 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 6	East				
Dwight.....(3).....	32.7	None	Both				
Fox Creek.....(3).....	42.3	12	Both				
<b>Mackay Branch</b>							
Aiken.....(4).....	3.8	(10 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	(31 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	
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.			
Inspection bus cars.		40	40					30
Battery motor car 01886.		50						25
When caboose is handled in train consisting of passenger train equipment.		60						20
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					15
No. 125 and No. 126, within yard limits.		40	40		Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			25
Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35					15
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	Jordan spreaders and other machines of spreader type, when in operation.			15	
G.P.9 type Diesel locomotives: Backing up pulling train. Backing up light.	65	65	50 50	Trains handling scale test cars— On main line, Twin Falls Branch and between Idaho Falls and Ashton. On other branch lines.			30 20	
1500 class Diesel road freight locomotives.	50	50	50	Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines			20	
Diesel freight and road switch locomotives.	65	65	50	Trains handling U. P. ore cars Nos. 8000 to 8499, loaded or empty.			45	
1000-1100 class Diesel yard switch locomotives in road service.	35	35	35	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 6	
1800 class Diesel yard locomotives in road service.	50	50	50	Passing fueling stations— On main lines. On branch lines.	50	40 30	25 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 10	15 10	15 10	
MacArthur type engines with 63-inch drivers.		55	50	When using No. 20 turn-outs.	40	40	40	
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 15	
Consolidation type engines.		35	35	(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>Chausse</b> Between M.P. 96.7 and 96.9. Between M.P. 98.3 and 99.2. Between M.P. 99.5 and 99.7. Between M.P. 102.6 and 104.9.	70	60	50	<b>Bancroft</b> Between M.P. 163.6 and 163.9. Between M.P. 164.2 and 164.7.	70	60	50	
<b>Granger</b> Between M.P. 0.0 and 0.8. Between M.P. 3.4 and 3.7.	40	35	25		60	50	40		70	60	50	
<b>Moxa</b> Between M.P. 12.1 and 12.3. Between M.P. 14.4. and 14.6.	70	60	50		70	60	50	<b>Kinport</b> Between M.P. 167.5 and 168.1. Between M.P. 168.9 and 169.3.	70	60	50	
	70	60	50		50	40	25		60	50	40	
<b>Nutria</b> Between M.P. 16.1 and 16.4. Between M.P. 18.1 and 18.3. Between M.P. 21.1 and 21.5. Between M.P. 23.6 and 23.8.	70	60	50	<b>Harer</b> Between M.P. 105.2 and 105.4. Between M.P. 114.9 and 115.2.	70	60	50	<b>Pebble</b> Between M.P. 171.2 and 171.7. Between M.P. 171.9 and 174.7.	60	50	40	
	60	50	40		50	40	25		70	60	50	
	70	60	50		<b>Montpelier</b> Between M.P. 115.9 and 116.2. Between M.P. 120.6 and 123.4. Between M.P. 125.1 and 125.3. Between M.P. 125.8 and 126.7.	60	50	40	<b>Broxon</b> Between M.P. 176.3 and 176.7.	70	60	50
	70	60	50			70	60	50		60	50	40
<b>Opal</b> Between M.P. 28.7 and 29.6. Between M.P. 31.3 and 32.3. Between M.P. 33.0 and 33.1.	70	60	50	<b>Georgetown</b> Between M.P. 127.6 and 127.9. Between M.P. 128.2 and 128.7. Between M.P. 129.5 and 130.0. Between M.P. 131.6 and 132.2.	70	60	50	<b>Blaser</b> Between M.P. 177.4 and 178.5. M.P. 179.0 to 180.0 (Westward). M.P. 180.0 to 179.0 (Eastward).	60	50	40	
	50	40	30		60	50	40		45	35	20	
	70	60	50		60	50	40		50	40	35	
<b>Waterfall</b> Between M.P. 34.6 and 34.8. Between M.P. 35.5 and 36.5. Between M.P. 36.5 and 38.9.	60	50	40	<b>Cavanaugh</b> Between M.P. 135.5 and 135.8. Between M.P. 138.6 and 139.3.	70	60	50	<b>Lava Hot Springs</b> Between M.P. 180.1 and 181.7. Between M.P. 181.8 and 183.1. Between M.P. 183.2 and 184.8.	70	60	50	
	50	40	25		60	50	40		60	50	40	
	40	35	25		70	60	50		70	60	50	
<b>Kemmerer</b> Between M.P. 43.1 and 44.0, watch for rocks. Between M.P. 44.0 and 44.7.	30	25	25	<b>Manson</b> Between M.P. 138.6 and 139.3.	60	50	40	<b>Topaz</b> Between M.P. 185.5 and 185.7. Between M.P. 186.1 and 187.3. Between M.P. 187.4 and 187.9. Between M.P. 188.1 and 190.3.	70	60	50	
	70	60	50		60	50	40		70	60	50	
<b>Nugget</b> Between M.P. 54.5 and 57.8. Between M.P. 58.0 and 59.5.	40	35	25	<b>Rose</b> Between M.P. 141.0 and 141.9. Between M.P. 142.4 and 143.5. Between M.P. 143.7 and 143.9. Between M.P. 144.6 and 145.2.	60	50	40	<b>McCammom</b> Between M.P. 195.0 and 195.4. Between M.P. 197.7 and 200.3. Between M.P. 200.4 and 201.1.	60	50	40	
	70	60	50		70	60	50		70	60	50	
<b>Orr</b> Between M.P. 60.9 and 61.2. Between M.P. 63.6 and 65.4. Between M.P. 66.5 and 68.2.	70	60	50	<b>Soda Springs</b> Over streets and alleys. Between M.P. 148.0 and 148.3.	30	30	30	<b>Inkom</b> Between M.P. 202.3 and 202.5. Between M.P. 207.2 and 208.4.	60	50	40	
	60	50	40		70	60	50		70	60	50	
<b>Cokeville</b> Over streets and alleys. Between M.P. 87.4 and 87.7. Between M.P. 92.9 and 93.1.	30	30	30	<b>Alexander</b> Between M.P. 152.1 and 152.4.	60	50	40	<b>Pocatello</b> Within platform limits of passenger depot.	6	6	6	
	60	50	40		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	30	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	30	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	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.	Frts.		Psgr.	Frts.		Psgr.	Frts.
<b>Mackay Branch</b> Between Blackfoot and M.P. 60.0: Diesel engines.		30	<b>Teton Valley Branch</b> Maximum speed.	35	25	Between M.P. 63.1 and 64.6.	30	20
Between M.P. 60.0 and Mackay, All engines.		20	Bridges 4.48, 6.96 and 19.97.	12	12	Between M.P. 68.4 and 68.5.	10	10
<b>Mackay</b> On curve on low line smelter.		6	Between M.P. 19.1 and 19.4.	15	15	<b>Ketchum</b> Around balloon track.	15	15
<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 be- tween 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, over street crossings.		12	Bridge 36.61.		20
Between M.P. 99.9 and 100.8.	20	15	<b>Wells Branch</b> Maximum speed.		30	Between M.P. 99.6 and 108.3.		20
<b>East Belt Branch</b> Maximum speed.		25	Between M.P. 31.1 and 36.1.		25	Between M.P. 111.4 and 111.6.		20
Truss bridges.		15	Between M.P. 45.9 and 53.3.		25	Between M.P. 113.0 and 113.3.		20
<b>West Belt Branch</b> Maximum speed.		25	Between M.P. 69.6 and 71.6.		25	Between M.P. 128.2 and 128.5.		15
Truss bridges.		15	Between M.P. 91.1 and 91.4.		25	McCall, over street crossings.		10
Highway Crossing M.P. 37.44.	5	5	Between Herrell and Melanco.		20	<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
			Between Hailey and Ketchum, over truss bridges.	15	15	<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	
	Psgr.	Frts.		Psgr.	Frts.		Psgr.	Frts.
<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
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
<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
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
<b>Long</b> Between M.P. 86.6 and 89.0, watch for rocks.		20	<b>New Meadows Branch</b> Maximum speed.		25	Engines running backwards.		10
<b>Dunnean</b> Between M.P. 103.5 and 106.5.		20	Between Weiser and Concrete. Straight track. On curves.		25	<b>Homestead Branch</b> Maximum speed, watch for rocks.		20
Bridge 106.14.		15			20	On curves.		15

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  
Boise Freight..... Yard Telegraph Office  
Boise Freight..... 13th Street Yard Office  
Buhl..... Telegraph Office  
Burns..... Telegraph Office  
Emmett..... Telegraph Office  
Glenns Ferry..... Telegraph Office  
Glenns Ferry..... Yard Office  
Huntington..... Yard Office  
Huntington..... Telegraph Office  
Idaho Falls..... Telegraph Office  
Idaho Falls..... Yard Office  
Idaho Falls..... Enginemen's Register Room  
Kemmerer..... Telegraph Office  
Ketchum..... Telegraph Office  
Lima..... Telegraph Office  
Marsing..... Telegraph Office  
McCall..... Telegraph Office  
Montpelier..... Telegraph Office  
Nampa..... Telegraph Office  
Nampa..... Central Yard Switchmens'  
Locker Room  
Nampa..... Crew Dispatcher's Office  
Nampa..... Enginemen's Register Room  
at Roundhouse  
Nampa..... Train Dispatcher's Office

Nampa..... East End Yard Office  
Nampa..... West End Yard Office  
New Meadows..... Telegraph Office  
Nyssa..... Telegraph Office  
Ontario..... Telegraph Office  
Payette..... Telegraph Office  
Pocatello..... Train Dispatcher's Office  
Pocatello..... Yard Telegraph Office  
Pocatello..... Switchmen's Locker Room  
New Yard  
Pocatello..... Switchmen's Locker Room  
Sherman St.  
Pocatello..... Switchmen's Locker Room  
Pocatello..... Engine Crew Dispatcher's Office  
Pocatello..... Passenger Conductors'  
Register Room, Passenger Station  
Rupert..... Telegraph Office  
Shoshone..... Telegraph Office  
Silver Bow..... Telegraph Office  
Twin Falls..... Telegraph Office  
Twin Falls..... Freight Office  
Victor..... Telegraph Office  
Weiser..... Telegraph Office  
Wells..... Telegraph Office  
West Yellowstone..... Telegraph Office

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