



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



**IDAHO DIVISION**  
**TIME-TABLE**  
**No. 25**

**Effective Sunday**  
**April 14, 1957**  
**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.*

**D. F. WENGERT**  
General Manager

**J. G. KIMMELL**  
General Superintendent

**C. B. Lisher, Superintendent**.....Pocatello, Ida.  
H. J. Bailey, Assistant Superintendent.....Pocatello, Ida.  
L. E. Mangum, Assistant Superintendent.....Nampa, Ida.  
R. D. Wright, Terminal Superintendent.....Pocatello, Ida.  
J. J. Kutzman, Assistant Terminal Superintendent..Pocatello, Ida.  
F. M. Ladd, Trainmaster.....Nampa, Ida.  
J. B. Shaw, Road Foreman of Engines.....Nampa, Ida.  
J. F. Fehrenbacher, Trainmaster.....Pocatello, Ida.  
K. J. Hennessy, Trainmaster.....Pocatello, Ida.  
H. G. Baker, Trainmaster.....Pocatello, Ida.  
A. R. Nelson, Master Mechanic.....Pocatello, Ida.  
V. L. Orr, Road Foreman of Engines.....Glenns Ferry, Ida.  
T. A. Ogee, Jr., Road Foreman of Engines.....Pocatello, Ida.  
W. M. Hemphill, Road Foreman of Engines.....Pocatello, Ida.  
H. H. Donaldson, Road Foreman of Engines.....Pocatello, Ida.  
J. C. Beagles, Road Foreman of Engines.....Montpelier, Ida.  
L. V. Chausse, Division Engineer.....Pocatello, Ida.  
O. H. Carpenter, General Roadmaster.....Pocatello, Ida.  
H. R. Humphrey, Asst. Supt. of Safety and Courtesy..Pocatello, Ida.  
R. L. Hanson, Safety and Courtesy Representative..Pocatello, Ida.

**H. E. SHUMWAY**  
General Supt. Transportation

**First, Second and Fourth Subdivisions and Branches**

W. H. Powers, Chief Train Dispatcher.....Pocatello, Ida.  
R. R. Johnson, Assistant Chief Train Dispatcher....Pocatello, Ida.  
W. P. Helsley, Assistant Chief Train Dispatcher....Pocatello, Ida.  
K. A. Leger, Assistant Chief Train Dispatcher.....Pocatello, Ida.  
G. C. Leger, Assistant Chief Train Dispatcher.....Pocatello, Ida.  
L. V. Leger, Assistant Chief Train Dispatcher.....Pocatello, Ida.

**Third Subdivision and Branches**

R. T. Petty, Chief Train Dispatcher.....Nampa, Ida.  
E. C. Bullis, Assistant Chief Train Dispatcher.....Nampa, Ida.  
H. H. Harbaugh, Assistant Chief Train Dispatcher....Nampa, Ida.  
R. Crispino, Assistant Chief Train Dispatcher.....Nampa, Ida.

**Union Pacific Railroad Employes Hospital Association**  
Physicians and Surgeons are located as shown below:

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

**WESTWARD CONDENSED TIME-TABLE EASTWARD**

FIRST CLASS					Distance from Granger Via Boise	Time-Table No. 25 April 14, 1957	FIRST CLASS				
19	11	105	457	17			20	12	458	106	18
Passenger	Mail and Express	Streamliner Passenger	Passenger	Passenger			Passenger	Mail and Express	Passenger	Streamliner Passenger	Passenger
Daily	Daily	Daily	Daily	Daily		<b>STATIONS</b>					
	<b>5.35</b>	<b>2.05</b>		<b>4.20</b>	<b>0.0</b>	GRANGER		A <b>9.00</b>		A <b>12.27</b> A <b>11.30</b>	
	<b>10.45</b> <b>12.30</b>	<b>5.45</b> <b>5.55</b>		<b>9.30</b> <b>10.20</b>	<b>213.9</b>	POCATELLO		<b>3.45</b> <b>2.50</b>		<b>8.30</b> <b>8.20</b> <b>6.15</b> <b>5.20</b>	
	<b>3.55</b>	<b>8.25</b>		<b>1.50</b>	<b>373.8</b>	GLENN'S FERRY		<b>11.35</b>		<b>5.45</b> <b>2.00</b>	
	<b>5.45</b>	<b>9.40</b>		<b>3.35</b>	<b>448.4</b>	BOISE		<b>9.50</b>		<b>4.30</b> <b>12.15</b>	
	<b>8.35</b>	<b>11.40</b>		<b>6.30</b>	<b>550.1</b>	M.T. HUNTINGTON M.T.		<b>7.10</b>		<b>2.35</b> <b>9.40</b>	
	<b>7.45</b>	<b>10.40</b>		<b>5.40</b>	<b>649.7</b>	P.T. LA GRANDE P.T.		<b>6.00</b>		<b>1.35</b> <b>8.30</b>	
	<b>10.35</b>	<b>1.05</b>		<b>8.35</b>	<b>723.9</b>	PENDLETON		<b>3.25</b>		<b>11.10</b> <b>5.45</b>	
	<b>12.50</b>	<b>3.10</b>		<b>11.00</b>	<b>786.3</b>	SPOKANE		<b>1.05</b>		<b>9.08</b> <b>3.05</b>	
<b>7.30</b>					<b>941.3</b>	AYER	A <b>6.30</b>				
<b>9.57</b>					<b>837.4</b>	WALLULA	<b>4.05</b>				
<b>11.00</b>					<b>786.3</b>	HINKLE	<b>2.55</b>				
A <b>11.45</b>	<b>1.55</b>	<b>3.55</b>		<b>12.40</b>	<b>755.3</b>	THE DALLES	<b>2.20</b>	<b>12.20</b>		<b>8.30</b> <b>2.10</b>	
	<b>4.10</b>	<b>5.30</b>		<b>3.10</b>	<b>855.4</b>	PORTLAND		<b>10.15</b>		<b>6.50</b> <b>11.40</b>	
	A <b>6.45</b>	A <b>7.30</b>	<b>9.00</b>	A <b>5.30</b>	<b>939.5</b>	SEATTLE		<b>8.00</b>	A <b>9.15</b>	<b>5.00</b> <b>9.30</b>	
			A <b>1.00</b>		<b>1122.7</b>			<b>5.00</b>			
							Daily	Daily	Daily	Daily	
(4.15) 43.1	(26.10) 35.9	(18.25) 51.0	(4.00) 45.8	(26.10) 35.9		Thru Time.....	(4.10) 44.6	(24.00) 39.1	(4.15) 45.4	(18.27) 50.9	(25.00) 37.6
						Average speed per hour.....					

**WESTWARD CONDENSED TIME-TABLE EASTWARD**

FIRST CLASS					Distance from McCammon	Time-Table No. 25 April 14, 1957	FIRST CLASS			
29	33	47	35	34			30	36	48	
Passenger	Passenger	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	
Daily	Daily	Daily	Daily	Daily		<b>STATIONS</b>				
				<b>0.0</b>		MCCAMMON	A <b>6.15</b>	A <b>3.50</b>		
	<b>11.20</b>	<b>9.25</b>		<b>22.7</b>		POCATELLO	<b>5.45</b>	<b>3.15</b> <b>2.45</b>		
	<b>11.50</b> <b>12.20</b>	A <b>9.55</b>		<b>73.3</b>		IDAHO FALLS		<b>1.10</b>	A <b>11.55</b>	
<b>1.45</b>				<b>124.3</b>		ASHTON			<b>10.05</b>	A <b>9.55</b>
			<b>5.30</b>	<b>5.10</b>	<b>169.9</b>	VICTOR				<b>8.15</b>
			A <b>7.15</b>		<b>180.4</b>	WEST YELLOWSTONE			<b>7.30</b>	
				A <b>7.30</b>	<b>285.8</b>	BUTTE		<b>7.15</b>		
A <b>7.30</b>							Daily	Daily	Daily	Daily
(8.10) 35.0	(0.30) 45.4	(1.45) 26.1	(4.45) 22.5			Thru Time.....	(0.30) 45.4	(8.35) 33.3	(4.25) 24.2	(1.40) 27.4
						Average speed per hour.....				

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

**MILEAGE**

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

WESTWARD		FIRST SUBDIVISION							EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			FIRST CLASS				Time-Table No. 25 April 14, 1957	STATIONS	
	279	251	277	29	11	105	33			17
	Time Freight	Time Freight	Time Freight	Passenger	Mail and Express	Streamliner Passenger	Passenger			Passenger
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
144 IPWY					5.35PM	2.05PM		4.20AM	DN-R GRANGER YL GN	
150 P									7.7 MOXA	
150 P									7.7 NUTRIA	
150 P							s 4.48		9.1 OPAL OW	
150 P									9.1 WATERFALL	
150 PTZ					s 6.30	f 2.47		s 5.20	6.1 DN KEMMERER YL AV	
150 P									8.3 FOSSIL	
150 P									5.0 NUGGET	
150 P									6.6 ORR	
150 PY									5.2 LEEFE	
150 P									6.5 BECKWITH	
150 P									6.1 PIXLEY	
150 P					s 7.25			s 6.31	6.1 DN COKEVILLE CK	
150 P									4.7 MARSE	
150 P									6.3 CHAUSSE	
150 P									8.4 HARER	
20 P									5.1 DINGLE	
									7.0 DN-R MONTPELIER MX	
DPTWYZ					8.10	s 4.05		7.05	6.3 MONTPELIER YL	
P					8.20			7.15	5.5 PESCADERO	
150 P					8.28	4.12		7.23	5.5 GEORGETOWN	
150 P					8.34	4.18		7.29	9.3 MANSON	
150 P					8.45	4.27		7.40	9.9 DN SODA SPRINGS YL SD	
150 PY					s 8.58	4.37		s 7.52	5.6 ALEXANDER	
150 P					9.10	4.42		8.02	4.6 TALMAGE	
150 P					9.15	4.46		8.07	5.6 DN BANCROFT BN	
150 P					f 9.24	4.52		f 8.15	8.5 PEBBLE	
150 P									7.1 BLASER	
27 P					f 9.50			f 8.39	2.6 D LAVA HOT SPGS. XY	
CS 150 PY	11.30PM	12.10PM	3.45AM	11.20PM	10.05		9.25AM	f 8.54	11.2 DN McCAMMON MC	
120 P							f 9.38	f 9.07	10.7 D INKOM KO	
									5.8 D PORTNEUF	
DPTWYZ	A12.10AM	A 1.00PM	A 4.45AM	A11.50PM	A10.45PM	A 5.45PM	A 9.55AM	A 9.30AM	6.2 DN-R POCATELLO YL PO	
									(213.9)	

Thru Time..... (0.40) (0.50) (1.00) (0.30) (5.10) (3.40) (0.30) (5.10) .....  
Average speed per hour..... 34.0 27.2 22.7 45.4 41.4 58.3 45.4 41.4

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.  
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	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			FIRST CLASS				Time-Table No. 25 April 14, 1957	STATIONS	
	279	251	277	29	11	105	33			17
	Time Freight	Time Freight	Time Freight	Passenger	Mail and Express	Streamliner Passenger	Passenger			Passenger
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
144 IPWY					5.35PM	2.05PM		4.20AM	DN-R GRANGER YL GN	
150 P									7.7 MOXA	
150 P									7.7 NUTRIA	
150 P							s 4.48		9.1 OPAL OW	
150 P									9.1 WATERFALL	
150 PTZ					s 6.30	f 2.47		s 5.20	6.1 DN KEMMERER YL AV	
150 P									8.3 FOSSIL	
150 P									5.0 NUGGET	
150 P									6.6 ORR	
150 PY									5.2 LEEFE	
150 P									6.5 BECKWITH	
150 P									6.1 PIXLEY	
150 P					s 7.25			s 6.31	6.1 DN COKEVILLE CK	
150 P									4.7 MARSE	
150 P									6.3 CHAUSSE	
150 P									8.4 HARER	
20 P									5.1 DINGLE	
									7.0 DN-R MONTPELIER MX	
DPTWYZ					8.10	s 4.05		7.05	6.3 MONTPELIER YL	
P					8.20			7.15	5.5 PESCADERO	
150 P					8.28	4.12		7.23	5.5 GEORGETOWN	
150 P					8.34	4.18		7.29	9.3 MANSON	
150 P					8.45	4.27		7.40	9.9 DN SODA SPRINGS YL SD	
150 PY					s 8.58	4.37		s 7.52	5.6 ALEXANDER	
150 P					9.10	4.42		8.02	4.6 TALMAGE	
150 P					9.15	4.46		8.07	5.6 DN BANCROFT BN	
150 P					f 9.24	4.52		f 8.15	8.5 PEBBLE	
150 P									7.1 BLASER	
27 P					f 9.50			f 8.39	2.6 D LAVA HOT SPGS. XY	
CS 150 PY	11.30PM	12.10PM	3.45AM	11.20PM	10.05		9.25AM	f 8.54	11.2 DN McCAMMON MC	
120 P							f 9.38	f 9.07	10.7 D INKOM KO	
									5.8 D PORTNEUF	
DPTWYZ	A12.10AM	A 1.00PM	A 4.45AM	A11.50PM	A10.45PM	A 5.45PM	A 9.55AM	A 9.30AM	6.2 DN-R POCATELLO YL PO	
									(213.9)	

Thru Time..... (0.35) (5.15) (3.57) (0.30) (5.15) .....  
Average speed per hour..... 38.9 40.7 54.2 45.4 40.7

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.  
For conditional stops to discharge or pick up revenue passengers.—See page 17.  
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. 25 April 14, 1957		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 25 April 14, 1957		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 25 April 14, 1957		Mile Post
	STATIONS				STATIONS				STATIONS		
150 PTZ	DN-R KEMMERER YL	AV	0.0	150 PTZ	DN-R KEMMERER YL	AV	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	4.0 QUEALY YL		9.2		(13.0)						
	(9.2)										

WESTWARD GLENCOE BRANCH EASTWARD			WESTWARD BLAZON BRANCH EASTWARD			WESTWARD CONDA BRANCH EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 25 April 14, 1957		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 25 April 14, 1957		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 25 April 14, 1957		Mile Post
	STATIONS				STATIONS				STATIONS		
53	GLENCoe JCT. YL		0.0		BLAZON JCT.		0.0	178 PY	DN SODA SPRINGS YL	SD	0.0
55	1.9 GLENCOE		1.9		0.8 RADIANT		0.8	80	1.8 MONSANTO YL (Spur)		1.8
	(1.9)				(0.8)			6	1.0 FORMATION (Spur)		2.8
								6	2.8 PANTING		5.6
								19 Y	1.4 CONDA		7.0
									(7.0)		

WESTWARD GRACE BRANCH EASTWARD			WESTWARD GAY BRANCH EASTWARD			WESTWARD GOSHEN BRANCH EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 25 April 14, 1957		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 25 April 14, 1957		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 25 April 14, 1957		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	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 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.

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	WESTWARD				YELLOWSTONE BRANCH				EASTWARD			
	SECOND CLASS		FIRST CLASS		Time-Table No. 25 April 14, 1957		Mile Post	FIRST CLASS		SECOND CLASS		
	491	477	35	36	492	478						
	Mixed	Mixed	Passenger				Passenger	Mixed	Mixed			
	Daily Except Sunday	Daily Except Sunday	Daily									
DPTWYZ	7.55AM	6.00AM	2.45AM	DN-R IDAHO FALLS YL	AK	0.0	A1 1.55PM		A 2.00PM	A 6.00PM		
17 PY	Af 8.05AM	6.10	2.51	3.0 ORVIN YL		3.0	11.38		f 1.50	5.30		
60 PW		s 6.23	f 3.01	4.6 UCON	UN	7.6	f 11.28		1.40PM	s 5.10		
54 P		s 6.42	f 3.17	6.2 RIGBY	RG	13.8	f 11.16		Via West Belt Branch	s 4.55		
36		f 6.55	f 3.26	4.3 LORENZO		18.1	f 11.05			f 4.40		
25 P		f 7.02	f 3.33	2.6 THORNTON		20.7	f 10.58			f 4.30		
67 P		s 7.15	s 3.53	5.3 REXBURG	RX	26.0	s 10.48			s 4.15		
51 P		s 7.25	f 4.03	3.8 SUGAR CITY	SC	29.8	f 10.40			s 4.00		
36 PY				1.1 HART		30.9						
110 PWY		s 7.40	s 4.24	5.9 ST. ANTHONY YL	SH	36.8	f 10.30		A10.50AM	s 3.40		
P				1.5 BELT YL		38.3			10.40AM			
43 P		f 7.55	f 4.35	4.5 CHESTER		42.8	f 10.17			f 3.20		
46 PWY		A 8.15AM	s 5.10	8.2 DN-R ASHTON YL	HN	51.0	s 10.05			3.00PM		
				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 D-R WEST YELLOWSTONE YL	WS	107.1	7.30PM					
				(107.1)			Daily		Daily Except Sunday	Daily Except Sunday		
	(0.10)	(2.15)	(4.45)	..... Thru Time .....	(4.25)	(3.20)	(3.00)					
	18.0	22.7	22.5	..... Average speed per hour .....	24.2	14.3	17.0					

WESTWARD				TETON VALLEY BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 25 April 14, 1957		Mile Post	FIRST CLASS		SECOND CLASS	
	477	47	48	478							
	Mixed	Passenger					Passenger	Mixed			
	Daily Except Sunday	Daily									
46 PWY	8.45AM	5.30AM	DN-R ASHTON YL	HN	0.0	A 9.55PM		A 2.25PM			
19	f 8.55	f 5.34	1.8 MARYSVILLE YL		1.8	f 9.45		f 2.17			
33	f 9.10	f 5.42	4.2 GRAINVILLE		6.0	f 9.37		f 2.03			
22 PW	s 9.25	s 5.48	2.6 DRUMMOND	MD	8.6	s 9.32		s 1.52			
12	f 9.40	f 5.56	4.2 FRANCE		12.8	f 9.24		f 1.37			
33 P	f 9.50	f 6.04	3.0 LAMONT		15.8	f 9.18		f 1.27			
21	f 10.23	f 6.29	10.5 FELT		26.3	f 8.55		f 12.54			
22 PWY	s 10.38	s 6.40	4.0 TETONIA	NA	30.3	s 8.47		s 12.39			
31	s 10.57	s 6.55	6.9 DRIGGS	DI	37.2	s 8.33		s 12.20PM			
19 PWY	A1 1.20AM	A 7.15AM	8.4 D-R VICTOR YL	VR	45.6	8.15PM		11.50AM			
			(45.6)			Daily		Daily Except Sunday			
	(2.35)	(1.45)	..... Thru Time .....	(1.40)	(2.35)						
	17.7	26.1	..... Average speed per hour .....	27.4	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. 25		Mile Post	SECOND CLASS
	439 Mixed	April 14, 1957			440 Mixed
	Daily Except Monday	STATIONS			
DPWYZ	4.00AM	DN-R	TWIN FALLS YL NA	0.0	A 4.30PM
31	f 4.22		BERGER 10.9	10.9	f 4.08
26	s 4.40		HOLLISTER 8.5	19.4	s 3.50
9	f 4.48		AMSTERDAM 3.8 (Spur)	23.2	f 3.42
21	s 5.00		ROGERSON 5.6	28.8	s 3.30
38	f 5.25		METEOR 9.9	38.7	f 3.05
34	f 5.55		IDAVADA 11.4	50.1	f 2.38
34	f 6.09		DELAPLAIN 6.0	56.1	f 2.23
34	f 6.19		SAN JACINTO 4.6	60.7	f 2.12
34	s 6.37		CONTACT 8.1	68.8	s 1.55
33	f 7.00		HENRY 6.3	75.1	f 1.37
33	f 7.25		SHORES 11.6	86.7	f 1.07
48	f 7.41		WILKINS 6.9	93.6	f 12.51
37	f 7.49		HERRELL 3.7	97.3	f 12.43
44	s 8.10		SUMMER CAMP 5.2	102.5	s 12.26
44	f 8.30		MELANDCO 6.4	108.9	f 12.03PM
35	f 8.45		TOWN CREEK 7.2	116.1	f 11.48AM
PWY	A 9.00AM	DN-R	WELLS YL HU	123.4	11.30AM
			(123.4)		Daily Except Monday
	(5.0)	..... Thru Time .....		(5.0)	
	28.0	..... Average speed per hour .....		28.0	

WESTWARD		NORTH SIDE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 25		Mile Post	Time-Table No. 25	
	April 14, 1957			April 14, 1957	
	STATIONS			STATIONS	
94	DPWYZ	DN-R	RUPERT YL MS	0.0	
34	P		MYERS 4.4 YL	4.4	
36	P	D	PAUL 1.5 YL DJ	5.9	
20			BUDGE 2.0	7.9	
54			SCHODDE 8.0	15.9	
21			McHENRY 3.9	19.8	
22		D	HAZELTON 4.2 AZ	24.0	
28			BLACK 2.9	26.9	
63	W	D	EDEN 1.2 DX	28.1	
54			PERRINE 6.7	34.8	
12			SUGAR LOAF 3.5	38.3	
25			FALLS CITY 2.3	40.6	
10			BARRYMORE 2.0	42.6	
54	WY	DN	JEROME 5.3 YL JO	47.9	
54		D	WENDELL 8.8 ND	56.7	
17			KING 1.4	58.1	
54			TUTTLE 8.1	66.2	
118	PY		BLISS 7.4 YL	73.6	
120			(73.6)		

WESTWARD		KETCHUM BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 25		Mile Post	SECOND CLASS
	441 Mixed	April 14, 1957			442 Mixed
	Monday Wednesday Friday	STATIONS			
WS 121-115 ES 111-130	PWY	6.00AM	DN-R SHOSHONE YL X	0.0	A 12.45PM
39	PWY	s 6.35	D RICHFIELD YL FK	15.3	s 12.05PM
29		f 6.50	PAGARI 6.4	21.7	f 11.45AM
27		f 7.10	TIKURA 8.0	29.7	f 11.25
59	PW	s 7.30	D PICABO 7.6 XN	37.3	s 11.05
6		f 7.40	HAY 4.5	41.8	f 10.50
10		f 7.45	GANNETT 2.5	44.3	f 10.45
30		s 8.05	BELLEVUE 7.8	52.1	s 10.25
17	W	s 8.16	D HAILLEY 5.1 RI	57.2	s 10.05
22		f 8.22	BARITE 2.8	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		HILL CITY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 25		Mile Post	Time-Table No. 25	
	April 14, 1957			April 14, 1957	
	STATIONS			STATIONS	
39	PWY	D	RICHFIELD YL FK	0.0	
10			RAWSON 4.5	4.5	
12			BURMAH 4.9	9.4	
42	P		MAGIC 12.1	21.5	
32			MACON 9.7	31.2	
13	P		BLAINE 2.8	34.0	
7			RANDS 2.8	36.8	
17			SELBY 2.9	39.7	
42	PW	D	FAIRFIELD 4.1 FD	43.8	
32			CORRAL 7.9	51.7	
50	WY	D-R	HILL CITY YL HC	57.8	
			(57.8)		

WESTWARD		HOMESTEAD BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 25		Mile Post	Time-Table No. 25	
	April 14, 1957			April 14, 1957	
	STATIONS			STATIONS	
P			BLAKES JCT. 14.0	0.0	
4	P		HOME 1.3 (Spur)	14.0	
10			MINERAL 0.9 (Spur)	15.3	
2			STILL 10.9 (Spur)	16.2	
15			STURGILL 5.8 (Spur)	27.1	
34	PT	D-R	ROBINETTE YL RQ	32.9	
			(32.9)		

WESTWARD		HOMEDALE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 25		Mile Post	Time-Table No. 25	
	April 14, 1957			April 14, 1957	
	STATIONS			STATIONS	
168	PY		DN-R NYSSA YL SY	0.0	
19			OVERSTREET 8.1	8.1	
20			ADRIAN 2.5	10.6	
32			NAPTON 6.3	16.9	
62	PW	D	HOMEDALE YL HR	24.4	
19			CLAYTONIA 6.6	31.0	
19	PY	D-R	MARSING YL MR	33.1	
			(33.1)		

WESTWARD		PAYETTE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 25		Mile Post	SECOND CLASS
	483 Mixed	April 14, 1957			484 Mixed
	Daily Except Sunday	STATIONS			
92	PY	6.00AM	DN-R PAYETTE YL AY	0.0	A 2.45PM
18	f 6.20		EFFIE 3.9	3.9	f 2.30
27	P	s 6.30	D FRUITLAND FU	5.1	s 2.25
19	f 6.40		BUCKINGHAM 1.7	6.8	f 2.06
30	P	s 7.00	D NEW PLYMOUTH NP	11.1	s 1.55
11	f 7.27		LETHA 10.5	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		WILDER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 25		Mile Post	Time-Table No. 25	
	April 14, 1957			April 14, 1957	
	STATIONS			STATIONS	
204	P		DN-R CALDWELL YL CW	0.0	
40			SIMPLOT 2.5 YL	2.5	
21			WEITZ 1.2 YL	3.7	
26			DOLES 1.4 YL	5.1	
9			GREENLEAF 1.9 (Spur)	7.0	
13			ALLEDALE 2.7	9.7	
43			WILDER 1.8 YL WR	11.5	
			(11.5)		

WESTWARD		STODDARD BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 25		Mile Post	Time-Table No. 25	
	April 14, 1957			April 14, 1957	
	STATIONS			STATIONS	
DPYZ			DN-R NAMPA YL AU-Q	0.0	
17			DEAL 4.4	4.4	
44			BOWMONT 4.5	8.9	
28			MELBA 5.7	14.6	
54			STODDARD 2.5	17.1	
			END OF TRACK 2.9	20.0	
			(20.0)		

WESTWARD		BOISE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 25		Mile Post	Time-Table No. 25	
	April 14, 1957			April 14, 1957	
	STATIONS			STATIONS	
P			BOISE JCT. 1.1	0.0	
22			FAIR GROUNDS YL 2.1	1.1	
	PTWZ		D-R BOISE FREIGHT YL BE 1.8	3.2	
10			PENITENTIARY SPUR 1.3	5.0	
10			VERNON 2.1 (Spur)	6.3	
			BARBER 2.1	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		Mile Post	SECOND CLASS	
	485 Mixed	Time-Table No. 25		486 Mixed	Time-Table No. 25
	April 14, 1957				
	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. 25		Mile Post
	April 14, 1957	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		CAMBRIDGE RA	40.5
35 P		GOODRICH	49.8
3 W		MESA	56.6
26		COUNCIL YL CN	60.2
12		HOOVER YL	61.6
59 PWY		GLENDALE	72.0
7		RUBICON YL	84.1
6		NEW MEADOWS YL	89.7
43		(89.7)	

**WESTWARD OREGON EASTERN BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Mile Post	SECOND CLASS	
	459 Mixed	Time-Table No. 25		460 Mixed	Time-Table No. 25
	April 14, 1957				
	STATIONS				
ES 170 P		1.00PM	DN-R ONTARIO YL ON	0.0	A 4.00PM
WS 252 Y		f 1.15	CAIRO	3.7	f 3.35
14		f 1.25	LUSE	6.9	f 3.25
38		f 1.35	MALLETT	10.0	f 3.15
24		s 1.55	D-R VALE YL VA	15.5	s 3.00
134 PY		f 2.20	HOPE	23.5	f 2.20
46		f 2.50	LITTLE VALLEY	34.8	f 1.50
52		s 3.15	HARPER	42.0	s 1.25
53 P		f 3.40	NAMORF	51.2	f 12.55
50		f 4.07	JONESBORO	62.2	f 12.28PM
27		s 4.40	D JUNTURA JN	73.6	s 11.50AM
53 PWY		f 5.25	LONG	86.6	f 11.10
50		s 5.50	RIVERSIDE	92.7	s 10.50
49 PW		f 6.15	DUNNEAN	102.8	f 10.25
31		f 6.40	VENATOR	110.2	f 10.05
30 P		f 7.00	CIRCLE BAR	117.9	f 9.45
30		s 7.30	CRANE	126.6	s 9.15
31 PW		f 8.20	REDESS	143.5	f 8.32
31		A 9.00PM	D-R BURNS YL BR	166.8	8.00AM
23 P			(156.8)		Daily Except Sunday
WYZ					
(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. 25		Mile Post
	April 14, 1957	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>Ketchum Branch</b>			
Sage.....(1).....	63.1	75 P	Both	Gimlet.....(6).....	63.2	32	East
Border.....(1).....	92.1	21 P	Both	<b>Payette Branch</b>			
Pegram.....(1).....	97.7	34 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	Both	<b>Idaho Northern Branch</b>			
Schiller.....	226.5	{72 PX	Both	Maddens.....(7).....	6.1	6	Both
Coates.....	369.5	11 P	Both	Josephson.....(7).....	12.6	12	Both
Sand Bank.....	370.9	8 P	West	Amseo.....	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				
Red Rock.....(2).....	302.8	25	Both				
Rock.....	314.6	62 P	Both				
Dalys.....(2).....	316.4	14 P	Both				
Glen.....(2).....	347.8	8	West				
Maiden Rock... (2).....	366.0	{12	Both				
<b>Goshen Branch</b>							
Cox.....	9.2	11	West				
Ammon.....	18.1	30	West				
Wilkinson.....	21.0	3	West				
<b>Yellowstone Branch</b>							
St. Leon.....	3.7	16	East				
Mark.....	22.2	24	Both				
Jolley.....	27.6	10	Both				
Wamar.....	31.5	12	East				
Pineview.....	72.5	5 P	Both				
<b>Teton Valley Branch</b>							
Judkins.....(3).....	22.3	{6	East				
Dwight.....(3).....	32.7	None	Both				
Fox Creek.....(3).....	42.3	12	None				
<b>Mackay Branch</b>							
Aiken.....(4).....	3.8	{10	Both				
Rouse.....(4).....	7.6	{10	East				
Olsen.....(4).....	16.0	4	East				
Cerro Grande... (4).....	35.5	13	East				
<b>West Belt Branch</b>							
Coltman.....(5).....	2.8	19 P	East				
Grant.....(5).....	4.8	18 P	East				
Barlow.....	7.0	17	East				
Midway.....	9.4	{31	Both				
Pyke.....(5).....	35.3	{19	West				
<b>East Belt Branch</b>							
Gale Spur.....	27.5	10	East				
<b>North Side Branch</b>							
Travers.....	3.5	18	Both				
Haytown.....	44.7	4	Both				
Hydra.....	45.8	7	Both				
Appleton.....	52.9	12	Both				

- (1) Flag stop for Nos. 12-17.
- (2) Flag stop for Nos. 29-30.
- (3) Flag stop for Nos. 47-48-477-478.
- (4) Flag stop for Nos. 409-410.
- (5) Flag stop for No. 492.
- (6) Flag stop for Nos. 441-442.
- (7) Flag stop for Nos. 485-486.
- (8) Flag stop for Nos. 459-460.

**CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS**

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

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

- Designation "Str."** —Train with Diesel locomotive and all light-weight roller-bearing passenger equipment.  
**Designation "Psgr."**—Train with steam locomotive and all passenger train equipment; train with Diesel locomotive and all passenger train equipment, any car of which is not light-weight roller bearing.  
**Designation "Frt."** —Train with freight cars; train with caboose only; locomotive without cars.  
 When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.

**GENERAL**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	79	50	Trains handling company roadway machines on their own wheels, except wrecking derricks— On main line and Twin Falls Branch: On straight track.			30
No. 125 and No. 126, maximum speed.		60	60	On curves.			25
No. 49 and No. 50 between Pocatello and Minidoka, maximum speed.		60	60	Between Idaho Falls and Ashton.			20
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	On other branch lines.			15
Inspection bus cars.		40	40	Trains handling dead steam locomotives: With a side rod or main rod removed.			15
Battery motor car 01886.		50		With side rods and main rods in place.			25
When caboose is handled in train consisting of passenger train equipment.		60		Jordan spreaders and other machines of spreader type, when in operation.			15
Within yard limits— Protected by continuous block signal system.	60	50	25	Train handling scale test cars— On main line, Twin Falls Branch and between Idaho Falls and Ashton.			30
Not protected by continuous block signal system.	50	40	25	On other branch lines.			20
On branch lines.	30	30	15	Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines.			20
No. 125 and No. 126, within yard limits.		40	40	Trains handling U. P. ore cars Nos. 8000 to 8499, loaded or empty.			45
Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed.			20
Diesel locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern).	40	40	40	Through truss bridges.			6
Backing up pulling train. Backing up light.			40	Passing fueling stations— On main lines.	50	40	25
G.P.9 type Diesel locomotives: Backing up pulling train.	65	65	50	On branch lines.		30	15
Backing up light.			50	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement.	20	20	20
1500 class Diesel road freight locomotives.	50	50	50	Over spring switches, where movement is over facing point switches, except at Reverse and Pescadero.	20	20	20
Diesel freight and road switch locomotives.	65	65	50	When using cross-overs or turn-outs: Forward movement.	15	15	15
1000-1100 class Diesel yard switch locomotives in road service.	35	35	35	Back-up movement.	10	10	10
1800 class Diesel yard locomotives in road service.	50	50	50	When using No. 20 turn-outs.	40	40	40
Trains handling wrecking derricks: Derricks with 6-wheel trucks.			40	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
Derricks with 4-wheel trucks.			35	On wye tracks.	6	6	6
For first 5 miles after leaving initial terminal with derricks not equipped with roller bearings.			20	Through tunnels, branch lines.			10
(All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)				Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line.			25
				On branch lines.			15
				(Slower speed must be observed where conditions require.)			

**FIRST SUBDIVISION**

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	75	75	50	<b>Chausse</b> Between M.P. 96.7 and 96.9.	70	60	50	<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. 98.3 and 99.2.	60	50	40	Between M.P. 164.2 and 164.7.	70	60	50
Between M.P. 3.4 and 3.7.	70	60	50	Between M.P. 99.5 and 99.7.	70	60	50	Between M.P. 167.5 and 168.1.	70	60	50
<b>Moza</b> Between M.P. 12.1 and 12.3.	70	60	50	Between M.P. 102.6 and 104.9.	60	50	40	Between M.P. 168.9 and 169.3.	60	50	40
Between M.P. 14.4 and 14.6.	70	60	50	<b>Harer</b> Between M.P. 105.2 and 105.4.	70	60	50	<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	Between M.P. 114.9 and 115.2.	50	40	25	Between M.P. 171.9 and 174.7.	70	60	50
Between M.P. 18.1 and 18.3.	60	50	40	<b>Blaser</b> Between M.P. 177.4 and 178.5.	60	50	40	M.P. 179.0 to 180.0 (No. 1 Track)	45	35	20
Between M.P. 21.1 and 21.5.	70	60	50	Between M.P. 179.0 to 180.0 (No. 2 Track)	50	40	35	<b>Lava Hot Springs</b> Between M.P. 180.1 and 181.7.	70	60	50
Between M.P. 23.6 and 23.8.	70	60	50	<b>Montpelier</b> Between M.P. 115.9 and 116.2.	50	40	25	Between M.P. 181.8 and 183.1.	60	50	40
<b>Opal</b> Between M.P. 28.7 and 29.6.	70	60	50	Between M.P. 120.6 and 123.4.	60	50	40	Between M.P. 183.2 and 184.8.	70	60	50
Between M.P. 31.3 and 32.3.	50	40	30	Between M.P. 125.1 and 125.3.	70	60	50	Between M.P. 185.5 and 185.7.	70	60	50
Between M.P. 33.0 and 33.1.	70	60	50	Between M.P. 125.8 and 126.7.	60	50	40	Between M.P. 186.1 and 187.3.	50	40	30
<b>Waterfall</b> Between M.P. 34.6 and 34.8.	60	50	40	<b>Georgetown</b> Between M.P. 127.6 and 127.9.	70	60	50	Between M.P. 187.4 and 187.9.	60	50	40
Between M.P. 35.5 and 36.5.	50	40	25	Between M.P. 128.2 and 128.7.	60	50	40	Between M.P. 188.1 and 190.3.	70	60	50
Between M.P. 36.5 and 38.9.	40	35	25	Between M.P. 129.5 and 130.0.	60	50	40	<b>McCannon</b> Between M.P. 195.0 and 195.4.	60	50	40
<b>Kemmerer</b> Between M.P. 43.1 and 44.0, watch for rocks.	30	25	25	Between M.P. 131.6 and 132.2.	70	60	50	Between M.P. 197.7 and 200.3.	70	60	50
Between M.P. 44.0 and 44.7.	70	60	50	Between M.P. 135.5 and 135.8.	70	60	50	Between M.P. 200.4 and 201.1.	60	50	40
<b>Nugget</b> Between M.P. 54.5 and 57.8.	40	35	25	<b>Manson</b> Between M.P. 138.6 and 139.3.	60	50	40	<b>Inkom</b> Between M.P. 202.3 and 202.5.	60	50	40
Between M.P. 58.0 and 59.5.	70	60	50	Between M.P. 141.0 and 141.9.	60	50	40	Between M.P. 207.2 and 208.4.	70	60	50
<b>Orr</b> Between M.P. 60.9 and 61.2.	70	60	50	Between M.P. 142.4 and 143.5.	70	60	50	<b>Pocatello</b> Within platform limits of passenger depot.	6	6	6
Between M.P. 63.6 and 65.4.	60	50	40	Between M.P. 143.7 and 143.9.	60	50	40				
Between M.P. 66.5 and 68.2.	70	60	50	Between M.P. 144.6 and 145.2.	60	50	40				
<b>Cokeville</b> Over streets and alleys.	30	30	30	<b>Soda Springs</b> Over streets and alleys.	30	30	30				
Between M.P. 87.4 and 87.7.	60	50	40	Between M.P. 148.0 and 148.3.	70	60	50				
Between M.P. 92.9 and 93.1.	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.	Frnt.		Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
<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.	Frnt.		Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
<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.	Frnt.		Psgr.	Frnt.		Psgr.	Frnt.
Maximum speed. Between Pocatello Jct. and Idaho Falls.	70	50	<b>Dubois</b> Between M.P. 236.0 and 236.6.	35	25	<b>Dillon</b> Between M.P. 328.6 and 329.2.	35	25
Between Idaho Falls and Silver Bow.	59	40	Between M.P. 237.8 and 238.0.	40	30	<b>Bond</b> Between M.P. 337.0 and 337.2.	50	40
<b>Pocatello Jct.</b> Between M.P. 135.1 and 136.7.	35	25	Between M.P. 239.1 and 239.3.	50	40	<b>Apex</b> Between M.P. 341.1 and 341.4.	50	40
<b>Montana Jct.</b> Between M.P. 139.9 and 140.1.	60	50	<b>Highbridge</b> Between M.P. 244.4 and 246.7.	40	30	Between M.P. 342.7 and 342.9.	50	40
<b>Tyhee</b> Between M.P. 142.3 and 142.5.	50	40	<b>Spencer</b> Between M.P. 248.5 and 248.9.	45	35	Between M.P. 343.3 and 343.5.	30	20
Between M.P. 143.3 and 143.5.	50	40	Between M.P. 249.5 and 249.7.	40	30	Between M.P. 343.5 and 345.8.	35	25
<b>Gibson</b> Between M.P. 152.6 and 152.9.	50	40	Between M.P. 251.0 and 251.4.	40	30	Between M.P. 346.0 and 346.3.	30	20
<b>Blackfoot</b> Over streets and alleys.	20	20	Between M.P. 252.7 and 257.5.	25	20	Between M.P. 347.9 and 348.2.	40	30
<b>Wapello</b> Between M.P. 166.8 and 167.0.	60	50	<b>Humphrey</b> Between M.P. 258.3 and 258.5.	35	25	<b>Navy</b> Between M.P. 351.0 and 354.4.	35	25
<b>Firth</b> Between M.P. 169.7 and 169.9.	60	50	Between M.P. 258.6 and 259.2.	45	35	Between M.P. 357.2 and 357.7.	40	30
<b>Shelley</b> Over streets and alleys.	30	30	Between M.P. 262.9 and 267.6.	35	25	<b>Melrose</b> Between M.P. 361.8 and 366.3, watch for rocks.	25	20
<b>Idaho Falls</b> Over streets and alleys.	12	12	Between M.P. 269.7 and 269.9.	40	30	Between M.P. 366.3 and 366.6.	20	20
Between M.P. 185.5 and 185.9.	15	5	Between M.P. 271.0 and 271.7.	40	30	Between M.P. 366.7 and 367.5.	35	25
Between M.P. 187.4 and 188.6.	40	30	<b>Snowline</b> Between M.P. 277.4 and 278.3.	35	25	Between M.P. 367.9 and 368.2.	30	20
Between M.P. 190.7 and 191.0.	45	35	<b>Lima</b> Over Center Street east of depot.	20	15	<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	Westward within yard limits.	25	15	<b>Woodin</b> Between M.P. 375.2 and 377.8.	35	25
Between M.P. 208.4 and 210.2.	50	40	<b>Armstead</b> Between M.P. 307.7 and 308.0.	50	40	Between M.P. 379.0 and 381.1.	35	25
<b>Hawgood</b> Between M.P. 213.7 and 214.0.	50	40	Between M.P. 308.9 and 310.3.	35	25	<b>Feely</b> Between M.P. 382.3 and 383.7.	25	20
<b>Hamer</b> Between M.P. 218.3 and 218.5.	50	40	Between M.P. 310.4 and 310.6.	25	20	Between M.P. 384.3 and 385.1.	35	25
			Between M.P. 311.0 and 311.8.	45	35	<b>Buxton</b> Between M.P. 386.6 and 388.1.	35	25
			<b>Grayling</b> Between M.P. 316.0 and 316.5, watch for rocks.	25	20	Between M.P. 389.8 and 390.1.	20	20
			Between M.P. 316.5 and 318.7.	35	25	<b>Silver Bow</b>		

**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	<b>Conda Branch</b> Maximum speed.	15	Between M.P. 3.0 and Gay.	15
<b>Elkol 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	<b>Ketchum</b> Around balloon track.	15	15
Between M.P. 60.0 and Mackay, All engines.		20	Bridges 4.48, 6.96 and 19.97.	12	12	<b>Hill City Branch</b> Maximum speed.		25
<b>Mackay</b> On curve on low line smelter.		6	Between M.P. 19.1 and 19.4.	15	15	Over trestles 21.6 and 23.40 with snow plows.		15
<b>Aberdeen Branch</b> Maximum speed.		25	Between M.P. 25.0 and 25.4.	15	15	<b>Boise Branch</b> Between Boise Jct. and Boise Freight		25
<b>Goshen Branch</b> Maximum speed.		25	<b>Twin Falls Branch</b> Maximum speed.	50	40	Between Boise Freight and Barber.		15
<b>Yellowstone Branch</b> Between Idaho Falls and Ashton.	50	35	First Class Trains, within yard limits.	30	30	<b>Stoddard Branch</b> Maximum speed.		20
Between Ashton and Gerrit, watch for rocks.	35	25	Rupert, on west leg of wye.	10	10	Between Stoddard and end of track.		15
Between Gerrit and Big Springs	50	35	Rupert, over streets and alleys.	12	12	<b>Idaho Northern Branch</b> Maximum speed.		30
Between Big Springs and West Yellowstone, watch for rocks.	35	25	Bridge 20.10.	25	25	Between Jenness and Bramwell.		20
Rexburg, Sugar City and St. Anthony, over streets and alleys.	20	20	Burley, within city limits.	20	20	Trains handling high cars be- tween Jenness and Bramwell.		12
St. Anthony, over highway crossing, just west of depot.	8	8	Burley, over street crossings.	12	12	Between Plaza and M.P. 63, watch for rocks.		25
Between M.P. 55.4 and 55.7.	20	15	Kimberly, within city limits.	40	40	Between M.P. 63 and Smiths Ferry, watch for rocks.		15
Between M.P. 59.6 and 65.9.	20	15	<b>North Side Branch</b> Maximum speed.		30	Trains handling logs or high cars between Banks and M.P. 81.0.		12
Between M.P. 72.9 and 73.2.	35	25	Between M.P. 30.0 and 30.5.		20	Between Smiths Ferry and Cabarton, watch for rocks.		20
Between M.P. 74.0 and 74.2.	30	25	<b>Raft River Branch</b> Maximum speed.		20	M. P. 31.4.		20
Between M.P. 85.2 and 85.5.	35	25	Burley, within city limits.		20	Between M.P. 33.0 and 35.4.		10
Between M.P. 86.4 and 87.0.	20	15	Burley, over street crossings.		12	Bridge 36.61.		20
Between M.P. 92.1 and 95.0.	20	15	<b>Wells Branch</b> Maximum speed.		30	Between M.P. 99.6 and 108.3.		20
Between M.P. 99.9 and 100.8.	20	15	Between M.P. 31.1 and 36.1.		25	Between M.P. 111.4 and 111.6.		20
<b>East Belt Branch</b> Maximum speed.		25	Between M.P. 45.9 and 53.3.		25	Between M.P. 113.0 and 113.3.		20
Truss bridges.		15	Between M.P. 69.6 and 71.6.		25	Between M.P. 128.2 and 128.5.		15
<b>West Belt Branch</b> Maximum speed.		25	Between M.P. 91.1 and 91.4.		25	McCall, over street crossings.		10
Truss bridges.		15	Between Herrell and Melandco.		20	<b>Wilder Branch</b> Maximum speed.		25
Highway Crossing M.P. 37.44.	5	5	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, except be- tween M.P. 140.0 and 145.0.		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
			Between M.P. 63.1 and 64.6.	30	20			
			Between M.P. 68.4 and 68.5.	10	10			

**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>Crane</b> Between M.P. 140.0 and 145.0.		30	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>Circle Bar</b> Between M.P. 119.0 and 124.0, watch for rocks.		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>Brogan Branch</b> Maximum speed.		20	Between M.P. 55.0 and 55.5.		10
Between M.P. 80.7 and 81.0, watch for rocks.		10	<b>Payette Branch</b> Maximum speed.		25	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	Payette Jct., on curve.		10	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	Trains handling logs between Payette and Emmett on curves.		20	<b>Homestead Branch</b> Maximum speed, watch for rocks.		20
<b>Dunnean</b> Between M.P. 103.5 and 106.5.		20	<b>New Meadows Branch</b> Maximum speed.		25	On curves.		15
Bridge 106.14.		15	Engines running backwards.		10			
			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 columns 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		New Yard
Idaho Falls.....	Telegraph Office	Pocatello.....	Switchmen's Locker Room
Idaho Falls.....	Yard Office		Hump
Idaho Falls.....	Enginemen's Register Room	Pocatello.....	Switchmen's Locker Room
Kemmerer.....	Telegraph Office		Sherman St.
Ketchum.....	Telegraph Office	Pocatello.....	Engine Crew Dispatcher's Office
Lima.....	Telegraph Office	Pocatello.....	Passenger Conductors' Register Room, Passenger Station
Marsing.....	Telegraph Office	Rupert.....	Telegraph Office
McCall.....	Telegraph Office	Shoshone.....	Telegraph Office
Minidoka.....	Telegraph Office	Silver Bow.....	Telegraph Office
Montpelier.....	Telegraph Office	Twin Falls.....	Telegraph Office
Nampa.....	Telegraph Office	Twin Falls.....	Freight Office
Nampa.....	Central Yard Switchmen's Locker Room	Victor.....	Telegraph Office
Nampa.....	Crew Dispatcher's Office	Weiser.....	Telegraph Office
Nampa.....	Enginemen's Register Room at Roundhouse	Wells.....	Telegraph Office
Nampa.....	Train Dispatcher's 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.		