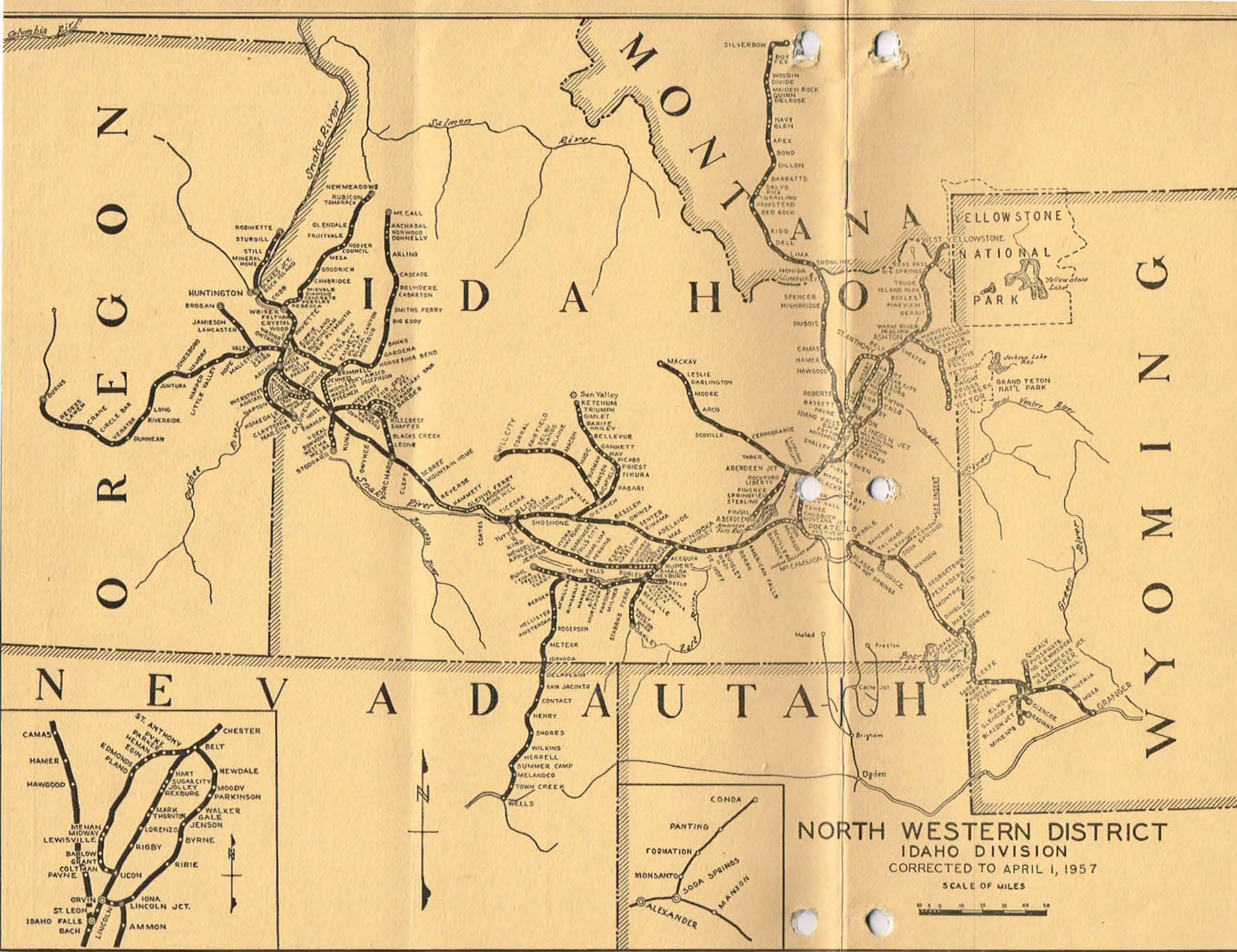




UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



IDAHO DIVISION

TIME-TABLE
No. 26

Effective Sunday
September 15, 1957
At 12:01 A.M. Mountain Time

*Safety Always
Makes a Suggestion*

FOR EMPLOYEES ONLY

Print of ABBOTT, KEENE & 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. Hennessey, 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.
L. G. Malzahn, Safety and Courtesy Representative.....Pocatello, Ida.

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

Name	Title	Location
R. E. Merrell	District Surgeon	Pocatello, Ida.
R. K. Gorton	Asst. to District Surgeon	Pocatello, Ida.
J. E. Comstock.....	Physician.....	Pocatello, Ida.
Richard G. Crandall.....	Surgeon.....	Pocatello, Ida.
Taylor F. Cottle.....	Surgeon.....	Pocatello, Ida.
W. A. Mumford.....	Surgeon.....	Pocatello, Ida.
J. P. Merkley.....	Physician.....	Pocatello, Ida.
C. W. Pond.....	Oculist and Aurist.....	Pocatello, Ida.
Calvin Buhler.....	Surgeon.....	Pocatello, Ida.
Eugene V. Simison.....	Oculist and Aurist.....	Pocatello, Ida.
H. Henry Rock.....	Surgeon.....	Aberdeen, Ida.
Frank L. Harms.....	Surgeon.....	American Falls, Ida.
Ivan R. Egbert.....	Surgeon.....	Arco, Ida.
Willis A. Melcher.....	Surgeon.....	Ashton, Ida.
Ralph G. Goates.....	Surgeon.....	Blackfoot, Ida.
Norman G. Hedemark.....	Oculist.....	Boise, Ida.
A. Curtis Jones, Jr.....	Ear, Nose, Throat.....	Boise, Ida.
A. C. Jones, Sr.....	Oculist.....	Boise, Ida.
William A. Koelsch.....	Surgeon.....	Boise, Ida.
Roy L. Peterson.....	Ear, Nose, Throat.....	Boise, Ida.
W. D. Springer.....	Surgeon.....	Boise, Ida.
Vern H. Anderson.....	Surgeon.....	Buhl, Ida.
John W. Davis.....	Surgeon.....	Burley, Ida.
Chas. A. Terhune.....	Surgeon.....	Burley, Ida.
John H. Weare.....	Surgeon.....	Burns, Ore.
Richard C. Monahan.....	Surgeon.....	Butte, Mont.
John V. Plett.....	Oculist and Aurist.....	Butte, Mont.
Lester Shupe.....	Surgeon.....	Caldwell, Ida.
Robert T. Whiteman.....	Surgeon.....	Cambridge, Ida.
J. F. Moser.....	Surgeon.....	Cascade, Ida.
John A. Edwards.....	Surgeon.....	Council, Ida.
Bernard P. Strouth.....	Surgeon.....	Council, Ida.
Richard H. McLaren.....	Surgeon.....	Dillon, Mont.
George L. Routledge.....	Surgeon.....	Dillon, Mont.
LaGrande C. Larsen.....	Surgeon.....	Driggs, Ida.
A. C. Truxal.....	Surgeon.....	Dubois, Ida.
R. P. Rawlinson.....	Surgeon.....	Emmett, Ida.
Marion J. Kerns.....	Surgeon.....	Fairfield, Ida.
Ward A. Rulien.....	Surgeon.....	Glenns Ferry, Ida.
Marion V. Klingler.....	Surgeon.....	Gooding, Ida.

H. E. SHUMWAY
General Supt. Transportation

First, Second and Fourth Subdivisions and Branches

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

Name	Title	Location
R. H. Wright.....	Surgeon.....	Hailey, Ida.
Simeon Hopper.....	Surgeon.....	Hazelton, Ida.
Newell H. Battles.....	Oculist and Aurist.....	Idaho Falls, Ida.
Harvey E. Guyett.....	Surgeon.....	Idaho Falls, Ida.
Milton T. Rees.....	Surgeon.....	Idaho Falls, Ida.
Fred E. Wallber.....	Oculist and Aurist.....	Idaho Falls, Ida.
W. C. Smail.....	Surgeon.....	Jerome, Ida.
F. F. Young.....	Surgeon.....	Kemmerer, Wyo.
J. H. Stewart.....	Surgeon.....	McCall, Ida.
Carl D. Lusty.....	Surgeon.....	Meridian, Ida.
Robert H. Burgoyne.....	Surgeon.....	Montpelier, Ida.
R. B. Lindsay.....	Surgeon.....	Montpelier, Ida.
Malone W. Koelsch.....	Surgeon.....	Mountain Home, Ida.
T. C. Horton, Jr.....	Surgeon.....	Nampa, Ida.
Ernest D. Hunsaker.....	Oculist and Aurist.....	Nampa, Ida.
Frederick D. Koehne.....	Surgeon.....	Nampa, Ida.
John R. Mangum.....	Surgeon.....	Nampa, Ida.
Thomas E. Mangum, Jr.....	Surgeon.....	Nampa, Ida.
G. O. Cross.....	Surgeon.....	Nampa, Ida.
K. E. Kerby.....	Surgeon.....	Nyssa, Ore.
Wilfred N. Sanders.....	Surgeon.....	Ontario, Ore.
W. S. Kotas.....	Surgeon.....	Payette, Ida.
Ira R. Woodward, Jr.....	Surgeon.....	Payette, Ida.
Murland F. Rigby.....	Surgeon.....	Rexburg, Ida.
A. C. Truxal.....	Surgeon.....	Rexburg, Ida.
Aldon Tall.....	Surgeon.....	Rigby, Ida.
Arthur F. Dalley.....	Surgeon.....	Rupert, Ida.
Otto A. Moellmer.....	Surgeon.....	Rupert, Ida.
Emory L. Soule.....	Surgeon.....	St. Anthony, Ida.
Royal G. Neher.....	Surgeon.....	Shoshone, Ida.
Allen H. Tigert.....	Surgeon.....	Soda Springs, Ida.
Russell Tigert, Jr.....	Surgeon.....	Soda Springs, Ida.
John R. Moritz.....	Surgeon.....	Sun Valley, Ida.
George B. Saviers.....	Surgeon.....	Sun Valley, Ida.
Charles B. Beymer.....	Surgeon.....	Twin Falls, Ida.
Wallace Bond.....	Oculist and Aurist.....	Twin Falls, Ida.
F. W. Schow.....	Surgeon.....	Twin Falls, Ida.
Harwood L. Stowe.....	Surgeon.....	Twin Falls, Ida.
C. J. Kopp.....	Surgeon.....	Vale, Ore.
Harold F. Holsinger.....	Surgeon.....	Wendell, Ida.
Robert M. Coats.....	Surgeon.....	Weiser, Ida.
Marion S. McGrath.....	Surgeon.....	Weiser, Ida.

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS					Distance from Granger via Boise	Time-Table No. 26 September 16, 1957		FIRST CLASS				
19 Passenger	105 Streamliner Passenger	457 Passenger	17 Passenger	11 Mail and Express				20 Passenger	12 Mail and Express	458 Passenger	106 Streamliner Passenger	18 Passenger
Daily	Daily	Daily	Daily	Daily		STATIONS						
	2.05		4.20		0.0	GRANGER					A12.27	A11.30
	5.45 5.55		9.30 10.20	12.50	213.9	POCATELLO			A 2.50		8.30 8.20	6.15 5.20
	8.25		1.50	4.15	373.8	GLENN'S FERRY			11.35		5.45	2.00
	9.40		3.35	6.10	448.4	BOISE			9.50		4.30	12.15
	11.40		6.30	9.05	550.1	M.T.	HUNTINGTON	M.T.	7.10		2.35	9.40
	10.40		5.40	8.15		P.T.		P.T.	6.00		1.35	8.30
	1.05		8.35	11.05	649.7	LA GRANDE			3.25		11.10	5.45
	3.10		11.00	1.20	723.9	PENDLETON			1.05		9.08	3.05
7.30					941.3	SPOKANE		A 6.30				
9.57					937.4	AYER		4.05				
11.00					788.3	WALLULA		2.55				
A11.45	3.55		12.40	2.25	755.3	HINKLE		2.20	12.20		8.30	2.10
	5.30		3.10	4.35	855.4	THE DALLES			10.15		6.50	11.40
	A 7.30		A 5.30	A 7.30	939.5	PORTLAND			8.00	A 9.15	5.00	9.30
		A 1.00			1122.7	SEATTLE				5.00		
								Daily	Daily	Daily	Daily	Daily
(4.15) 43.1	(18.25) 51.0	(4.00) 45.8	(26.10) 35.9	(19.40) 36.9		Thru Time.....		(4.10) 44.6	(17.50) 40.7	(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. 26 September 15, 1957		FIRST CLASS				
		35 Passenger	33 Passenger					34 Passenger	36 Passenger			
		Daily	Daily			STATIONS						
				0.0		McCAMMON		A 6.15	A 4.05			
				22.7		POCATELLO		5.45	3.30 3.00			
				73.3		IDAHO FALLS			1.15			
				124.3		ASHTON						
				169.9		VICTOR						
				190.4		WEST YELLOWSTONE						
				285.8		BUTTE			7.30			
								Daily	Daily			
		(8.10) 35.0	(0.30) 45.4			Thru Time.....		(0.30) 45.4	(8.35) 33.3			
						Average speed per hour.....						

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

MILEAGE

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

WESTWARD

FIRST SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			FIRST CLASS				Time-Table No. 26 September 15, 1957	STATIONS
	279	251	277	35	105	33	17		
	Time Freight	Time Freight	Time Freight	Passenger	Streamliner Passenger	Passenger	Passenger		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
144 IPWY					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					2:47		s 5:20		6.1
150 P									DN KEMMERER YL AV
150 P									8.3 FOSSIL
150 P									5.0 NUGGET
150 P									6.6 ORR
									5.2
150 PY									LEEFE
150 P									6.5 BECKWITH
150 P									6.1 PIXLEY
150 P							s 6:31		6.1
150 P									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
DPTWYZ					s 4:05		7:05 7:15		DN-R MONTEPIER YL MX
P									6.3
150 P							7:29		PESCADERO
150 P									5.5 GEORGETOWN
150 PY							s 7:52		9.3 MANSON
150 P									9.9
150 P									DN SODA SPRINGS YL SD
150 P									5.6 ALEXANDER
150 P									4.6 TALMAGE
150 P							f 8:15		5.6
27 P							f 8:39		D BANCROFT BN
CS 150 PY	11:35PM	12:10PM	3:45AM		11:20PM		9:25AM	f 8:54	8.5 PEBBLE
120 P							f 9:38	f 9:07	7.1 BLASER
									2.6
DPTWYZ	A 12:15AM	A 1:00PM	A 4:45AM		A 11:50PM	A 5:45PM	A 9:55AM	A 9:30AM	D LAVA HOT SPGS. XY
									11.2
									DN McCAMMON MC
									10.7
									D INKOM KO
									5.8
									PORTNEUF
									6.2
									DN-R POCATELLO YL H-CA
									PO
									(213.9)
	(0.40)	(0.50)	(1.00)	(0.30)	(3.40)	(0.30)	(5.10)	Thru Time	
	34.0	27.2	22.7	45.4	58.3	45.4	41.4	Average speed per hour	

For conditional stops to discharge or pick up revenue passengers.—See page 17.
For stations not shown on schedule pages.—See page 17.

FIRST SUBDIVISION

EASTWARD

Time-Table No. 26 September 15, 1957	Mile Post	FIRST CLASS				SECOND CLASS			
		36	106	34	18	280	278	270	
		Passenger	Streamliner Passenger	Passenger	Passenger	Time Freight	Stock Special	Time Freight	
STATIONS									
DN-R GRANGER YL GN	0.0		A 12:27PM		As 11:30PM				
7.7 MOXA	7.7								
7.7 NUTRIA	15.4								
D OPAL OW	24.5				f 10:50				
9.1 WATERFALL	33.6								
6.1									
DN KEMMERER YL AV	39.7		f 11:40AM		s 10:30				
8.3 FOSSIL	48.0								
5.0 NUGGET	53.0								
6.6 ORR	59.6								
5.2									
LEEFE	64.8								
6.5 BECKWITH	71.3								
6.1 PIXLEY	77.4								
6.1									
DN COKEVILLE CK	83.5				s 9:25				
4.7 MARSE	88.2								
6.3 CHAUSSE	94.5								
8.4 HARER	102.9								
5.1									
DINGLE	108.0								
7.0									
DN-R MONTEPIER YL MX	115.0		s 10:20		8:40 8:30				
6.3									
PESCADERO	121.3								
5.5 GEORGETOWN	126.8				8:12				
9.3 MANSON	136.1								
9.9									
DN SODA SPRINGS YL SD	146.0				s 7:51				
5.6 ALEXANDER	151.6								
4.6 TALMAGE	156.2								
5.6									
D BANCROFT BN	161.8				f 7:26				
8.5 PEBBLE	170.3								
7.1 BLASER	177.4								
2.6									
D LAVA HOT SPGS. XY	180.0				f 7:02				
11.2									
DN McCAMMON MC	191.2	As 4:05AM		As 6:15PM	f 6:45	A 12:40AM	A 2:00PM	A 5:50PM	
10.7									
D INKOM KO	201.9			f 6:01					
5.8									
PORTNEUF	207.7								
6.2									
DN-R POCATELLO YL H-CA	213.9	3:30AM	8:30AM	5:45PM	6:15PM	12:01AM	1:15PM	5:15PM	
PO		Daily	Daily	Daily	Daily	Daily	Daily	Daily	
(213.9)									
Thru Time		(0.35)	(3.57)	(0.30)	(5.15)	(0.39)	(0.45)	(0.35)	
Average speed per hour		38.9	54.2	45.4	40.7	34.9	30.3	38.9	

For conditional stops to discharge or pick up revenue passengers.—See page 17.
For stations not shown on schedule pages.—See page 17.

For conditional stops to discharge or pick up revenue passengers.—See page 17.
For stations not shown on schedule pages.—See page 17.

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. 26 September 15, 1957	Mile Post	FIRST CLASS			SECOND CLASS						
	257	125	105	17	11			106	18	12	126	262					
	Time Freight	Time Freight	Streamliner Passenger	Passenger	Mail and Express			Streamliner Passenger	Passenger	Mail and Express	Time Freight	Time Freight					
	Daily	Daily Except Sunday and Monday	Daily	Daily	Daily												
	STATIONS																
DPTY	10.15AM	5.20AM	8.25PM	1.50PM	4.15AM	DN-R GLENNS FERRY YL GF	373.8	As 5.45AM	A 1.50PM	A 1.25PM	A 1.30AM	A 1.00PM					
CS 110 P	10.35	5.31	8.35	2.01	4.26	8.9 HAMMETT	382.7	5.32	1.32	11.07	10.55	10.35					
CS 170 P	11.05	5.48	8.47	2.17	4.39	10.6 DN REVERSE YL RV	393.3	5.21	1.20	10.55	10.40	10.15					
71 PY	11.16	6.00	8.56	2.30	4.52	8.3 DN MOUNTAIN HOME MZ	401.8	5.13	1.10	10.45	10.30	10.00					
149 P	11.24	6.06	9.01	2.35	5.06 ¹⁰⁶	5.9 SEBREE	407.5	5.06 ¹¹	1.01	10.35	10.21	9.52					
136 P	11.31	6.12	9.05	2.40	5.11	5.2 CLEFT	412.7	5.02	12.56	10.31	10.15	9.45					
122 IP	11.44	6.23	9.13	2.49	5.21	10.3 DN ORCHARD YL OD	423.0	4.54	12.46	10.22	10.04	9.30					
150 P	11.59AM					11.7 OWYHEE	434.7					9.06					
150 P	12.15PM	VIA BOISE	VIA BOISE	VIA BOISE	VIA BOISE	12.0 KUNA	446.7	VIA BOISE	VIA BOISE	VIA BOISE	VIA BOISE	8.38					
73 P		6.31	9.20	2.57	5.29	7.3 LEONE	B-430.3	4.47	12.37	10.13	9.56						
73 P		6.37	9.25	3.03	5.35	5.6 BLACK'S CREEK	B-435.9	4.42	12.30	10.06	9.50						
59 P		6.43	9.31	3.09	5.41	5.8 SHAFER	B-441.7	4.36	12.23	9.59	9.43						
67 PY	VIA KUNA	6.53	9.40 ¹²	3.25	5.50	2.3 DN BOISE YL BG	B-448.4	4.30	12.15	9.50 ¹⁰³	9.35	VIA KUNA					
P				3.35	6.10	0.7 BOISE JCT.	B-450.7										
31 P						3.2 PERKINS	B-451.4										
29 P						2.7 BEATTY	B-454.6										
74 P		7.16	9.50	3.46	6.22	3.4 D MERIDIAN MD	B-457.3	4.16	11.57AM	9.17	9.14						
22 P						7.2 SONNA	B-460.7										
DPTYZ	12.30	7.35	10.08	4.05	6.40	0.9 DN-R NAMPA YL AU-D	458.6	4.05	11.45	9.05	8.30	8.10					
55 P	12.36	8.00	10.12	4.20	6.55	4.2 MOSS	460.8	3.54	11.25	8.48	8.12	7.57					
204 P	12.43	8.07 ¹²⁶	10.17	4.35	7.08	4.8 DN CALOWELL YL CW	465.6	3.50	11.20	8.43	8.07 ¹²⁵	7.49					
122 P	12.48	8.12	10.20	4.39	7.12	3.6 ENROSE	469.2	3.46	11.13	8.35	8.03	7.44					
127 P	12.52	8.16	10.23	4.43	7.17	3.3 D NOTUS U	472.5	3.43	11.10	8.32	7.59	7.39					
160 P	1.03	8.25	10.30	4.56	7.28	8.3 DN PARMA MA	480.8	3.36	11.00	8.25	7.50	7.28					
168 PY	1.13	8.35	10.37	5.08	7.38 ¹²⁶	7.6 DN NYSSA YL SY	488.4	3.28	10.50	8.18	7.38 ¹¹	7.18					
ES 170 WS 252 PY	1.25	8.47	10.48	5.24	7.56	10.3 DN ONTARIO YL ON	498.7	3.17	10.35	8.05	7.16	7.01					
150 PY	1.31	8.53	10.54	5.34	8.05	3.8 DN PAYETTE YL AY	502.5	3.10	10.23	7.52	7.09	6.48					
150 P	1.40	9.01	11.00	5.41	8.13	6.8 CRYSTAL	509.3	3.05	10.16	7.46	7.02	6.38					
178 PY	1.48	9.09	11.08	5.53	8.25	6.6 DN WEISER YL SR	515.9	2.59	10.10	7.40	6.55	6.28					
193 PY						9.8 COBB	525.7	2.50	9.57	7.28	6.43	6.05 ¹⁷					
150 P	2.01	9.21	11.18	6.05 ²⁶²	8.36	8.3 ROCK ISLAND	534.0	2.42	9.48 ¹²⁵	7.19	6.34	5.40					
160 P	2.13	9.48 ¹⁸	11.28	6.15	8.46	3.1 BLAKES JCT.	537.1										
P						1.7 DN-R HUNTINGTON YL HU	538.8	2.35AM	9.40AM	7.10PM	6.25AM	5.30PM					
DPTWYZ	A 2.30PM	A 10.15AM	A 11.40PM	A 6.30PM	A 9.05AM	VIA KUNA (165.0) VIA BOISE (176.3)		Daily	Daily	Daily	Daily Except Sunday and Monday	Daily					
	(4.15) 38.8	(4.55) 35.8	(3.15) 54.3	(4.40) 37.7	(4.50) 36.6	Thru Time.....		(3.10) 55.7	(4.10) 42.3	(4.15) 41.5	(5.05) 34.6	(5.30) 30.0					
	Average speed per hour.....																

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 106 is superior to westward trains of the same class, and except that No. 126 is superior to No. 125 and No. 257.—See Rule 72.

Between Orchard and Nampa, all extra trains will run via Kuna unless otherwise instructed.

Rules 251 to 264, inclusive, apply between end of Centralized Traffic Control territory Glenna Ferry and end of double track Reverse.

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

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

WESTWARD						FOURTH SUBDIVISION						EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS			Time-Table No. 26 September 15, 1957	Mile Post	FIRST CLASS			SECOND CLASS	SECOND CLASS			Mile Post	Time-Table No. 26 September 15, 1957	Mile Post
	251	35	278	278	278			36	278	278		36	278	278			
	Time Freight	Passenger	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger		Passenger	Passenger	Passenger			
	Daily	Daily	Daily	Daily	Daily	STATIONS											
P						POCATELLO JCT. YL	135.1	A 2:45AM									
P	1:30PM					MONTANA JCT. YL	136.7	2:40									
124 P	1:36					TYHEE	140.4	2:32									
150 PW	1:44					D FORT HALL FH	145.7	2:24									
71 P	1:51					GIBSON	151.0	2:15									
ES 66 WS 110 PWY	2:01					DN BLACKFOOT YL BF	158.1	2:05									
72 P	2:10					WAPELLO	164.0	1:53									
123 PW	2:18					D FIRTH FR	169.4	1:44									
105 P	2:28					DN SHELLEY SY	175.5	1:35									
71 P	2:34					COTTON	179.3	1:27 ³⁵									
97 P	2:40					BACH YL	183.1	1:18									
DPTWYZ	3:00					DN-R IDAHO FALLS YL AI	184.5	1:15									
51 P	3:20					PAYNE	191.2	12:52									
54 P	3:28					BASSETT	196.6	12:46									
54 P	3:37					D ROBERTS AR	202.0	12:40									
49 P	3:55					HAWGOOD	212.1	12:28									
51 P	4:04					HAMER	217.5	12:22									
50 P	4:14					CAMAS	223.1	12:16									
51 PWY	4:50					DN DUBOIS YL BO	234.9	12:03AM									
49 P	5:08					HIGHBRIDGE	242.9	11:50PM									
57 P	5:20					D SPENCER RC	248.5	11:42									
150 PW	5:46					HUMPHREY	258.0	11:24									
1 PY	6:05					D MONIDA YL MO	264.7	11:14									
60 P	6:22					SNOWLINE	273.7	10:59									
DPTWYZ	6:50					DN-R LIMA YL RD	279.9	10:50									
47 P	8:00					D DELL DE	288.0	10:28									
48 P	8:13					KIDD	294.0	10:19									
78 P	8:33					DN ARMSTEAD AD	307.0	10:03									
48 P	8:46					GRAYLING	312.9	9:51									
64 P	9:00					BARRATTS	320.4	9:40									
150 P	9:30 ³⁶					DN DILLON YL DN	328.0	9:30 ²⁵¹									
36 P	9:55					BOND	334.4	9:16									
45 P	10:16 ²⁷⁸					APEX	340.3	9:09									
47 PY	10:40					NAVY	348.7	8:53									
61 PW	11:10					MELROSE	358.9	8:38									
37 P	11:30					QUINN	364.9	8:27									
39 P	11:45					D DIVIDE J	370.1	8:17									
65 P	11:55PM					WOODIN	374.3	8:09									
17 P	12:15AM					FEELY	380.7	8:00									
50 P	12:26					BUXTON	384.6	7:53									
PWY	A 1:00AM					DN-R SILVER BOW YL SB	390.0	7:45PM									
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					DN BUTTE YL BY	397.0	7:30 PM									
	(15.30) 18.7					(261.9)		Daily									
	(7.05) 37.0					Thru Time.....		(7.15) 36.1									
						Average speed per hour.....											

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. 26 September 15, 1957		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A). Page 23.		Time-Table No. 26 September 15, 1957		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A). Page 23.		Time-Table No. 26 September 15, 1957		Mile Post
		STATIONS					STATIONS					STATIONS		
150	PTZ	DN-R KEMMERER YL	AV	O.O.	150	PTZ	DN-R KEMMERER YL	AV	O.O.	53		GLENCOE JCT. YL		O.O.
150		1.0			150		4.8					3.9		
		NO. KEMMERER JCT. YL		1.0	53		GLENCOE JCT. YL		4.8			ELKOL		3.9
		1.4					4.5							
		NO. KEMMERER YL		2.4			BLAZON JCT.		9.3			(3.9)		
		2.7					3.7							
		PHOSPHATE YL		5.1	16		MINE NO. 8 YL		13.0					
		4.1												
22		QUEALY YL		9.2										
		(9.2)					(13.0)							

WESTWARD			GLENCOE BRANCH			EASTWARD			WESTWARD			BLAZON BRANCH			EASTWARD			WESTWARD			CONDA BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.			Time-Table No. 26 September 15, 1957			Mile Post			Car Capacity of Sidings, etc. See Rule 6(A), Page 23.			Time-Table No. 26 September 15, 1957			Mile Post			Car Capacity of Sidings, etc. See Rule 6(A), Page 23.			Time-Table No. 26 September 15, 1957			Mile Post		
			STATIONS									STATIONS									STATIONS					
53	GLENCOE JCT. YL 1.9		0.0			BLAZON JCT. 0.8		0.0		178	PY	DN	SODA SPRINGS YL SD 1.8		0.0											
55	GLENCOE (1.9)		1.9			RADIANT (0.8)		0.8		80			MONSANTO YL (Spur) 1.0		1.8											
										6			FORMATION (Spur) 2.8		2.8											
										6			PANTING 1.4		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. 26 September 15, 1957		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 26 September 15, 1957		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 26 September 15, 1957		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 26 September 15, 1957		Mile Post		
	STATIONS				STATIONS				STATIONS								
108	P	ALEXANDER YL		O.O	150	PW	D	FORT HALL	PH	O.O	123	PW	D	FIRTH	FR	O.O	
		6.0						9.1						5.2			
16	D	GRACE		GA	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 Seating, etc. See Rule 6(A), Page 29.	SECOND CLASS			Time-Table No. 26			SECOND CLASS				
	491		477	September 15, 1957		Mile Post	492		478		
	Mixed	Mixed			Mixed		Mixed				
	Daily Except Sunday	Daily Except Sunday	STATIONS								
DPTWYZ		7.55AM	6.00AM	DN-R	IDAHO FALLS YL	AK	0.0	A 2.00PM	A 5.35PM		
17 PY		At 8.05AM	6.10		3.0		3.0	f 1.50	5.20		
60 PW			6.23	D	4.6	UN	7.6	1.40PM	s 5.10		
54 P			6.42	D	6.2	RG	13.8	Via West Belt Branch	s 4.55		
36			6.55		4.3		18.1		f 4.40		
25 P			7.02		2.6		20.7		f 4.30		
67 P			7.15	D	5.3	RX	26.0		s 4.15		
51 P			7.25	D	3.8	SC	29.8		s 4.00		
36 PY					1.1		30.9				
110 PWY			7.40	D	5.9	SH	36.8	A 10.50AM	s 3.40		
P					1.5		38.3	10.40AM			
43 P			7.55		4.5		42.8		f 3.20		
46 PWY			8.15AM	DN-R	8.2	HN	51.0		3.00PM		
					1.5		52.5				
28 P					5.7		58.2				
22 P					8.7		66.9				
22					8.8		75.7				
15 P					4.9		80.6				
26 P					4.8		85.4				
25 PWY					5.3		90.7				
22 P					6.5		97.2				
29 PWY				D-R	9.9	WS	107.1				
					WEST YELLOWSTONE YL			Daily Except Sunday	Daily Except Sunday		
					(107.1)						

WESTWARD				TETON VALLEY BRANCH				EASTWARD				
Car Capacity of Sidings, etc., See Rule 8(A), Page 23.			SECOND CLASS		Time-Table No. 26 September 15, 1967			Mile Post	SECOND CLASS			
			477						478			
			Mixed		Mixed							
			Daily Except Sunday									
				STATIONS								
46	PWY			8.45AM	DN-R	ASHTON YL	HN	0.0	A	2.25PM		
19			f	8.55		1.8	MARYSVILLE YL	1.8	f	2.17		
33			f	9.10		4.2	GRAINVILLE	6.0	f	2.03		
22	PW		s	9.25	D	2.6	DRUMMOND	MD	s	1.52		
12			f	9.40		4.2	FRANCE	12.8	f	1.37		
33	P		f	9.50		3.0	LAMONT	15.8	f	1.27		
21			f	10.23		10.5	FELT	26.3	f	12.54		
22	PWY		s	10.38	D	4.0	TETONIA	NA	s	12.39		
31			s	10.57	D	6.9	DRIGGS	DI	s	12.20PM		
19	PWY		A	11.20AM	D-R	8.4	VICTOR YL	VR	45.6	11.50AM		
				(45.6)				Daily Except Sunday				
(2.35)				 Thru Time				(2.35)				
17.7				 Average speed per hour				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			MACKAY BRANCH			EASTWARD			WESTWARD			EAST BELT BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 26 September 15, 1957	Mile Post	SECOND CLASS		STATIONS	Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 26 September 15, 1957	Mile Post	STATIONS	Mile Post		
	421 Mixed	409 Mixed			410 Mixed	422 Mixed				491 Mixed							
	Daily Except Sunday	Daily Except Sunday								Daily Except Sunday							
66 110 PWY	12.30PM	8.00AM	DN-R	0.0	A 4.35PM	A 6.00PM	BLACKFOOT YL BF		17 PY		8.05AM	ORVIN YL	0.0				
10		f 8.06	2.1	2.1	f 4.28		COLLINS YL (Spur)		22		f 8.15	2.3 LINCOLN YL	2.3				
7	f 12.40	f 8.12	2.2	4.3	f 4.22	f 5.40	CLARKSON					0.8 LINCOLN JCT. YL	3.1				
31	f 12.45	f 8.17	1.4	5.7	f 4.17	f 5.35	MORELAND		46 P		f 8.27	2.6 IONA	5.7				
P	A 12.50PM	f 8.21	1.4	7.1	f 4.13	5.25PM	ABERDEEN JCT. YL		21 PW		s 9.05	10.7 RIRIE RK	16.4				
33 PW		f 8.54	13.0	20.1	f 3.40		TABER		11 P		f 9.18	5.0 BYRNE	21.4				
35 PY		f 9.45	19.6	30.7	f 2.50		SCOVILLE		11 P		f 9.30	4.2 JENSON	25.6				
37 PWY		s 10.35	19.4	59.1	s 2.00		ARCO YL RO		23 P		f 9.40	2.6 WALKER	28.2				
21 P		f 10.57	7.6	66.7	f 1.28		MOORE		40 P		f 9.52	4.2 PARKINSON	32.4				
10		f 11.15	5.9	72.6	f 1.10		DARLINGTON		11 P		f 9.58	1.9 MOODY	34.3				
5		f 11.30	4.7	77.3	f 12.55		LESLIE		12 P		s 10.20	3.8 NEWDALE NE	38.1				
68 PY		A 11.55AM	8.0	85.3	12.30PM		MACKAY YL MY		P		A 10.40AM	6.3 BELT YL	44.4				
			(85.3)		Daily Except Sunday	Daily Except Sunday						(44.4)					
(0.20)			(3.55)			 Thru Time.....			(2.35)			 Thru Time.....					
21.3			21.7			 Average speed per hour.....			20.9			12.2			Average speed per hour		

WESTWARD		ABERDEEN BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 26 September 15, 1957	Mile Post	SECOND CLASS	STATIONS
	421 Mixed			422 Mixed	
	Daily Except Sunday				
	P		12.50PM	ABERDEEN JCT. YL	
32	f 1.03	1.3 ROCKFORD	4.3	f 5.10	
17	f 1.08	1.6 LIBERTY	5.9	f 5.00	
32 P	f 1.28	4.3 PINGREE	10.2	f 4.38	
31 P	f 1.48	6.3 SPRINGFIELD	16.5	f 4.20	
17 P	f 2.05	3.2 STERLING	19.7	f 4.05	
8		6.3 FINGAL	26.0		
37 PWY	A 2.40PM	2.2 D-R ABERDEEN YL BN	28.2	3.30PM	
		(28.2)		Daily Except Sunday	
(1.50)		 Thru Time.....		(1.55)	
15.4		 Average speed per hour....		14.7	

WESTWARD		WEST BELT BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 26 September 15, 1957	Mile Post	SECOND CLASS	STATIONS
				492 Mixed	
	60 PW			D-R UCON UN	
22 P		8.8 LEWISVILLE	8.8	f 1.10	
50 P		1.7 D MENAN MN	10.5	s 1.00	
51 PW		14.5 PLANO	25.0	f 12.12	
18		1.7 EDMONDS	26.7	f 12.05PM	
11 P		2.6 EGIN	29.3	f 11.56AM	
32		2.3 HEMAN	31.6	f 11.46	
19 P		1.9 PARKER	33.5	f 11.40	
110 PWY		5.2 D-R ST. ANTHONY YL SH	38.7	11.15AM	
		(38.7)		Daily Except Sunday	
		 Thru Time.....		(2.25)	
		 Average speed per hour.....		16.0	

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

WESTWARD				TWIN FALLS BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 26 September 15, 1957	Mile Post	FIRST CLASS		SECOND CLASS		
	475	439		49			50		440	476	
	Time Freight	Freight		Mixed			Mixed		Freight	Time Freight	
	Daily Except Saturday	Daily Except Sunday		Daily							
STATIONS											
101 269 PWY	11.45PM	12.20PM		5.30AM	DN-R MINIDOKA YL RT	0.0	A 8.40PM		A 11.00AM	A 10.30PM	
73 P	12.01AM	12.35		f 5.43	8.2 ACEQUIA	8.2	f 8.28		10.35	10.05	
94 DPWY	12.16	12.50		s 6.10	5.3 RUPERT YL MS	13.5	s 8.20		10.20	9.50	
13					3.8 AMALGA	17.3					
32 P	12.27	1.01		s 6.18	2.3 HEYBURN	19.6	f 8.07		10.05	9.35	
59 63 PWY	12.40	1.15		s 6.35	2.1 BURLEY YL BU	21.7	s 8.03		10.00	9.30	
					4.1						
76 P	1.02	1.37		f 6.42	STARRH'S FERRY	25.8	f 7.55		9.45	9.15	
58 P	1.15	1.50		f 6.54	7.7 MILNER	33.5	f 7.44		9.30	9.00	
16 P				f 6.57	2.0 PARSONS	35.5	f 7.41				
71 P	1.30	2.05		s 7.07	5.9 MURTAUGH MU	41.4	s 7.32		9.15	8.45	
53 P	1.40	2.15		7.13	3.7 BICKEL	45.1	7.24		9.05	8.35	
23					3.9 BILLS	49.0					
41 P	1.55	2.30		s 7.20	0.7 HANSEN NS	49.7	s 7.17		8.55	8.25	
60 P	2.08	2.43		s 7.27	3.6 KIMBERLY KY	53.3	s 7.10		8.45	8.15	
31 P				7.32	3.1 McMILLAN YL	56.4					
				7.40	2.5						
DPWYZ	A 3.00AM	A 4.00PM		7.50	DN-R TWIN FALLS YL NA	58.9	7.00 6.45		8.30AM	8.00PM	
42				f 7.57	4.4 CURRY	63.3	f 6.35				
60 P				s 8.02	2.6 FILER FR	65.9	s 6.30				
15				f 8.06	2.6	68.5	f 6.25				
41				f 8.10	2.8 PEAVEY	71.3	f 6.20				
				A 8.20AM	2.5 CEDAR	73.8	6.15PM				
PY					DN-R BUHL YL BO						
					(73.8)		Daily		Daily Except Sunday	Daily Except Sunday	
(3.15)		(3.40)	(2.50)		 Thru Time.....	(2.25)	(2.30)	(2.30)			
18.1		16.1	26.0		 Average speed per hour.....	30.5	23.6	23.6			

WESTWARD				OAKLEY BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 26 September 15, 1957	Mile Post	FIRST CLASS		STATIONS		Mile Post	FIRST CLASS	
	475	439			49	476				50	440
	Time Freight	Freight			Mixed	Time Freight				Mixed	Freight
59 63 PWY				0.0			DN-R BURLEY YL BU				
28				4.3			BEETVILLE				
23				5.2			PELLA				
30				8.3			NORTH KENYON				
9				9.6			KENYON				
11				13.5			CHURCHILL				
23				16.3			TROUT				
60				17.8			MARION				
25				19.4			WARR				
20 Y			D-R	21.8			OAKLEY OA				
							(21.8)				

WESTWARD				RAFT RIVER BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 26 September 15, 1957	Mile Post	FIRST CLASS		STATIONS		Mile Post	FIRST CLASS	
	475	439			49	476				50	440
	Time Freight	Freight			Mixed	Time Freight				Mixed	Freight
59 63 PWY				0.0			DN-R BURLEY YL BU				
34				3.1			UNITY				
28				4.0			ELCOCK				
15				4.7			EVANS (Spur)				
22				6.0			SPRINGDALE				
25				7.5			HATCH				
16				9.1			DECLO				
							(9.1)				

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

WESTWARD			WELLS BRANCH			EASTWARD			WESTWARD NORTH SIDE BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 26 September 15, 1957	Mile Post	SECOND CLASS	Mile Post	Time-Table No. 26 September 15, 1957	Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 26 September 15, 1957	Mile Post	SECOND CLASS	Mile Post	
	439 Mixed			440 Mixed										
	Daily			Daily										
	STATIONS			STATIONS										
DPWYZ	8.00PM	DN-R	TWIN FALLS YL	NA	0.0	A	7.00AM	94	DPWY	DN-R	RUPERT YL	MS	0.0	
31	f	8.22	10.9	BERGER	10.9	f	6.38	34	P		MYERS YL		4.4	
26	s	8.40	8.5	HOLLISTER	19.4	s	6.20	36	P	D	PAUL YL	DJ	5.9	
9	f	8.48	3.8	AMSTERDAM	(Spur) 23.2	f	6.12	20			BUDGE		7.9	
21	PWY	s	5.6	ROGERSON	28.8	s	6.00	54			SCHODDE		15.9	
38	f	9.25	9.9	METEOR	38.7	f	5.35	21			McHENRY		19.8	
34	f	9.55	11.4	IDAVADA	50.1	f	5.08	22		D	HAZELTON	AZ	24.0	
34	P	f	6.0	DELAPLAIN	56.1	f	4.53	28			BLACK		26.9	
34		f	4.6	SAN JACINTO	60.7	f	4.42	63	W	D	EDEN	DX	28.1	
34	P	s	8.1	CONTACT	68.8	s	4.25	54			PERRINE		34.8	
33	PW	f	6.3	HENRY	75.1	f	4.07	12			SUGAR LOAF		38.3	
33		f	11.6	SHORES	86.7	f	3.37	25			FALLS CITY		40.6	
48	PY	f	6.9	WILKINS	93.6	f	3.21	10			BARRYMORE		42.6	
37		f	3.7	HERRELL	97.3	f	3.13	54	WY	DN	JEROME YL	JO	47.9	
44	PY	s	5.2	SUMMER CAMP	102.5	s	2.56	54		D	WENDELL	ND	56.7	
44		f	6.4	MELANDCO	108.9	f	2.33	17			KING		58.1	
35		f	7.2	TOWN CREEK	116.1	f	2.18	54			TUTTLE		66.2	
PWY	A	1.00AM	7.3	WELLS YL	123.4		2.00AM	118	PY		BLISS YL		73.6	
				(123.4)			Daily				(73.6)			
(5.0)		Thru Time.....		(5.0)										
28.0		Average speed per hour.....		28.0										

WESTWARD		KETCHUM BRANCH		EASTWARD		WESTWARD		HILL CITY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 26		Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 26		Mile Post		
	441 Mixed	September 15, 1957			442 Mixed						
	Monday Wednesday Friday	STATIONS									
WS 121-115 ES 111-130 PWY	6.00AM	DN-R	SHOSHONE YL X	0.0	A12.45PM	39 PWY	D	RICHFIELD YL FK	0.0		
39 PWY	s 6.35	D	15.3 RICHFIELD YL FK	15.3	s12.05PM	10		4.5 RAWSON	4.5		
29	f 6.50		6.4 PAGARI	21.7	f11.45AM	12		4.9 BURMAH	9.4		
27	f 7.10		8.0 TIKURA	29.7	f11.25	42 P		12.1 MAGIC	21.5		
59 PW	s 7.30	D	7.6 PICABO XN	37.3	s11.05	32		9.7 MACON	31.2		
6	f 7.40		4.5 HAY	41.8	f10.50	13 P		2.8 BLAINE	34.0		
10	f 7.45		2.5 GANNETT	44.3	f10.45	7		2.8 RANDS	36.8		
30	s 8.05		7.8 BELLEVUE	52.1	s10.25	17		2.9 SELBY	39.7		
17 W	s 8.16	D	5.1 HAILEY RI	57.2	s10.05	42 PW	D	4.1 FAIRFIELD FD	43.8		
22	f 8.22		2.8 BARITE	60.0	f 9.52	32		7.9 CORRAL	51.7		
30 W Loop	A 8.45AM	D-R	9.4 KETCHUM YL KU	69.4	9.30AM	50 WY	D-R	6.1 HILL CITY YL HC	57.8		
			(69.4)		Monday Wednesday Friday			(57.8)			
(2.45)		Thru Time.....		(3.15)							
25.2		Average speed per hour.....		21.4							

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

WESTWARD				HOMESTEAD BRANCH				EASTWARD							
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.			Time-Table No. 26 September 15, 1957	Mile Post				Car Capacity of Sidings, etc. See Rule 6(A), Page 23.			Time-Table No. 26 September 15, 1957	Mile Post			
			STATIONS								STATIONS				
P			BLAKES JCT. 14.0	0.0				168 PY			DN-R NYSSA YL SY	0.0			
4 P			HOME (Spur) 1.3	14.0				19			OVERSTREET 2.5	8.1			
10			MINERAL (Spur) 0.9	15.3				20			ADRIAN 6.3	10.6			
2			STILL (Spur) 10.9	16.2				32			NAPTON 7.5	16.9			
15			STURGILL (Spur) 5.8	27.1				62 PW		D	HOMEDALE YL HR	24.4			
34 PT			D-R ROBINETTE YL RQ	32.0				19			CLAYTONIA 2.1	31.0			
			(32.9)					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 483 Mixed Daily Except Sunday	Time-Table No. 26 September 15, 1957	Mile Post		SECOND CLASS 484 Mixed			Car Capacity of Sidings, etc. See Rule 6(A), Page 23.			Time-Table No. 26 September 15, 1957	Mile Post			
			STATIONS									STATIONS				
92 PY		6.00AM	DN-R PAYETTE YL AY	0.0		A 2.45PM			204 P			DN-R CALDWELL YL CW	0.0			
18		6.20	EFFIE 3.9	3.9		f 2.30			40			SIMPLIT YL 2.5	2.5			
27 P		6.30	D FRUITLAND FU	5.1		s 2.25			21			WEITZ YL 1.2	3.7			
9		6.40	BUCKINGHAM 1.7	6.8		f 2.06			26			DOLES YL 1.4	5.1			
30 P		7.00	D NEW PLYMOUTH NP	11.1		s 1.55			9			GREENLEAF (Spur) 1.9	7.0			
11		7.27	LETHA 10.5	21.6		f 1.23			13			ALLENDAL 2.7	9.7			
96 PWY		7.50AM	D-R EMMETT YL MF	29.7		1.00PM			43			WILDER YL WR 1.8	11.6			
			(29.7)									(11.5)				

(1.50) 16.2		Thru Time Average speed per hour	(1.45) 16.8	
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Westward IDAHO NORTHERN BRANCH Eastward

Car Capacity of Siding, etc., See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 26 September 15, 1957	Mile Post	SECOND CLASS	
	485				486	
	Mixed Daily Except Sunday				Mixed	
STATIONS						
DPYZ	8.30AM	DN-R	NAMPA YL AU-Q	0.0	A	2.35PM
49	f 8.40		2.4 FISCHER YL	2.4		2.25
14	s 9.00		6.9 MIDDLETON	9.3	s	2.10
15	f 9.20		9.6 JENNESS	18.9	f	1.40
96 PWY	s 10.20	D-R	8.1 EMMETT YL MF	27.0	s	1.10
42	f 10.40		4.8 PLAZA	31.8	f	12.55
43 P	s 11.20		9.3 MONTOUR	41.1	s	12.20PM
32 P	s 11.55AM	D	8.6 HORSESHOE BEND HB	49.7	s	11.55AM
32	f 12.20PM		5.4 GARDENA	55.1	f	11.35
35 PTW	s 1.00		9.0 BANKS	64.1	s	11.10
25 PW	f 1.50		11.3 BIG EDDY	75.4	f	10.25
31 PWY	s 2.25		7.6 SMITHS FERRY	83.0	s	9.55
15 P	f 3.00		9.7 CABARTON	92.7	f	9.20
32 W	f 3.10		2.8 BELVIDERE	95.5	f	9.11
32 PY	s 4.00	D	3.7 CASCADE YL CD	99.2	s	9.00
31	f 4.35		11.8 ARLING	111.0	f	8.00
33 W	s 5.00	D	8.4 DONNELLY FY	119.4	s	7.35
14	f 5.15		5.3 NORWOOD	124.7	f	7.22
32 PWY	A 5.40PM	D-R	8.1 McCALL YL NE	132.8		7.00AM
(132.8)						
Daily Except Sunday						
(9.10)		Thru Time.....			(7.35)	
14.5		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. 26			Mile Post
	September 15, 1957			
	STATIONS			
160 P	DN-R	WEISER YL	SR	0.0
205 Y		6.0 REBECCA		6.0
12		13.1 CONCRETE		19.1
48		12.7 MIDVALE		31.8
23 P	D	8.7 CAMBRIDGE	RA	40.5
35 P		9.3 GOODRICH		40.8
3 W		6.8 MESA		56.6
26		3.6 COUNCIL YL	CN	60.2
12	D	1.4 HOOVER YL		61.6
50 PWY		10.4 GLENDAL		72.0
7		12.1 RUBICON YL		84.1
6		5.6 NEW MEADOWS YL	DS	89.7
43	D-R			
45 PWY				
(89.7)				

WESTWARD OREGON EASTERN BRANCH EASTWARD

Car Capacity of Siding, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 26		Mile Post	SECOND CLASS	
		459 Mixed	September 15, 1957			460 Mixed	
		Daily Except Sunday	STATIONS				
ES 170 P VS 252 Y		1.00PM	DN-R	ONTARIO YL ON	0.0	A 4.00PM	
14	f	1.15		3.7 CAIRO	3.7	f 3.35	
38	f	1.25		3.2 LUSE	6.9	f 3.25	
24	f	1.35		3.1 MALLETT	10.0	f 3.15	
134 PY	s	1.55	D-R	5.5 VALE YL VA	15.5	s 3.00	
46	f	2.20 ⁴⁶⁰		8.0 HOPE	23.5	f 2.20 ⁴⁵⁹	
52	f	2.50		11.3 LITTLE VALLEY	34.8	f 1.50	
53 P	s	3.15		7.2 HARPER	42.0	s 1.25	
50	f	3.40		9.2 NAMORF	51.2	f 12.55	
27	f	4.07		11.0 JONESBORO	62.2	f 12.28PM	
53 PWY	s	4.40	D	11.4 JUNTURA JN	73.6	s 11.50AM	
50	f	5.25		13.0 LONG	86.6	f 11.10	
49 PW	s	5.50		6.1 RIVERSIDE	92.7	s 10.50	
31	f	6.15		10.1 DUNNEAN	102.8	f 10.25	
30 P	f	6.40		7.4 VENATOR	110.2	f 10.05	
30	f	7.00		7.7 CIRCLE BAR	117.9	f 9.45	
31 PW	s	7.30		8.7 CRANE	126.6	s 9.15	
31	f	8.20		16.9 REDESS	143.5	f 8.32	
23 P WYZ	A	9.00PM	D-R	13.3 BURNS YL BR	156.8	8.00AM	
				(156.8)		Daily Except Sunday	
		(8.00) 19.6	Thru Time.....			(8.00) 19.6	
			Average speed per hour....				

WESTWARD BROGAN BRANCH EASTWARD

Car Capacity of Siding, etc. See Rule 6 (A), Page 23.	Time-Table No. 26			Mile Post
	September 15, 1957			
	STATIONS			
134 PY	D-R	VALE YL VA	0.0	
20		11.4 LANCASTER (Spur)	11.4	
29		5.9 JAMIESON	17.3	
31 PY		6.0 BROGAN YL	23.3	
(23.3)				

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

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 23	Switch Connection	Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 23	Switch Connection
First Subdivision				Oakley Branch			
Sage.....(1).....	63.1	75 P	Both	Ruby.....	3.1	3	West
Border.....(1).....	92.1	21 P	Both	Ketchum Branch			
Pegram.....(1).....	97.7	34 P	Both	Gimlet.....(6).....	63.2	32	East
Inkom Ballast Quarry.....	202.9	140 P	East	Payette Branch			
Second Subdivision				Little Rock.....	18.9	9	Both
Don.....	219.6	{ 43 PX	Both	Stoddard Branch			
Schiller.....	226.5	11 P	Both	Westma.....	11.6	9	East
Sand Bank.....	370.9	42 PX	Both	Idaho Northern Branch			
Third Subdivision				Maddens.....(7).....	6.1	6	Both
Hillcrest.....	B-445.1	14 P	Both	Josephson.....(7).....	12.6	12	Both
Apple Valley.....	485.9	26	Both	Amsco.....	13.6	12	Both
Arcadia.....	491.7	45 P	Both	Bramwell.....(7).....	22.2	5	East
Washoe Spur.....	500.9	32	West	Black Canyon.....(7).....	33.0	5	East
Wood.....	506.2	10	Both	Archabal.....(7).....	127.4	9	Both
Feltham.....	512.7	23	Both	Oregon Eastern Branch			
Fourth Subdivision				Lawen.....(8).....	138.4	3	East
Chubbuck.....	138.2	36	Both	New Meadows Branch			
Mitchell.....	176.9	17	Both	Presley.....	11.7	9	Both
Red Rock.....(2).....	302.8	25	Both	Diamond.....	26.7	4 W	West
Rock.....	314.6	62 P	Both	Tamarack.....	81.9	29	Both
Dalys.....(2).....	316.4	14 P	Both				
Glen.....(2).....	347.8	8	West	(1) Flag stop for No. 17.	(5) Flag stop for No. 492.		
Maiden Rock...(2).....	366.0	{ 12	Both	(2) Flag stop for Nos. 35-36.	(6) Flag stop for Nos. 441-442.		
Goshen Branch				(3) Flag stop for Nos. 477-478.	(7) Flag stop for Nos. 485-486.		
Cox.....	9.2	11	West	(4) Flag stop for Nos. 409-410.	(8) Flag stop for Nos. 459-460.		
Ammon.....	18.1	30	West				
Wilkinson.....	21.0	3	West				
Yellowstone Branch							
St. Leon.....	3.7	16	East				
Mark.....	22.2	24	Both				
Jolley.....	27.6	10	Both				
Wamar.....	31.5	12	East				
Pineview.....	72.5	5 P	Both				
Teton Valley Branch							
Judkins.....(3).....	22.3	{ 6	East				
Dwight.....(3).....	32.7	6	Both				
Fox Creek.....(3).....	42.3	None	None				
		12	Both				
Mackay Branch							
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				
		None	None				
West Belt Branch							
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				
		5	West				
East Belt Branch							
Gale Spur.....	27.5	10	East				
North Side Branch							
Travers.....	3.5	18	Both				
Haytown.....	44.7	4	Both				
Hydra.....	45.8	7	Both				
Appleton.....	52.9	12	Both				

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS			
Train	At	Discharge Passengers From	Pick up Passengers Destined To
17	Any station First Sub-division.	Green River or beyond.	Pocatello or beyond.
17	Any station Second and Third Subdivi-sions.	Ogden, Pocatello or beyond.	Huntington or beyond.
18	Any station First Sub-division.	Pocatello or beyond.	Green River or beyond.
18	Any station Second and Third Subdivi-sions.	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). Backing up pulling train. Backing up light.	40	40	40	Through truss bridges.			6
G.P.9 type Diesel locomotives: Backing up pulling train.	65	65	50	Passing fueling stations— On main lines.	50	40	25
Backing up light.			50	On branch lines.		30	15
1500 class Diesel road freight locomotives.	50	50	50	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement.	20	20	20
Diesel freight and road switch locomotives.	65	65	50	Over spring switches, where movement is over facing point switches, except at Reverse.	20	20	20
1000-1100 class Diesel yard switch locomotives in road service.	35	35	35	When using cross-overs or turn-outs: Forward movement.	15	15	15
1800 class Diesel yard locomotives in road service.	50	50	50	Back-up movement.	10	10	10
Trains handling wrecking derricks: Derricks with 6-wheel trucks.			40	When using No. 20 turn-outs.	40	40	40
Derricks with 4-wheel trucks.			35	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
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.)			20	On wye tracks.	6	6	6
				Through tunnels, branch lines.		10	10
				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	Chausse Between M.P. 96.7 and 96.9.	70	60	50	Bancroft Between M.P. 163.6 and 163.9.	70	60	50
Granger 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
				Between M.P. 102.6 and 104.9.	60	50	40	Between M.P. 168.9 and 169.3.	60	50	40
Moxa Between M.P. 12.1 and 12.3.	70	60	50								
Between M.P. 14.4 and 14.6.	70	60	50	Harer Between M.P. 105.2 and 105.4.	70	60	50	Pebble Between M.P. 171.2 and 171.7.	60	50	40
				Between M.P. 114.9 and 115.2.	50	40	25	Between M.P. 171.9 and 174.7.	70	60	50
Nutria Between M.P. 16.1 and 16.4.	70	60	50					Between M.P. 176.3 and 176.7.	70	60	50
Between M.P. 18.1 and 18.3.	60	50	40								
Between M.P. 21.1 and 21.5.	70	60	50	Montpelier Between M.P. 115.9 and 116.2.	50	40	25	Blaser Between M.P. 177.4 and 178.5.	60	50	40
Between M.P. 23.6 and 23.8.	70	60	50	Between M.P. 120.6 and 123.4.	60	50	40	M.P. 179.0 to 180.0 (No. 1 Track)	45	35	20
				Between M.P. 125.1 and 125.3.	70	60	50	M.P. 180.0 to 179.0 (No. 2 Track)	50	40	35
Opal Between M.P. 28.7 and 29.6.	70	60	50	Between M.P. 125.8 and 126.7.	60	50	40				
Between M.P. 31.3 and 32.3.	50	40	30					Lava Hot Springs Between M.P. 180.1 and 181.7.	70	60	50
Between M.P. 33.0 and 33.1.	70	60	50	Georgetown Between M.P. 127.6 and 127.9.	70	60	50	Between M.P. 181.8 and 183.1.	60	50	40
				Between M.P. 128.2 and 128.7.	60	50	40	Between M.P. 183.2 and 184.8.	70	60	50
Waterfall Between M.P. 34.6 and 34.8.	60	50	40	Between M.P. 129.5 and 130.0.	60	50	40	Between M.P. 185.5 and 185.7.	70	60	50
Between M.P. 35.5 and 36.5.	50	40	25	Between M.P. 131.6 and 132.2.	70	60	50	Between M.P. 186.1 and 187.3.	50	40	30
Between M.P. 36.5 and 38.9.	40	35	25	Between M.P. 135.5 and 135.8.	70	60	50	Between M.P. 187.4 and 187.9.	60	50	40
Between M.P. 39.6 and 39.8.	40	35	25					Between M.P. 188.1 and 190.3.	70	60	50
Between M.P. 43.1 and 44.0, watch for rocks.	30	25	25	Manson Between M.P. 138.6 and 139.3.	60	50	40				
Between M.P. 44.0 and 44.7.	70	60	50	Between M.P. 141.0 and 141.9.	60	50	40	McCammon Between M.P. 192.0 and 192.6.	60	50	40
				Between M.P. 142.4 and 143.5.	70	60	50	Between M.P. 195.0 and 195.4.	60	50	40
Nugget Between M.P. 54.5 and 57.8.	40	35	25	Between M.P. 143.7 and 143.9.	60	50	40	Between M.P. 197.7 and 200.3.	70	60	50
Between M.P. 58.0 and 59.5.	70	60	50	Between M.P. 144.6 and 145.2.	60	50	40	Between M.P. 200.4 and 201.1.	60	50	40
Orr Between M.P. 60.9 and 61.2.	70	60	50	Soda Springs Over streets and alleys.	30	30	30	Inkom Between M.P. 202.3 and 202.5.	60	50	40
Between M.P. 63.6 and 65.4.	60	50	40	Between M.P. 148.0 and 148.3.	70	60	50	Between M.P. 207.2 and 208.4.	70	60	50
Between M.P. 66.5 and 68.2.	70	60	50								
Cokeville Over streets and alleys.	30	30	30	Alexander Between M.P. 152.1 and 152.4.	60	50	40	Pocatello Within platform limits of passenger depot.	6	6	6
Between M.P. 87.4 and 87.7.	60	50	40								
Between M.P. 92.9 and 93.1.	60	50	40								

SECOND SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Frt.		Str.	Psg.	Frt.		Str.	Psg.	Frt.
Pocatello Within platform limits of passenger depot.	6	6	6	Minidoka Between M.P. 272.4 and 273.0.	20	20	20	Tieska Between M.P. 357.3 and 360.2.	70	60	50
On enginehouse lead and tracks.			6	Adelaide Between M.P. 285.8 and 286.2.	70	60	50	Between M.P. 360.2 and 360.8.	60	50	40
American Falls Between M.P. 237.9 and 239.4.	70	60	50	Dietrich M.P. 316.3 to 315.8 (Eastward).	70	60	50	Between M.P. 360.8 and 365.9.	70	60	50
Bridge 239.78.	40	30	25	Shoshone Over Greenwood Street.	15	15	15	King Hill Between M.P. 367.4 and 368.3.	70	60	50
Between M.P. 240.0 and 240.3.	40	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	Sand Bank Engines using west switch to Sand Bank set-out track.			5
Borah Between M.P. 244.5 and 244.8.	70	60	50	Between M.P. 325.0 and 326.6.	70	60	50	Between M.P. 371.1 and 373.4.	45	40	25
Wapi Between M.P. 258.9 and 259.2.	70	60	50	Gooding Over streets and alleys.	30	30	30	Between M.P. 373.4 and 373.8.	20	20	20
				Between M.P. 340.7 and 341.2.	60	50	40	Glenns Ferry			
				Between M.P. 342.3 and 343.4.	60	50	40				

THIRD SUBDIVISION

Glenns Ferry Eastward, over Commercial Street Crossing.	20	20	20	Leone Between M.P. B-431.0 and B-433.8.	70	60	50	Nampa			
Between M.P. 376.5 and 377.6.	60	50	40	Between M.P. B-433.9 and B-434.3.	60	50	40	Caldwell Over streets and alleys.	25	25	25
Between M.P. 378.6 and 379.3.	45	40	25	Black's Creek Between M.P. B-435.8 and B-436.1.	70	60	50	Parma No. 12, to dispatch mail.		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. 482.8 and 483.0.	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	Between M.P. 484.5 and 485.0.	70	60	50
Between M.P. 389.8 and 390.6.	60	50	40	Between M.P. B-440.4 and B-446.1.	60	50	40	Ontario No. 106, to exchange mail.	10		
Mountain Home Over street crossings.	50	50	50	Boise Between M.P. B-448.3 and B-449.1.	50	40	25	Payette Between Payette and Weiser, trains handling logs.			30
Orchard Between M.P. 428.4 and 429.0.	60	50	40	Between M.P. B-450.5 and B-451.0.	70	60	50	Weiser Between M.P. 523.1 and 526.1.	70	60	50
Kuna Between M.P. 447.5 and 450.8.	60	50	40	Meridian No. 17, to exchange mail. No. 18, to dispatch mail.		20	40	Between M.P. 526.4 and 535.9.	60	50	40
Nampa				Sonna Between M.P. B-467.0 and B-467.8.	40	25	25	Between M.P. 535.9 and 539.0.	40	30	25
Orchard Between M.P. B-423.5 and B-423.9.	60	50	40					Huntington			
Between M.P. B-429.1 and B-430.0.	60	50	40								

FOURTH SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
Maximum speed. Between Pocatello Jet. and Idaho Falls.	70	50	Dubois Between M.P. 236.0 and 236.6.	35	25	Dillon 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	Bond Between M.P. 337.0 and 337.2.	50	40
Pocatello Jct. Between M.P. 135.1 and 136.7.	35	25	Between M.P. 239.1 and 239.3.	50	40	Apex Between M.P. 341.1 and 341.4.	50	40
Montana Jct. Between M.P. 139.9 and 140.1.	60	50	Highbridge Between M.P. 244.4 and 246.7.	40	30	Between M.P. 342.7 and 342.9.	50	40
Tyhee Between M.P. 142.3 and 142.5.	50	40	Spencer Between M.P. 248.5 and 248.9.	45	35	Between M.P. 343.3 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
Gibson 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
Blackfoot 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
Wapello Between M.P. 166.8 and 167.0.	60	50	Humphrey Between M.P. 258.3 and 258.5.	35	25	Navy Between M.P. 351.0 and 354.4.	35	25
Firth 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
Helley Over streets and alleys.	30	30	Between M.P. 262.9 and 267.6.	35	25	Melrose Between M.P. 361.8 and 366.3, watch for rocks.	25	20
Idaho Falls 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	Snowline Between M.P. 277.4 and 278.3.	35	25	Between M.P. 367.9 and 368.2.	30	20
Between M.P. 190.7 and 191.0.	45	35	Lima Over Center Street east of depot.	20	15	Divide Between M.P. 373.6 and 374.6.	40	30
Roberts Between M.P. 205.4 and 206.0.	50	40	Westward within yard limits.	25	15	Woodin Between M.P. 375.2 and 377.8.	35	25
Between M.P. 208.4 and 210.2.	50	40	Armstead Between M.P. 307.7 and 308.0.	50	40	Between M.P. 379.0 and 381.1.	35	25
Hawgood Between M.P. 213.7 and 214.0.	50	40	Between M.P. 308.9 and 310.3.	35	25	Feely Between M.P. 382.3 and 383.7.	25	20
Hamer 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	Buxton Between M.P. 386.6 and 388.1.	35	25
			Grayling Between M.P. 316.0 and 316.5, watch for rocks.	25	20	Between M.P. 389.8 and 390.1.	20	20
			Between M.P. 316.5 and 318.7.	35	25	Silver Bow		

BRANCHES

Kemmerer Branch Maximum speed.	15	Blazon Branch Maximum speed.	15	Leefe Spur Maximum speed.	15
Cumberland Branch Maximum speed.	15	Grace Branch Maximum speed.	20	Gay Branch Maximum speed.	25
Glencoe Branch Maximum speed.	15	Conda Branch Maximum speed.	15	Between M.P. 3.0 and Gay.	15
Okol Branch Maximum speed.	15				

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
Mackay Branch Between Blackfoot and M.P. 60.0 Diesel engines.		30	Teton Valley Branch Maximum speed.	35	25	Ketchum 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	Hill City Branch Maximum speed.		25
Mackay 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
Aberdeen Branch Maximum speed.		25	Between M.P. 25.0 and 25.4.	15	15	Boise Branch Between Boise Jet. and Boise Freight		25
Goshen Branch Maximum speed.		25	Twin Falls Branch Maximum speed.	50	40	Between Boise Freight and Barber.		15
Yellowstone Branch Between Idaho Falls and Ashton.	50	35	First Class Trains, within yard limits.	30	30	Stoddard Branch 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	Idaho Northern Branch 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	North Side Branch Maximum speed.		30	Trains handling logs or high cars between Banks and M.P. 81.0.		12
Between M.P. 72.9 and 73.2.	35	25	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	Raft River Branch 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	Oakley Branch Maximum speed.		25	Between M.P. 99.6 and 108.3.		20
Between M.P. 99.9 and 100.8.	20	15	Borley, within city limits.	20		Between M.P. 111.4 and 111.6.		20
East Belt Branch Maximum speed.		25	Burley, over street crossings.	12		Between M.P. 113.0 and 113.3.		20
Truss bridges.		15	Wells Branch Maximum speed.		30	Between M.P. 128.2 and 128.5.		15
West Belt Branch Maximum speed.		25	Between M.P. 31.1 and 36.1.	25		McCall, over street crossings.		10
Truss bridges.		15	Between M.P. 45.9 and 53.3.	25		Wilder Branch Maximum speed.		25
Highway Crossing M.P. 37.44.	5	5	Between M.P. 69.6 and 71.6.	25		Homedale Branch Maximum speed.		25
			Between M.P. 91.1 and 91.4.	25		Oregon Eastern Branch Maximum speed, except be- tween M.P. 140.0 and 145.0.		25
			Between Herrell and Melandco.	20		Hope Between M.P. 29.5 and 33.5, watch for rocks.		20
			Wells yard.	15		Little Valley Between M.P. 36.5 and 37.6, watch for rocks.		25
			Ketchum Branch Maximum speed.	40	30			
			Bellevue, over streets and alleys.	12	12			
			Between Hailey and Ketchum, over truss bridges.	15	15			
			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	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
Little Valley (Continued) Between M.P. 37.6 and 37.7, soft spot.		10	Crane 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	Circle Bar 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
Juntura Between M.P. 78.6 and 80.7, watch for rocks.		20	Brogan Branch Maximum speed.		20	Between M.P. 55.0 and 55.5.		10
Between M.P. 80.7 and 81.0, watch for rocks.		10	Payette Branch 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 Jet., on curve.		10	Between M.P. 66.5 and New Meadows. Straight track. On curves.		15 10
Long Between M.P. 86.6 and 89.0, watch for rocks.		20	Trains handling logs between Payette and Emmett on curves.		20	Homestead Branch Maximum speed, watch for rocks.		20
Dunnean Between M.P. 103.5 and 106.5.		20	New Meadows Branch 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
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.....Switchmen's Register Room,
North End Yard Office
Kemmerer.....Telegraph Office
Ketchum.....Telegraph Office
Lima.....Telegraph Office
Marsing.....Telegraph Office
McCall.....Telegraph Office
Minidoka.....Telegraph Office
Montpelier.....Telegraph Office
Nampa.....Telegraph Office
Nampa.....Central Yard Switchmen's
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.		