



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



**IDAHO DIVISION**  
**TIME-TABLE**  
**No. 27**

**Effective Monday**  
**June 16, 1958**  
**At 12:01 A.M. Mountain Time**

**Safety Always**  
**Makes a Suggestion**

**FOR EMPLOYEES ONLY**

**NORTH WESTERN DISTRICT**  
**IDAHO DIVISION**  
 CORRECTED TO JUNE 16, 1958  
 SCALE OF MILES

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.  
R. D. Wright, Terminal Superintendent.....Pocatello, Ida.  
J. J. Kutzman, Assistant Terminal Superintendent..Pocatello, Ida.  
F. M. Ladd, Trainmaster.....Nampa, Ida.  
E. C. Shultz, Trainmaster.....Nampa, Ida.  
J. B. Shaw, Road Foreman of Engines.....Nampa, Ida.  
J. F. Fehrenbacher, Trainmaster.....Pocatello, Ida.  
K. J. Hennessy, 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.  
W. R. Tyler, Division Engineer.....Pocatello, Ida.  
O. H. Carpenter, General Roadmaster.....Pocatello, Ida.  
O. D. Christopherson, Asst. Supt. of Safety and Courtesy.....Pocatello, 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**

H. R. Humphrey, Chief Train Dispatcher.....Nampa, Ida.  
E. C. Bullis, Assistant Chief Train Dispatcher.....Nampa, Ida.  
H. H. Harbaugh, Assistant Chief Train Dispatcher....Nampa, Ida.  
M. G. Clegg, Assistant Chief Train Dispatcher.....Nampa, Ida.

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

Name	Title	Location	Name	Title	Location
<b>R. R. Merrell</b> .....	District Surgeon	Pocatello, Ida.	Simeon Hopper.....	Surgeon	Hazelton, Ida.
<b>R. K. Gorton</b> .....	Asst. to District Surgeon	Pocatello, Ida.	Newell H. Battles.....	Oculist and Aurist	Idaho Falls, Ida.
J. E. Comstock.....	Physician	Pocatello, Ida.	Harvey E. Guyett.....	Surgeon	Idaho Falls, Ida.
Richard G. Crandall.....	Surgeon	Pocatello, Ida.	Milton T. Rees.....	Surgeon	Idaho Falls, Ida.
Jos. E. Cooper.....	Surgeon	Pocatello, Ida.	Fred E. Wallber.....	Oculist and Aurist	Idaho Falls, Ida.
W. W. Mumford.....	Surgeon	Pocatello, Ida.	W. C. Smail.....	Surgeon	Jerome, Ida.
J. P. Merkle.....	Physician	Pocatello, Ida.	F. F. Young.....	Surgeon	Kemmerer, Wyo.
Calvin Buhler.....	Surgeon	Pocatello, Ida.	J. H. Stewart.....	Surgeon	McCall, Ida.
Eugene V. Simison.....	Oculist and Aurist	Pocatello, Ida.	Carl D. Lusty.....	Surgeon	Meridian, Ida.
H. Henry Rock.....	Surgeon	Aberdeen, Ida.	Robert H. Burgoyne.....	Surgeon	Montpelier, Ida.
Frank L. Harms.....	Surgeon	American Falls, Ida.	R. B. Lindsay.....	Surgeon	Montpelier, Ida.
Ivan R. Egbert.....	Surgeon	Arco, Ida.	Malone W. Koelsch.....	Surgeon	Mountain Home, Ida.
Willis A. Melcher.....	Surgeon	Ashton, Ida.	T. C. Horton, Jr.....	Surgeon	Nampa, Ida.
Ralph G. Goates.....	Surgeon	Blackfoot, Ida.	Ernest D. Hunsaker.....	Oculist and Aurist	Nampa, Ida.
Norman G. Hedemark.....	Oculist	Boise, Ida.	Frederick D. Koehne.....	Surgeon	Nampa, Ida.
A. Curtis Jones, Jr.....	Ear, Nose, Throat	Boise, Ida.	John R. Mangum.....	Surgeon	Nampa, Ida.
A. C. Jones, Sr.....	Oculist	Boise, Ida.	Thomas E. Mangum, Jr.....	Surgeon	Nampa, Ida.
William A. Koelsch.....	Surgeon	Boise, Ida.	G. O. Cross.....	Surgeon	Nampa, Ida.
Roy L. Peterson.....	Ear, Nose, Throat	Boise, Ida.	K. E. Kerby.....	Surgeon	Nyssa, Ore.
W. D. Springer.....	Surgeon	Boise, Ida.	Wilfred N. Sanders.....	Surgeon	Ontario, Ore.
Vern H. Anderson.....	Surgeon	Buhl, Ida.	W. S. Kotas.....	Surgeon	Payette, Ida.
John W. Davis.....	Surgeon	Burley, Ida.	Ira R. Woodward, Jr.....	Surgeon	Payette, Ida.
Chas. A. Terhune.....	Surgeon	Burley, Ida.	Murland F. Rigby.....	Surgeon	Rexburg, Ida.
John H. Weare.....	Surgeon	Burns, Ore.	A. C. Truxal.....	Surgeon	Rexburg, Ida.
Wm. E. Kane.....	Surgeon	Butte, Mont.	Aldon Tall.....	Surgeon	Rigby, Ida.
John V. Plett.....	Oculist and Aurist	Butte, Mont.	Arthur F. Dalley.....	Surgeon	Rupert, Ida.
F. H. Burton.....	Oculist-Aurist	Butte, Mont.	Otto A. Moellmer.....	Surgeon	Rupert, Ida.
John F. Stecher.....	Surgeon	Caldwell, Ida.	Emory L. Soule.....	Surgeon	St. Anthony, Ida.
Robert T. Whiteman.....	Surgeon	Cambridge, Ida.	Royal G. Neher.....	Surgeon	Shoshone, Ida.
J. F. Moser.....	Surgeon	Cascade, Ida.	Allen H. Tigert.....	Surgeon	Soda Springs, Ida.
John A. Edwards.....	Surgeon	Council, Ida.	Russell Tigert, Jr.....	Surgeon	Soda Springs, Ida.
Richard H. McLaren.....	Surgeon	Dillon, Mont.	John R. Moritz.....	Surgeon	Sun Valley, Ida.
LaGrande C. Larsen.....	Surgeon	Driggs, Ida.	George B. Saviers.....	Surgeon	Sun Valley, Ida.
A. C. Truxal.....	Surgeon	Dubois, Ida.	Charles B. Beymer.....	Surgeon	Twin Falls, Ida.
R. P. Rawlinson.....	Surgeon	Emmett, Ida.	Wallace Bond.....	Oculist and Aurist	Twin Falls, Ida.
Marion J. Kerns.....	Surgeon	Fairfield, Ida.	F. W. Schow.....	Surgeon	Twin Falls, Ida.
Ward A. Rulien.....	Surgeon	Glenns Ferry, Ida.	Harwood L. Stowe.....	Surgeon	Twin Falls, Ida.
Marion V. Klingler.....	Surgeon	Gooding, Ida.	C. J. Kopp.....	Surgeon	Vale, Ore.
R. H. Wright.....	Surgeon	Hailey, Ida.	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. 27					FIRST CLASS					
19	105	457	17	11		June 16, 1958					20	12	458	106	18	
Passenger	Streamliner Passenger	Passenger	Passenger	Mail and Express							Passenger	Mail and Express	Passenger	Streamliner Passenger	Passenger	
Daily	Daily	Daily	Daily	Daily		<b>STATIONS</b>										
	<b>2.05</b>		<b>4.20</b>		0.0	GRANGER								<b>A12.27</b>	<b>A11.30</b>	
	<b>5.45</b> <b>5.55</b>		<b>9.30</b> <b>10.20</b>	<b>12.50</b>	213.9	POCATELLO					<b>A 2.50</b>			<b>8.30</b> <b>8.20</b>	<b>6.15</b> <b>5.20</b>	
	<b>8.25</b>		<b>1.50</b>	<b>4.15</b>	373.8	GLENN'S FERRY						<b>11.35</b>		<b>5.45</b>	<b>2.00</b>	
	<b>9.40</b>		<b>3.35</b>	<b>6.10</b>	448.4	BOISE						<b>9.50</b>		<b>4.30</b>	<b>12.15</b>	
	<b>11.40</b> <b>10.40</b>		<b>6.30</b> <b>5.40</b>	<b>9.05</b> <b>8.15</b>	550.1	M.T.	HUNTINGTON					M.T.	<b>7.10</b>		<b>2.35</b>	<b>9.40</b>
	<b>1.05</b>		<b>8.35</b>	<b>11.05</b>	649.7	P.T.						P.T.	<b>6.00</b>		<b>1.35</b>	<b>8.30</b>
	<b>3.10</b>		<b>11.00</b>	<b>1.20</b>	723.9	LA GRANDE						<b>3.25</b>		<b>11.10</b>	<b>5.45</b>	
	<b>7.30</b>				941.3	PENDLETON						<b>1.05</b>		<b>9.08</b>	<b>3.05</b>	
	<b>9.57</b>				837.4	SPOKANE					<b>A 6.30</b>					
	<b>11.00</b>				786.3	AYER						<b>4.05</b>				
<b>A11.45</b>					755.3	WALLULA						<b>2.55</b>				
	<b>3.55</b>		<b>12.40</b>	<b>2.25</b>	855.4	HINKLE					<b>2.20</b>	<b>12.20</b>		<b>8.30</b>	<b>2.10</b>	
	<b>5.30</b>		<b>3.10</b>	<b>4.35</b>	939.5	THE DALLES						<b>10.15</b>		<b>6.50</b>	<b>11.40</b>	
	<b>A 7.30</b>		<b>9.00</b>	<b>A 5.30</b>	1122.7	PORTLAND						<b>8.00</b>	<b>A 9.15</b>	<b>5.00</b>	<b>9.30</b>	
						SEATTLE								<b>5.00</b>		
											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. 27					FIRST CLASS				
35	33	47	31	June 16, 1958					34	32	36	48			
Passenger	Passenger	Passenger	Passenger						Passenger	Passenger	Passenger	Passenger			
Daily	Daily	Daily	Daily		<b>STATIONS</b>										
	<b>11.20</b>	<b>9.25</b>		0.0	McCAMMON					<b>A 6.15</b>		<b>A 3.50</b>			
	<b>11.50</b> <b>12.20</b>	<b>A 9.55</b>		<b>12.30</b>	22.7	POCATELLO					<b>5.45</b>	<b>A 2.30</b>	<b>3.15</b> <b>2.45</b>		
	<b>1.45</b>			<b>2.45</b>	73.3	IDAHO FALLS						<b>12.25</b>	<b>1.15</b>		
				<b>5.30</b>	124.3	ASHTON						<b>10.05</b>		<b>A 9.55</b>	
				<b>A 7.15</b>	169.9	VICTOR								<b>8.15</b>	
				<b>A 7.30</b>	180.4	WEST YELLOWSTONE						<b>7.30</b>			
<b>A 7.30</b>					285.8	BUTTE							<b>7.30</b>		
											Daily	Daily	Daily	Daily	
(8.10) 35.0	(9.30) 45.4	(1.45) 26.1	(7.00) 22.5			..... Thru Time.....					(0.30) 45.4	(7.00) 22.5	(8.20) 34.3	(1.40) 27.4	
						..... Average speed per hour.....									

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

**MILEAGE**

Main Line.....	848.07
Branches.....	1339.18
Grand Total.....	2187.25

WESTWARD				FIRST SUBDIVISION				Time-Table No. 27 June 16, 1958					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	SECOND CLASS			FIRST CLASS				STATIONS					
	279 Time Freight	251 Time Freight	277 Time Freight	35 Passenger	105 Streamliner Passenger	33 Passenger	17 Passenger						
	Daily	Daily	Daily	Daily	Daily	Daily	Daily						
144 144 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					
152 159 PTWZ					f 2.47		s 5.20	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					
176 P							s 6.31	DN COKEVILLE CK					
150 P								4.7 MARSE					
150 P								6.3 CHAUSSE					
150 P								8.4 HARER					
27 P								5.1 DINGLE					
								7.0 DINGLE					
DPTWYZ					s 4.05		7.05 7.15	DN-R MONTEPIER MX YL					
P								6.3 PESCADERO					
196 P							7.29	5.5 GEORGETOWN					
150 P								9.3 MANSON					
150 PY							s 7.52	DN SODA SPRINGS SD					
150 P								5.6 ALEXANDER					
150 P								4.6 TALMAGE					
150 P								5.6 BANCROFT BN					
191 P							f 8.15	8.5 PEBBLE					
150 P								7.1 BLASER					
P								2.6 LAVA HOT SPGS. XY					
27 P							f 8.39	DN McCAMMON MC					
CS 154 PY	11.35PM	12.10PM	3.45AM		11.20PM		9.25AM 8.54	10.7 INKOM					
115 P							f 9.38 9.07	5.8 PORTNEUF					
								6.2 POCATELLO YL H-CA PO					
DPTWYZ	A12.15AM	A 1.00PM	A 4.45AM		A11.50PM	A 5.45PM	A 9.55AM 9.30AM	(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. 27 June 16, 1958		FIRST CLASS				SECOND CLASS			
Mile Post	STATIONS	36 Passenger	106 Streamliner Passenger	34 Passenger	18 Passenger	280 Time Freight	278 Stock Special	270 Time Freight	
		0.0	DN-R GRANGER YL GN		A12.27PM		As 11.30PM		
7.7	7.7 MOXA								
15.4	7.7 NUTRIA								
24.5	D 9.1 OPAL OW				f 10.50				
33.6	9.1 WATERFALL								
39.7	DN KEMMERER YL AV		f 11.40AM		s 10.30				
48.0	8.3 FOSSIL								
53.0	5.0 NUGGET								
59.6	6.6 ORR								
64.8	5.2 LEEFE								
71.3	6.5 BECKWITH								
77.4	6.1 PIXLEY								
83.5	DN COKEVILLE CK				s 9.25				
88.2	4.7 MARSE								
94.5	6.3 CHAUSSE								
102.9	8.4 HARER								
108.0	5.1 DINGLE								
115.0	DN-R MONTEPIER MX YL		s 10.20		8.40 8.30				
121.3	6.3 PESCADERO								
126.8	5.5 GEORGETOWN				8.12				
136.1	9.3 MANSON								
146.0	DN SODA SPRINGS SD				s 7.51				
151.6	5.6 ALEXANDER								
156.2	4.6 TALMAGE								
161.8	D BANCROFT BN				f 7.26				
170.3	8.5 PEBBLE								
177.4	7.1 BLASER								
180.0	D LAVA HOT SPGS. XY				f 7.02				
191.2	DN McCAMMON MC	As 3.50AM		As 6.15PM	f 6.45	A12.40AM	A 2.00PM	A 5.50PM	
201.9	10.7 INKOM				f 6.01				
207.7	5.8 PORTNEUF								
213.9	DN-R POCATELLO YL H-CA PO	3.15AM	8.30AM	5.45PM	6.15PM	12.01AM	1.15PM	5.15PM	
(213.9)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	

..... Thru Time ..... (0.35) (3.57) (0.30) (5.15)  
..... Average speed per hour ..... 38.9 54.2 45.4 40.7 (0.39) (0.45) (0.35)  
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.



WESTWARD					THIRD SUBDIVISION					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	SECOND CLASS		FIRST CLASS			Time-Table No. 27 June 16, 1958	Mile Post	FIRST CLASS			SECOND CLASS			
	257 Time Freight Daily	105 Streamliner Passenger Daily	17 Passenger Daily	11 Mail and Express Daily	106 Streamliner Passenger			18 Passenger	12 Mail and Express	126 Time Freight	262 Time Freight			
												STATIONS		
DPTWY	10.15AM	8.25PM	1.50PM	4.15AM	GLENNS FERRY YL GF	373.8	As 5.45AM	A 1.50PM	A1 1.25PM	A1 1.30AM	A1 1.55PM			
CS 164 P	10.35	8.35	2.01	4.26	HAMMETT	382.7	5.32	1.32	11.07	10.55	11.40			
CS 170 P	11.05	8.47	2.17	4.39	DN REVERSE YL RV	393.3	5.21	1.20	10.55	10.40	11.25			
96 163 PY	11.16	8.56	2.30	4.52	DN MOUNTAIN HOME MZ	401.6	5.13	1.10	10.45	10.30	11.15			
163 P	11.24	9.01	2.35	5.06 <sup>106</sup>	SEBREE	407.5	5.06 <sup>11</sup>	1.01	10.35	10.21	11.07			
163 P	11.31	9.05	2.40	5.11	CLEFT	412.7	5.02	12.56	10.31	10.15	10.59			
122 IP	11.44	9.13	2.49	5.21	DN ORCHARD YL OD	423.0	4.54	12.46	10.22	10.04	10.45			
163 P	11.59AM	VIA BOISE	VIA BOISE	VIA BOISE	OWYHEE	434.7	VIA BOISE	VIA BOISE	VIA BOISE	VIA BOISE	10.20			
163 P	12.15PM	VIA BOISE	VIA BOISE	VIA BOISE	KUNA	446.7	VIA BOISE	VIA BOISE	VIA BOISE	VIA BOISE	9.55			
73 P		9.20	2.57	5.29	LEONE	B-430.3	4.47	12.37	10.13	9.56				
73 P		9.25	3.03	5.35	BLACK'S CREEK	B-435.9	4.42	12.30	10.06	9.50				
67 PY	VIA KUNA	9.40 <sup>12</sup>	3.25	5.50	DN BOISE YL BG	B-448.4	4.30	12.15	9.50 <sup>105</sup>	9.35	VIA KUNA			
P			3.35	6.10	BOISE JCT.	B-450.7								
31 P					PERKINS	B-451.4								
29 P					BEATTY	B-454.6								
138 P		9.50	3.46	6.22	D MERIDIAN MD	B-457.3	4.16	11.57AM	9.17	9.14				
22 P					SONNA	B-460.7								
DPTWYZ	12.30	10.08	4.05	6.40	DN-R NAMPA YL AU-Q	456.6	4.05	11.45	9.05 <sup>262</sup>	9.00	9.30 <sup>12</sup>			
55 P	12.36	10.12	4.20	6.55	MOSS	460.8	3.54	11.25	8.48	8.12	7.22			
163 P	12.43	10.17	4.35	7.08	DN CALDWELL YL CW	465.6	3.50	11.20	8.43	8.07	7.15			
122 P					ENROSE	469.2								
163 P	12.52	10.23	4.43	7.17	D NOTUS U	472.5	3.43	11.10	8.32	7.59	7.01			
173 P	1.03	10.30	4.56	7.28	DN PARMA MA	480.8	3.36	11.00	8.25	7.50	6.50			
173 PY	1.13	10.37	5.08	7.38 <sup>126</sup>	DN NYSSA YL SY	488.4	3.28	10.50	8.18	7.38 <sup>11</sup>	6.40			
ES 167 WS 167 PWY	1.25	10.48	5.24	7.56	DN ONTARIO YL ON	498.7	3.17	10.35	8.05	7.16	6.25			
155 PY	1.31	10.54	5.34	8.05	DN PAYETTE YL AY	502.5	3.10	10.23	7.52	7.09	6.14			
163 P	1.40	11.00	5.41	8.13	CRYSTAL	509.3	3.05	10.16	7.46	7.02	6.05			
163 PWY	1.48	11.08	5.53 <sup>262</sup>	8.25	DN WEISER YL SR	515.9	2.59	10.10	7.40	6.55	5.53 <sup>17</sup>			
155 P	1.59	11.17	6.04	8.36	COBB	525.7	2.50	9.58	7.28	6.43	5.27			
163 P	2.09	11.24	6.12	8.44	ROCK ISLAND	532.8	2.43	9.50	7.20	6.35	5.15			
DPTWYZ	A 2.30PM	As 11.40PM	A 6.30PM	A 9.05AM	DN-R HUNTINGTON YL HU	538.8	2.35AM	9.40AM	7.10PM	6.25AM	5.00PM			
					VIA KUNA (165.0) VIA BOISE (176.3)		Daily	Daily	Daily	Daily Except Sunday and Monday	Daily			

(4.15) 38.8 (3.15) 54.3 (4.40) 37.7 (4.50) 36.5 ..... Thru Time ..... (3.10) 55.7 (4.10) 42.3 (4.15) 41.5 (5.05) 34.6 (6.55) 23.8  
..... 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. 257.—See Rule 72.

Between Orchard and Nampa, all extra trains will run via Kuna unless otherwise instructed. Rules 251 to 254, inclusive, apply between end of Centralized Traffic Control territory Glens Ferry and end of double track Reverse.

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

WESTWARD				FOURTH SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 27 June 16, 1958	Mile Post	FIRST CLASS		SECOND CLASS		
	277 Time Freight Daily	31 Passenger Daily	35 Passenger Daily	32 Passenger			36 Passenger	278 Stock Special			
									STATIONS		
P				12.35AM	12.25AM	POCATELLO JCT. YL	135.1	A 1.55AM	A 2.30AM	A 7.30AM	
P	1.30PM			12.40	12.30	MONTANA JCT. YL	136.7	1.50	2.25	7.12	
124 P	1.36			12.45	12.34	TYHEE	140.4	1.45	2.20	7.05	
150 P	1.44			12.53	12.39	D FORT HALL FH	145.7	1.35	2.14	6.57	
71 P	1.51			12.59	12.44	GIBSON	151.0	1.25	2.07	6.49	
ES 66 WS 110 PWY	2.01		f 1.15 <sup>32</sup>		12.55	DN BLACKFOOT YL BF	158.1	f 1.15 <sup>31</sup>	s 1.58	6.34	
72 P	2.10			1.21	1.05 <sup>32</sup>	WAPELLO	164.0	1.05 <sup>35</sup>	1.47	6.19	
123 P	2.18			1.27	1.13	D FIRTH FR	169.4	1.25	1.40	6.09	
105 P	2.28			1.33 <sup>36</sup>	1.22	DN SHELLEY SY	175.5	1.24	1.33 <sup>31</sup>	5.59	
71 P	2.34			1.40	1.27 <sup>36</sup>	COTTON	179.3	1.23	1.27 <sup>35</sup>	5.52	
97 P	2.40			1.45	1.31	BACH YL	183.1	1.23	1.18	5.45	
DPTWYZ	3.00		A 1.55AM		1.35	DN-R IDAHO FALLS YL AK	184.5	12.25AM	1.15	5.40	
51 P	3.20				1.54	PAYNE	191.2		12.52	5.08	
54 P	3.28				2.00	BASSETT	196.5		12.46	4.58	
54 P	3.37				2.07	D ROBERTS AR	202.0		12.40	4.48	
49 P	3.55				2.19	HAWGOOD	212.1		12.28	4.28	
51 P	4.04				2.26	HAMER	217.5		12.22	4.18	
50 P	4.14				2.33	CAMAS	223.1		12.16	4.08	
51 106 PWY	4.50				2.47	DN DUBOIS YL BO	234.9		12.03AM	3.43	
49 P	5.08				2.57	HIGHBRIDGE	242.9		11.50PM	3.23	
57 P	5.20				3.07 <sup>278</sup>	D SPENCER RC	248.5		11.42	3.07 <sup>35</sup>	
150 P	5.46				3.24	HUMPHREY	258.0		11.24	2.20	
61 PY	6.05				3.36	D MONIDA YL MO	264.7		11.14	2.00	
50 P	6.22				3.50	SNOWLINE	273.7		10.59	1.40	
DPWY	6.50				4.00	DN-R LIMA YL RD	279.9		10.50	1.20	
47 P	8.00				4.24	D DELL DE	288.0		10.28	12.08AM	
48 P	8.13				4.32	KIDD	294.0		10.19	11.55PM	
78 P	8.33				4.54	D ARMSTEAD AD	307.0		10.03	11.28	
48 P	8.46				5.03	GRAYLING	312.9		9.51	11.15	
64 P	9.00				5.13	BARRATTS	320.4		9.40	11.00	
150 P	9.30 <sup>36</sup>				5.27	DN DILLON YL DN	328.0		9.30 <sup>277</sup>	10.45	
36 P	9.55				5.36	BOND	334.4		9.16	10.28 <sup>277</sup>	
45 P	10.16 <sup>278</sup>				5.43	APEX	340.3		9.09	10.16	
47 PY	10.40				5.59	NAVY	348.7		8.53	9.45	
61 P	11.10				6.13	MELROSE	358.9		8.38	9.23	
37 P	11.30				6.24	QUINN	364.9		8.27	9.06	
39 P	11.45				6.35	D DIVIDE J	370.1		8.17	8.53	
65 P	11.55PM				6.42	WOODIN	374.3		8.09	8.42	
17 P	12.15AM				6.53	FEEELY	380.7		8.00	8.27	
50 P	12.26				7.01	BUXTON	384.6		7.53	8.15	
PY	A 1.00AM				As 7.15AM	DN-R SILVER BOW YL SB	390.0		7.45PM	8.00PM	

Between Silver Bow and Butte, trains will be governed by time-table and rules of Northern Pacific Ry. Time shown at Butte is for information only.

	A 5.00 AM		A 7.30 AM	DN BUTTE YL BY	397.0		7.30 PM		7.35 PM
				(261.9)		Daily	Daily		Daily
	(15.30) 18.7	(1.20) 37.1	(7.05) 37.0	..... Thru Time .....	(1.30) 32.9	(7.00) 37.4		(11.55) 22.0	
				..... 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. 27 June 16, 1958		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 27 June 16, 1958		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 27 June 16, 1958		Mile Post
	STATIONS				STATIONS				STATIONS		
152 159 PTWZ	DN-R	KEMMERER YL AV	0.0	152 159 PTWZ	DN-R	KEMMERER YL AV	0.0	53	GLENCOE JCT. YL	0.0	
		1.0 NO. KEMMERER JCT. YL	1.0			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			3.7 MINE NO. 8 YL	13.0				
22		4.1 QUEALY YL	9.2								
		(9.2)				(13.0)					

WESTWARD GLENCOE BRANCH EASTWARD			WESTWARD BLAZON BRANCH EASTWARD			WESTWARD CONDA BRANCH EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 27 June 16, 1958		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 27 June 16, 1958		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 27 June 16, 1958		Mile Post
	STATIONS				STATIONS				STATIONS		
53		GLENCOE JCT. YL	0.0		BLAZON JCT.	0.0	150 PY	DN SODA SPRINGS YL SD	0.0		
55		1.9 GLENCOE	1.9		0.8 RADIANT	0.8	80	MONSANTO YL (Spur)	1.8		
		(1.9)			(0.8)		6	FORMATION (Spur)	2.8		
							6	PANTING	5.6		
							19 Y	CONDA	7.0		
								(7.0)			

WESTWARD GRACE BRANCH EASTWARD			WESTWARD GAY BRANCH EASTWARD			WESTWARD GOSHEN BRANCH EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 27 June 16, 1958		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 27 June 16, 1958		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 27 June 16, 1958		Mile Post
	STATIONS				STATIONS				STATIONS		
150 P		ALEXANDER YL	0.0	150 P	D	FORT HALL FH	0.0	123 P	D	FIRTH FR	0.0
16	D	6.0 GRACE GA	6.0	32		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	P	2.8 HACKMAN	15.6
										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.

WESTWARD		YELLOWSTONE BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 27 June 16, 1958	Mile Post	FIRST CLASS		SECOND CLASS	
	491	477	31				32	492	478	
	Mixed	Mixed	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 4.40PM
17 PY	Af 8.05AM	6.10	2.51		3.0 ORVIN YL	3.0	f 11.38		f 1.50	4.25
60 P		s 6.23	f 3.01		4.6 UCON UN	7.6	f 11.28		1.40PM	s 4.15
54 P		s 6.42	f 3.17		6.2 RIGBY RG	13.8	f 11.16		Via West Belt Branch	s 4.00
36 P		f 6.50	f 3.26		4.3 LORENZO	18.1	f 11.05			f 3.45
25		f 6.57	f 3.33		2.6 THORNTON	20.7	f 10.58			f 3.35
67 P		s 7.10	s 3.53		5.3 REXBURG RX	26.0	s 10.48			s 3.20
51 P		s 7.20	f 4.03		3.8 SUGAR CITY SC	29.8	f 10.40			s 3.10
36 PY					1.1 HART	30.9				
110 PWY		s 7.35	s 4.24		5.9 ST. ANTHONY YL SH	36.8	f 10.30		A10.50AM	s 2.55
P					1.5 BELT YL	38.3			10.40AM	
43 P		f 7.50	f 4.35		4.5 CHESTER	42.8	f 10.17			f 2.40
46 PWY		A 8.10AM	s 5.10		8.2 DN-R ASHTON YL HN	51.0	s 10.05			2.20PM
					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 PY			s 6.41		5.3 BIG SPRINGS	90.7	s 8.12			
22 P			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)	(2.10)	(4.45)		..... Thru Time .....	(4.25)	(3.20)	(2.20)		
	18.0	23.1	22.5		..... Average speed per hour .....	24.2	14.3	21.1		

WESTWARD		TETON VALLEY BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 27 June 16, 1958	Mile Post	FIRST CLASS		SECOND CLASS	
	477	47	48				478			
	Mixed	Passenger	Passenger				Mixed			
	Daily Except Sunday	Daily	Daily							
46 PWY	8.30AM	5.30AM	DN-R ASHTON YL HN		0.0	A 9.55PM		A 1.55PM		
19	f 8.40	f 5.34	1.8 MARYSVILLE YL		1.8	f 9.46		f 1.47		
33	f 8.55	f 5.42	4.2 GRAINVILLE		6.0	f 9.37		f 1.33		
22 P	s 9.10	s 5.48	2.6 D DRUMMOND MD		8.6	s 9.32		s 1.22		
12	f 9.25	f 5.56	4.2 FRANCE		12.8	f 9.24		f 1.08		
33 P	f 9.35	f 6.04	3.0 LAMONT		15.8	f 9.18		f 12.58		
21	f 10.08	f 6.29	10.5 FELT		26.3	f 8.55		f 12.25		
22 PWY	s 10.23	s 6.40	4.0 D TETONIA NA		30.3	s 8.47		s 12.09PM		
31	s 10.42	s 6.55	6.9 D DRIGGS DI		37.2	s 8.33		s 11.50AM		
19 PWY	A1 1.05AM	A 7.15AM	8.4 D-R VICTOR YL VR		45.6	8.15PM		11.20AM		
			(45.6)			Daily		Daily Except Sunday		
	(2.35)	(1.45)	..... Thru Time .....		(1.40)	(2.35)		(2.35)		
	17.7	26.1	..... Average speed per hour .....		27.4	17.7		17.7		

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.  
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. 27 June 16, 1958	Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 27 June 16, 1958	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 BLACKFOOT YL BF	0.0	A 4.35PM	A 6.00PM	17 PY		8.05AM	ORVIN YL	0.0
5	f 8.06		2.1 COLLINS YL	2.1	f 4.28		22	f 8.15	2.3 LINCOLN YL	2.3	
7	f 12.40	f 8.12	2.2 CLARKSON	4.3	f 4.22	f 5.40	P		0.8 LINCOLN JCT. YL	3.1	
31	f 12.45	f 8.17	1.4 MORELAND	5.7	f 4.17	f 5.35	46 P	f 8.27	2.6 IONA	5.7	
P	A 12.50PM	f 8.21	1.4 ABERDEEN JCT. YL	7.1	f 4.13	5.25PM	21 P	s 9.05	10.7 RIRIE RK	16.4	
33 P	f 8.54		13.0 TABER	20.1	f 3.40		11 P	f 9.18	5.0 BYRNE	21.4	
35 PY	f 9.45		19.6 SCOVILLE	39.7	f 2.50		11 P	f 9.30	4.2 JENSON	25.6	
37 PY	s 10.35		19.4 ARCO YL RO	59.1	s 2.00		23 P	f 9.40	2.6 WALKER	28.2	
21 P	f 10.57		7.6 MOORE	66.7	f 1.28		40 P	f 9.52	4.2 PARKINSON	32.4	
10	f 11.15		5.9 DARLINGTON	72.6	f 1.10		11 P	f 9.58	1.9 MOODY	34.3	
5	f 11.30		4.7 LESLIE	77.3	f 12.55		12 P	s 10.20	3.8 D NEWDALE NE	38.1	
68 PY	A 11.55AM		8.0 D-R MACKAY YL MY	85.3	12.30PM		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.....		(4.05)	(0.35)	..... Thru Time.....		(2.35)	..... Thru Time.....		
21.3	21.7	..... Average speed per hour.....		20.9	12.2	..... Average speed per hour.....		17.2	..... Average speed per hour.....		

WESTWARD		ABERDEEN BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 27 June 16, 1958	Mile Post	SECOND CLASS	
	421 Mixed	422 Mixed			421 Mixed	422 Mixed
	Daily Except Sunday	Daily Except Sunday			Daily Except Sunday	Daily Except Sunday
P	12.50PM	ABERDEEN JCT. YL	0.0	A 5.25PM		
32	f 1.03	4.3 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 PY	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)	..... Thru Time.....		
15.4	..... Average speed per hour.....		14.7	..... Average speed per hour.....		

WESTWARD		WEST BELT BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 27 June 16, 1958	Mile Post	SECOND CLASS	
	421 Mixed	492 Mixed			421 Mixed	492 Mixed
	Daily Except Sunday	Daily Except Sunday			Daily Except Sunday	Daily Except Sunday
60 P		D-R UCON UN	0.0	A 1.40PM		
22 P		8.8 LEWISVILLE	8.8	f 1.10		
50 P		D MENAN MN	10.5	s 1.00		
51 P		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)		..... Thru Time.....		
..... Average speed per hour.....		16.0		..... Average speed per hour.....		

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. 27 June 16, 1958	Mile Post	FIRST CLASS		SECOND CLASS	
	475 Time Freight	439 Freight	49 Mixed				50 Mixed	440 Freight	476 Time Freight	
	Daily Except Saturday	Daily Except Sunday	Daily							
125 269 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 D-R BURLEY YL BU	21.7	s 8.03		10.00	9.30
76 P	1.02	1.37		f 6.42	4.1 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 D 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 D HANSEN NS	49.7	s 7.17		8.55	8.25
60 P	2.08	2.43		s 7.27	3.6 D KIMBERLY KY	53.3	s 7.10		8.45	8.15
31 P				7.32	8.1 McMILLAN YL	56.4				
DPWYZ	A 3.00AM	A 4.00PM		7.40 7.50	2.5 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 D FILER FR	65.9	s 6.30			
45				f 8.06	2.6 PEAVEY	68.5	f 6.25			
41				f 8.10	2.8 CEDAR	71.3	f 6.20			
PY				A 8.20AM	2.5 DN-R BUHL YL BO	73.8	6.15PM			
					(73.8)		Daily		Daily Except Sunday	Daily Except Sunday
(3.15)	(3.40)	..... Thru Time.....		(2.50)	..... Thru Time.....		(2.25)	(2.30)		(2.30)
18.1	16.1	..... Average speed per hour.....		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. 27 June 16, 1958	Mile Post	SECOND CLASS	
	475 Time Freight	439 Freight			49 Mixed	492 Mixed
	Daily Except Saturday	Daily Except Sunday			Daily	Daily Except Sunday
59 63 PWY		DN-R BURLEY YL BU	0.0			
28		4.3 BEETVILLE	4.3			
23		0.9 PELLA	5.2			
30		3.1 NORTH KENYON	8.3			
9		1.3 KENYON	9.6			
11		3.9 CHURCHILL	13.5			
23		2.8 TROUT	16.3			
60		1.5 MARION	17.8			
25		1.6 WARR	19.4			
20 Y		2.4 D OAKLEY OA	21.8			
		(21.8)		Daily Except Sunday		

WESTWARD		RAFT RIVER BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 27 June 16, 1958	Mile Post	SECOND CLASS	
	475 Time Freight	439 Freight			49 Mixed	492 Mixed
	Daily Except Saturday	Daily Except Sunday			Daily	Daily Except Sunday
59 63 PWY		DN-R BURLEY YL BU	0.0			
34		3.1 UNITY	3.1			
28		0.9 ELCOCK	4.0			
15		0.7 EVANS (Spur)	4.7			
22		1.3 SPRINGDALE	6.0			
25		1.5 HATCH	7.5			
16		1.6 DECLO	9.1			
		(9.1)		Daily		

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.	<b>SECOND CLASS</b>	Time-Table No. 27		Mile Post	<b>SECOND CLASS</b>	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 27		Mile Post			
	<b>439</b>	June 16, 1958					<b>440</b>	June 16, 1958				
	Mixed						Mixed					
	Daily	<b>STATIONS</b>				<b>STATIONS</b>						
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		4.4 MYERS YL	4.4		
26	f 8:40		8.5 HOLLISTER	19.4	f 6:20	36	P	D	1.5 PAUL YL DJ	5.9		
9	f 8:48		3.8 AMSTERDAM (Spur)	23.2	f 6:12	20			2.0 BUDGE	7.9		
21	f 9:00		5.6 ROGERSON	28.8	s 6:00	54			8.0 SCHODDE	15.9		
38	f 9:25		9.9 METEOR	38.7	f 5:35	21			3.9 McHENRY	19.8		
34	f 9:55		11.4 IDAVADA	50.1	f 5:08	22		D	4.2 HAZELTON AZ	24.0		
34	P		6.0 DELAPLAIN	56.1	f 4:53	28			2.9 BLACK	26.9		
34			4.6 SAN JACINTO	60.7	f 4:42	63		D	1.9 EDEN DX	28.1		
34	P		8.1 CONTACT	68.8	s 4:25	54			6.7 PERRINE	34.8		
33	P		6.3 HENRY	75.1	f 4:07	12			3.5 SUGAR LOAF	38.3		
33			11.6 SHORES	86.7	f 3:37	25			2.3 FALLS CITY	40.6		
48	PY		6.9 WILKINS	93.6	f 3:21	10			2.0 BARRYMORE	42.6		
37			3.7 HERRELL	97.3	f 3:13	54	Y	DN	5.3 JEROME YL JO	47.9		
44	PY		5.2 SUMMER CAMP	102.5	s 2:56	54		D	8.8 WENDELL ND	56.7		
44			6.4 MELANDCO	108.9	f 2:33	17			1.4 KING	58.1		
35			7.2 TOWN CREEK	116.1	f 2:18	54			8.1 TUTTLE	66.2		
			7.3 WELLS YL HU	123.4	A 2:00AM	118	PY		7.4 BLISS YL	73.6		
			(123.4)		Daily	120			(73.6)			
			(5.00) Thru Time.....	(5.00)								
			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.	<b>SECOND CLASS</b>	Time-Table No. 27		Mile Post	<b>SECOND CLASS</b>	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 27		Mile Post			
	<b>441</b>	June 16, 1958					<b>442</b>	June 16, 1958				
	Mixed						Mixed					
	Monday Wednesday Friday	<b>STATIONS</b>				<b>STATIONS</b>						
WS 121-115 ES 111-130	PWY	6:00AM	DN-R	SHOSHONE YL X	0.0	A 12:45PM	39	PY	D	4.5 RICHFIELD YL FK	0.0	
39	PY	s 6:35	D	15.3 RICHFIELD YL FK	15.3	s 12:05PM	10			4.5 RAWSON	4.5	
29		f 6:50		6.4 PAGARI	21.7	f 11:45AM	12			4.9 BURMAH	9.4	
27		f 7:10		8.0 TIKURA	29.7	f 11:25	42	P		12.1 MAGIC	21.5	
59	P	s 7:30	D	7.6 PICABO XN	37.3	s 11:05	32			9.7 MACON	31.2	
6		f 7:40		4.5 HAY	41.8	f 10:50	13	P		2.8 BLAINE	34.0	
10		f 7:45		2.5 GANNETT	44.3	f 10:45	7			2.8 RANDS	36.8	
30		s 8:05		7.8 BELLEVUE	52.1	s 10:25	17			2.9 SELBY	39.7	
17		s 8:16	D	5.1 HAILEY RI	57.2	s 10:05	42	P	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	Y		6.1 HILL CITY YL	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		BROGAN BRANCH		EASTWARD		WESTWARD		HOMEDALE BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	<b>SECOND CLASS</b>	Time-Table No. 27		Mile Post	<b>SECOND CLASS</b>	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 27		Mile Post			
	<b>483</b>	June 16, 1958					<b>484</b>	June 16, 1958				
	Mixed						Mixed					
	Daily	<b>STATIONS</b>				<b>STATIONS</b>						
134	PY		D-R	VALE YL VA	0.0							
20				11.4 LANCASTER (Spur)	11.4							
29				5.9 JAMIESON	17.3							
31	P			6.0 BROGAN YL	23.3							
				(23.3)								

  

WESTWARD		PAYETTE BRANCH		EASTWARD		WESTWARD		WILDER BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	<b>SECOND CLASS</b>	Time-Table No. 27		Mile Post	<b>SECOND CLASS</b>	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 27		Mile Post			
	<b>483</b>	June 16, 1958					<b>484</b>	June 16, 1958				
	Mixed						Mixed					
	Daily Except Sunday	<b>STATIONS</b>				<b>STATIONS</b>						
155	PY	6:00AM	DN-R	PAYETTE YL AY	0.0	A 2:45PM	163	P	DN-R	CALDWELL YL CW	0.0	
18		f 6:20		3.9 EIFFIE	3.9	f 2:30	40			2.5 SIMPLOT YL	2.5	
27	P	s 6:30	D	1.2 FRUITLAND FU	5.1	s 2:25	21			1.2 WEITZ YL	3.7	
19		f 6:40		1.7 BUCKINGHAM	6.8	f 2:06	26			1.4 DOLES YL	5.1	
30	P	s 7:00	D	4.3 NEW PLYMOUTH NP	11.1	s 1:55	9			1.9 GREENLEAF (Spur)	7.0	
11		f 7:27		10.5 LETHA	21.6	f 1:23	13			2.7 ALLENDALE	9.7	
96	PWY	A 7:50AM	D-R	8.1 EMMETT YL MF	29.7	1:00PM	43		D	1.8 WILDER YL WR	11.5	
				(29.7)		Daily Except Sunday				(11.5)		
				(1.50) Thru Time.....	(1.45)							
				16.2 Average speed per hour.....	16.8							

WESTWARD		STODDARD BRANCH		EASTWARD		WESTWARD		BOISE BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	<b>SECOND CLASS</b>	Time-Table No. 27		Mile Post	<b>SECOND CLASS</b>	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 27		Mile Post			
	<b>483</b>	June 16, 1958					<b>484</b>	June 16, 1958				
	Mixed						Mixed					
	Daily	<b>STATIONS</b>				<b>STATIONS</b>						
DPWYZ		DN-R	NAMPA YL AU-Q	0.0								
17			4.4 DEAL	4.4								
44			4.5 BOWMONT	8.9								
28			5.7 MELBA	14.6								
54			2.5 STODDARD	17.1								
			2.9 END OF TRACK	20.0								
			(20.0)									

  

WESTWARD		BOISE BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	<b>SECOND CLASS</b>	Time-Table No. 27		Mile Post	<b>SECOND CLASS</b>	
	<b>483</b>	June 16, 1958				<b>484</b>
	Mixed					Mixed
	Daily	<b>STATIONS</b>				
P		BOISE JCT.		0.0		
22		1.1 FAIR GROUNDS YL		1.1		
		2.1 D-R BOISE FREIGHT YL BE		3.2		
10		1.8 PENITENTIARY SPUR		5.0		
10		1.3 VERNON (Spur)		6.3		
		2.1 BARBER		8.4		
		(8.4)				

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

Westward		IDAHO NORTHERN BRANCH		Eastward	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 27 June 16, 1958	Mile Post	SECOND CLASS	Mile Post
	485 Mixed Daily Except Sunday				
STATIONS					
DPWYZ	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 PT	s 1:00	BANKS	64.1	s 11:10	
25 P	f 1:50	BIG EDDY	75.4	f 10:25	
31 PY	s 2:25	SMITHS FERRY	83.0	s 9:55	
15 P	f 3:00	CABARTON	92.7	f 9:20	
32	f 3:10	BELVIDERE	95.5	f 9:11	
32 PY	s 4:00	D CASCADE YL CD	99.2	s 9:00	
31	f 4:35	ARLING	111.0	f 8:00	
33	s 5:00	D DONNELLY FY	119.4	s 7:35	
14	f 5:15	NORWOOD	124.7	f 7:22	
32 PWY	A 5:40PM	D-R 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. 27 June 16, 1958		Mile Post
	SECOND CLASS	SECOND CLASS	
STATIONS			
163 PW	DN-R	WEISER YL SR	0.0
163 Y		REBECCA	6.0
12		CONCRETE	19.1
48		MIDVALE	31.8
23 P	D	CAMBRIDGE RA	40.5
35 P		GOODRICH	49.8
3		MESA	56.6
26		COUNCIL YL CN	60.2
12		HOOVER YL	61.6
59 PY	D	GLENDALE	72.0
7		RUBICON YL	84.1
6		NEW MEADOWS YL	89.7
43	D-R		
45 PWY			
			(89.7)

WESTWARD		OREGON EASTERN BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 27 June 16, 1958	Mile Post	SECOND CLASS	Mile Post
	459 Mixed Daily Except Sunday				
STATIONS					
ES 167 PW		DN-R ONTARIO YL ON	0.0	A 4:00PM	
WS 167 Y		CAIRO	3.7	f 3:35	
14	f 1:15	LUSE	6.9	f 3:25	
38	f 1:25	MALLETT	10.0	f 3:15	
24	f 1:35	D-R VALE YL VA	15.5	s 3:00	
134 PY	s 1:55	HOPE	23.5	f 2:20	
46	f 2:20	LITTLE VALLEY	34.8	f 1:50	
52	f 2:50	HARPER	42.0	s 1:25	
53 P	s 3:15	NAMORF	51.2	f 12:55	
50	f 3:40	JONESBORO	62.2	f 12:28PM	
27	f 4:07	D JUNTURA JN	73.6	s 11:50AM	
53 PY	s 4:40	LONG	86.6	f 11:10	
50	f 5:25	RIVERSIDE	92.7	s 10:50	
49 P	s 5:50	DUNNEAN	102.8	f 10:25	
31	f 6:15	VENATOR	110.2	f 10:05	
30 P	f 6:40	CIRCLE BAR	117.9	f 9:45	
30	f 7:00	CRANE	126.6	s 9:15	
31 P	s 7:30	REDESS	143.5	f 8:32	
31	f 8:20	BURNS YL BR	156.8	8:00AM	
23 P	A 9:00PM			Daily Except Sunday	
WYZ					
(8.00) Thru Time		(8.00)			
19.6 Average speed per hour		19.6			

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

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

**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>Twin Falls Branch</b>			
Sage.....(1).....	63.1	94 P	Both	Schow.....	16.44	27	West
Border.....(1).....	92.1	30 P	Both	<b>Oakley Branch</b>			
Pegram.....(1).....	97.7	42 P	Both	Ruby.....	3.1	3	West
Inkom Ballast Quarry.....	202.9	140 P	East	<b>Ketchum Branch</b>			
<b>Second Subdivision</b>				Gimlet.....(6).....	63.2	32	East
Don.....	219.6	(43 PX	Both	<b>Payette Branch</b>			
Schiller.....	226.5	11 P	Both	Little Rock.....	18.9	9	Both
Sand Bank.....	370.9	42 PX	Both	<b>Stoddard Branch</b>			
<b>Third Subdivision</b>				Westma.....	11.6	9	East
Hillcrest.....	B-445.1	14 P	Both	<b>Idaho Northern Branch</b>			
Mangum.....	476.3	24 P	Both	Maddens.....(7).....	6.1	6	Both
Apple Valley.....	485.9	26	Both	Josephson.....(7).....	12.6	12	Both
Arcadia.....	491.7	45 P	Both	Amsco.....	13.6	12	Both
Washoe Spur.....	500.9	32	West	Bramwell.....(7).....	22.2	5	East
Wood.....	506.2	10	Both	Black Canyon.....(7).....	33.0	5	East
Feltham.....	512.7	23	Both	Archabal.....(7).....	127.4	9	Both
<b>Fourth Subdivision</b>				<b>Oregon Eastern Branch</b>			
Chubbuck.....	138.2	36	Both	Lawen.....(8).....	138.4	3	East
Mitchell.....	176.9	17	Both	<b>New Meadows Branch</b>			
Red Rock.....(2).....	302.8	25	Both	Presley.....	11.7	9	Both
Rock.....	314.6	62 P	Both	Diamond.....	26.7	4	West
Dalys.....(2).....	316.4	14 P	Both	Tamarack.....	81.9	29	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	4	East				
Olsen.....(4).....	16.0	13	East				
Cerro Grande.....(4).....	35.5	None	None				
<b>West Belt Branch</b>							
Coltman.....(5).....	2.8	19 P	East				
Grant.....(5).....	4.8	18 P	East				
Barlow.....	7.0	17	East				
Midway.....	9.4	{31	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 No. 17.
- (2) Flag stop for Nos. 35-36.
- (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 Sub-division.	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 Sub-division.	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.	Psg.	Frt.		Str.	Psg.	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. On curves. Between Idaho Falls and Ashton. On other branch lines.			
No. 126, maximum speed.		60	60				30
No. 49 and No. 50 between Pocatello and Minidoka, maximum speed.		60	60				25
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30				20
Inspection bus cars.		40	40				15
Battery motor car 01886.		50			Trains handling dead steam locomotives: With a side rod or main rod removed.		15
When caboose is handled in train consisting of passenger train equipment.		60			With side rods and main rods in place.		25
Within yard limits— Protected by continuous block signal system. Not protected by continuous block signal system. On branch lines.	60 50 30	50 40 30	25 25 15		Jordan spreaders and other machines of spreader type, when in operation.		15
No. 126, within yard limits.		40	40		Train handling scale test cars— On main line, Twin Falls Branch and between Idaho Falls and Ashton. On other branch lines.		30 20
Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35		Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines.		20
Diesel locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern). Backing up pulling train. Backing up light.	40	40	40	Trains handling U. P. ore cars Nos. 8000 to 8499, loaded or empty.		45	
G.P.9 type Diesel locomotives: Backing up pulling train. Backing up light.	65	65	50 50	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.		20 6	
1500 class Diesel road freight locomotives.	50	50	50	Passing fueling stations— On main lines. On branch lines.	50	40 30	25 15
Diesel freight and road switch locomotives.	65	65	50	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement.	20	20	20
1000-1100 class Diesel yard switch locomotives in road service.	35	35	35	Over spring switches, where movement is over facing point switches, except at Reverse.	20	20	20
1800 class Diesel yard locomotives in road service.	50	50	50	When using cross-overs or turn-outs: Forward movement. Back-up movement.	15 10	15 10	15 10
Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first 5 miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40	When using No. 20 turn-outs.	40	40	40
			35	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
			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. On branch lines. (Slower speed must be observed where conditions require.)			25 15

**FIRST SUBDIVISION**

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Frt.		Str.	Psg.	Frt.		Str.	Psg.	Frt.
Maximum speed.	79	79	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
				Between M.P. 102.6 and 104.9.	60	50	40	Between M.P. 168.9 and 169.3.	60	50	40
<b>Moxa</b> Between M.P. 12.1 and 12.3.	70	60	50								
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
				Between M.P. 114.9 and 115.2.	50	40	25	Between M.P. 171.9 and 174.7.	70	60	50
<b>Nutria</b> 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	<b>Montpelier</b> Between M.P. 115.4 and 115.6 over switches (No. 1 and No. 2 Tracks)	20	20	20				
Between M.P. 21.1 and 21.5.	70	60	50	Between M.P. 115.9 and 116.2.	50	40	25	<b>Blaser</b> Between M.P. 177.4 and 178.5.	60	50	40
Between M.P. 23.6 and 23.8.	70	60	50	Between M.P. 120.6 and 123.4.	60	50	40	M.P. 179.0 to 180.0 (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
<b>Opal</b> 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					<b>Lava Hot Springs</b> Between M.P. 180.1 and 181.7.	70	60	50
Between M.P. 33.0 and 33.1.	70	60	50	<b>Georgetown</b> Between M.P. 127.6 and 127.9.	70	60	50	Between M.P. 181.8 and 183.1.	60	50	40
				Between M.P. 128.2 and 128.7.	60	50	40	Between M.P. 183.2 and 184.8.	70	60	50
<b>Waterfall</b> 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	<b>Manson</b> 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	<b>McCammion</b> 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
<b>Nugget</b> 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
<b>Orr</b> Between M.P. 60.9 and 61.2.	70	60	50	<b>Soda Springs</b> Over streets and alleys.	30	30	30				
Between M.P. 63.6 and 65.4.	60	50	40	Between M.P. 148.0 and 148.3.	70	60	50	<b>Inkom</b> Between M.P. 202.3 and 202.5.	60	50	40
Between M.P. 66.5 and 68.2.	70	60	50					Between M.P. 207.2 and 208.4.	70	60	50
				<b>Cokeville</b> Over streets and alleys.	30	30	30				
				Between M.P. 87.4 and 87.7.	60	50	40	<b>Pocatello</b> Over switch M.P. 213.3. (No. 1 Track)	20	20	20
				Between M.P. 92.9 and 93.1.	60	50	40	Within platform limits of passenger depot.	6	6	6
				<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>Adelaide</b> Between M.P. 285.8 and 286.2.	70	60	50	<b>Ticeska</b> Between M.P. 357.3 and 360.2.	70	60	50
On enginehouse lead and tracks.			6	<b>Dietrich</b> M.P. 316.3 to 315.8 (Eastward).	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>Shoshone</b> Over Greenwood Street.	20	20	20	Between M.P. 360.8 and 365.9.	70	60	50
Bridge 239.78.	40	30	25	Between M.P. 321.5 and 321.7.	20	20	20	<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. 323.2 and 323.9.	70	60	50	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. 325.0 and 326.6.	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	<b>Gooding</b> Over streets and alleys.	30	30	30	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	Between M.P. 340.7 and 341.2.	60	50	40	Between M.P. 373.4 and 373.8.	20	20	20
<b>Minidoka</b> Between M.P. 272.4 and 273.0.	20	20	20	Between M.P. 342.3 and 343.4.	60	50	40	<b>Glenns Ferry</b>			
				<b>Bliss</b> No. 18, to dispatch mail.		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	<b>Parma</b> 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	<b>Ontario</b> No. 106, to exchange mail.	10		
<b>Mountain Home</b> Over street crossings.	50	50	50	<b>Boise</b> Between M.P. B-448.3 and B-449.1.	50	40	25	<b>Payette</b> Between Payette and Weiser, trains handling logs.			30
<b>Orchard</b> Between M.P. 428.4 and 429.0.	60	50	40	Between M.P. B-450.5 and B-451.0.	70	60	50	<b>Weiser</b> Between M.P. 523.1 and 526.1.	70	60	50
<b>Kuna</b> Between M.P. 447.5 and 450.8.	60	50	40					Between M.P. 526.4 and 528.1.	60	50	40
<b>Nampa</b>				<b>Meridian</b> No. 17, to exchange mail. No. 18, to dispatch mail.		20	40	Between M.P. 529.7 and 531.7.	70	60	50
<b>Orchard</b> Between M.P. B-423.5 and B-423.9.	60	50	40	<b>Sonna</b> Between M.P. B-467.0 and B-467.8.	40	25	25	Between M.P. 533.1 and 535.1.	70	60	50
Between M.P. B-429.1 and B-430.0.	60	50	40					Between M.P. 536.0 and 539.0.	40	30	25
				<b>Huntington</b>							

**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	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
<b>Mackay Branch</b> Between Blackfoot and M.P. 60.0 Diesel engines.		30	<b>Teton Valley Branch</b> Maximum speed.	35	25	<b>Ketchum</b> Around balloon track.	15	15
Spur at Collins.		10	Bridges 4.48, 6.96 and 19.97.	12	12	<b>Hill City Branch</b> Maximum speed.		25
Between M.P. 60.0 and Mackay, All engines.		20	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	<b>North Side Branch</b> Maximum speed.		30	Between M.P. 63 and Smiths Ferry, watch for rocks.		15
Between M.P. 59.6 and 65.9.	20	15	Between M.P. 30.0 and 30.5.		20	Trains handling logs or high cars between Banks and M.P. 81.0.		12
Between M.P. 72.9 and 73.2.	35	25	<b>Raft River Branch</b> Maximum speed.		20	Between Smiths Ferry and Cabarton, watch for rocks.		20
Between M.P. 74.0 and 74.2.	30	25	Burley, within city limits.		20	M. P. 31.4.		20
Between M.P. 85.2 and 85.5.	35	25	Burley, over street crossings.		12	Between M.P. 33.0 and 35.4.		10
Between M.P. 86.4 and 87.0.	20	15	<b>Oakley Branch</b> Maximum speed.		25	Bridge 36.61.		20
Between M.P. 92.1 and 95.0.	20	15	Burley, within city limits.		20	Between M.P. 99.6 and 108.3.		20
Between M.P. 99.9 and 100.8.	20	15	Burley, over street crossings.		12	Between M.P. 111.4 and 111.6.		20
<b>East Belt Branch</b> Maximum speed.		25	<b>Wells Branch</b> Maximum speed.		30	Between M.P. 113.0 and 113.3.		20
Truss bridges.		15	Between M.P. 31.1 and 36.1.		25	Between M.P. 128.2 and 128.5.		15
Between M.P. 23.2 and 24.3.	15	15	Between M.P. 45.9 and 53.3.		25	McCall, over street crossings.		10
<b>West Belt Branch</b> Maximum speed.		25	Between M.P. 69.6 and 71.6.		25	<b>Wilder Branch</b> Maximum speed.		25
Truss bridges.		15	Between M.P. 91.1 and 91.4.		25	<b>Homedale Branch</b> Maximum speed.		25
Highway Crossing M.P. 37.44.	5	5	Between Herréll and Melandco.		20	<b>Oregon Eastern Branch</b> Maximum speed, except be- tween M.P. 140.0 and 145.0.		25
			Wells yard.		15	<b>Hope</b> Between M.P. 29.5 and 33.5, watch for rocks.		20
			<b>Ketchum Branch</b> Maximum speed.	40	30	<b>Little Valley</b> Between M.P. 36.5 and 37.6, watch for rocks.		20
			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.	Fr.		Psg.	Fr.		Psg.	Fr.
<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 Weiser and Concrete. Straight track.		25
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	On curves.		20
<b>Juntura</b> Between M.P. 78.6 and 80.7, watch for rocks.		20	<b>Brogan Branch</b> Maximum speed.		20	Between Concrete and M.P. 30.0.		15
Between M.P. 80.7 and 81.0, watch for rocks.		10	<b>Payette Branch</b> Maximum speed.		25	Straight track.		10
Between M.P. 81.0 and 86.6, watch for rocks.		20	Payette Jct., on curve.		10	On curves.		15
<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	Between M.P. 30.0 and 55.0. Straight track.		25
<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 M.P. 55.0 and 55.5.		10
						Between M.P. 55.5 and 66.5. Straight track.		25
						On curves.		15
						Between M.P. 66.5 and New Meadows. Straight track.		15
						On curves.		10

**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.....	Train Dispatcher's Office
Boise Freight.....	Yard Telegraph Office	Nampa.....	East End Yard Office
Boise Freight.....	13th Street Yard Office	Nampa.....	West End Yard Office
Buhl.....	Telegraph Office	New Meadows.....	Telegraph Office
Burns.....	Telegraph Office	Nyssa.....	Telegraph Office
Emmett.....	Telegraph Office	Ontario.....	Telegraph Office
Glenns Ferry.....	Telegraph Office	Payette.....	Telegraph Office
Glenns Ferry.....	Yard Office	Pocatello.....	Train Dispatcher's Office
Huntington.....	Yard Office	Pocatello.....	Yard Telegraph Office
Huntington.....	Telegraph Office	Pocatello.....	Switchmen's Locker Room
Idaho Falls.....	Telegraph Office	Pocatello.....	New Yard
Idaho Falls.....	Yard Office	Pocatello.....	Switchmen's Locker Room
Idaho Falls.....	Switchmen's Register Room,	Pocatello.....	Switchmen's Locker Room
	North End Yard Office	Pocatello.....	Sherman St.
Kemmerer.....	Telegraph Office	Pocatello.....	Engine Crew Dispatcher's Office
Ketchum.....	Telegraph Office	Pocatello.....	Passenger Conductors'
Lima.....	Telegraph Office		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	Victor.....	Telegraph Office
	Locker Room	Weiser.....	Telegraph Office
Nampa.....	Crew Dispatcher's Office	Wells.....	Telegraph Office
Nampa.....	Enginemen's Register Room	West Yellowstone.....	Telegraph Office
	at Roundhouse		

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.		