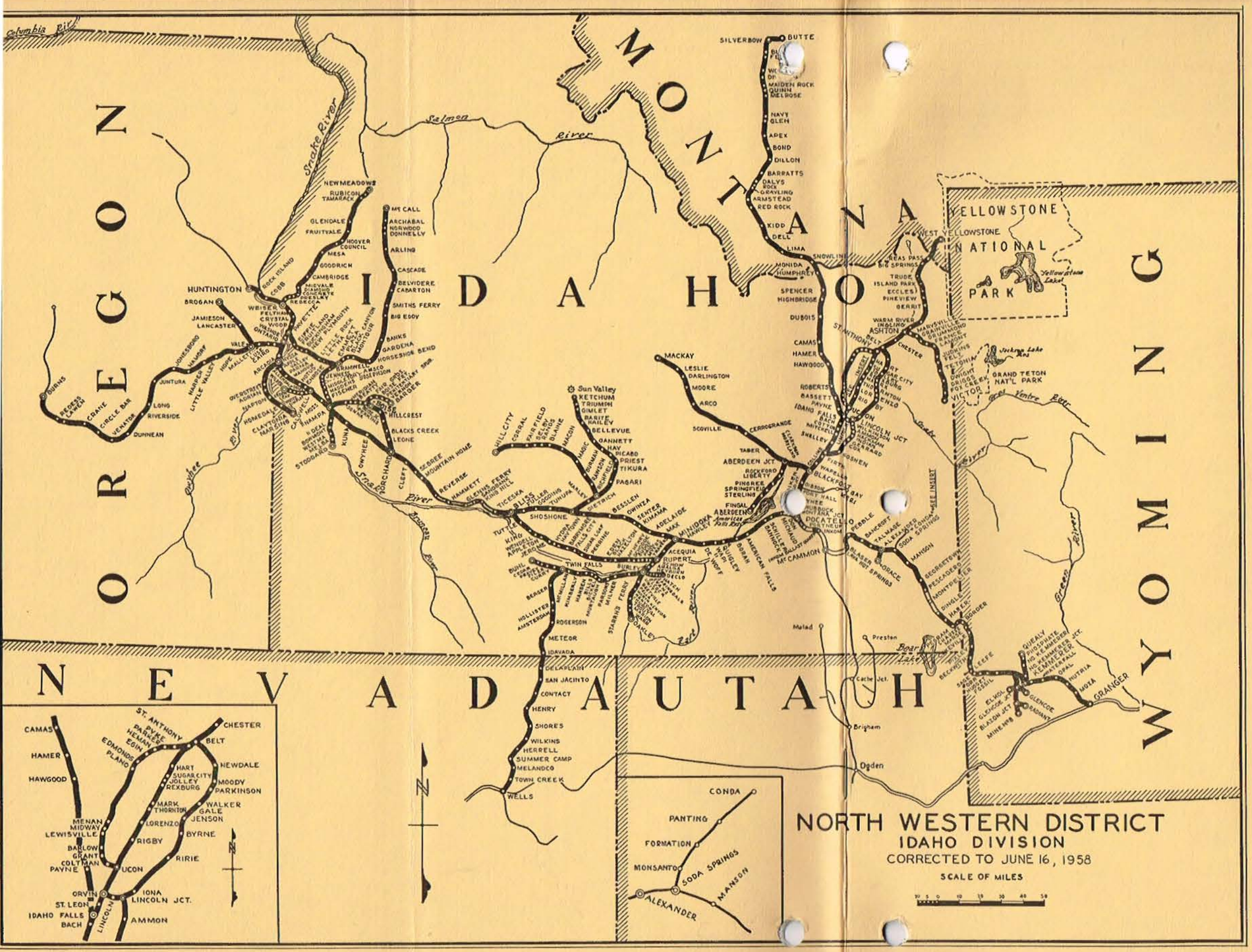

UNION PACIFIC RAILROAD COMPANY

NORTHWESTERN DISTRICT

SAFETY FIRST

IDAHO DIVISION

TIME-TABLE No. 28

Effective Sunday

September 21, 1958

At 12:01 A.M. Mountain Time

Safety Always Makes a Suggestion

FOR EMPLOYES ONLY

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

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D. F. WENGERT
General Manager

H. E. SHUMWAY
General Supt. Transportation

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.
L. G. Malzahn, Supt. of Safety and Courtesy ..... Portland, Ore.
O. D. Christopherson, Asst. Supt. of Safety and Courtesy ..... Pocatello, Ida.

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 Employes Hospital Association
Physicians and Surgeons are located as shown below:

Name	Title	Location	Name	Title	Location
R. R. Merrell	**District Surgeon**	**Pocatello, Ida.**	Newell H. Battles	Oculist and Aurist	Idaho Falls, Ida.
R. K. Gorton	**Asst. to District Surgeon**	**Pocatello, Ida.**	Harvey E. Guyett	Surgeon	Idaho Falls, Ida.
J. E. Comstock	Physician	Pocatello, Ida.	Milton T. Rees	Surgeon	Idaho Falls, Ida.
Richard G. Crandall	Surgeon	Pocatello, Ida.	Fred E. Wallber	Oculist and Aurist	Idaho Falls, Ida.
Jos. E. Cooper	Surgeon	Pocatello, Ida.	W. C. Smail	Surgeon	Jerome, Ida.
W. W. Mumford	Surgeon	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.
Doyle Barrett	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.
Simeon Hopper	Surgeon	Hazelton, Ida.	Robert M. Coats	Surgeon	Weiser, Ida.
			Marion S. McGrath	Surgeon	Weiser, Ida.

CONDENSED TIME-TABLE

WESTWARD — **EASTWARD**

FIRST CLASS							FIRST CLASS				
19 Passenger	105 Streamliner Passenger	457 Passenger	17 Passenger	11 Mail and Express	Distance from Granger via Boise	Time-Table No. 28 September 21, 1958	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				A **12.27**	A **11.30**
	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	GLENNS 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. HUNTINGTON 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					837.4	AYER	4.05				
11.00					786.3	WALLULA	2.55				
A **11.45**	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	9.00	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..... .....Average speed per hour.....	(4.10) 44.6	(17.50) 40.7	(4.15) 45.4	(18.27) 50.9	(25.00) 37.6

CONDENSED TIME-TABLE

WESTWARD — **EASTWARD**

FIRST CLASS							FIRST CLASS				
			35 Passenger	33 Passenger	Distance from McCammon	Time-Table No. 28 September 21, 1958	34 Passenger	36 Passenger			
			Daily	Daily		STATIONS					
			11.20	9.25	0.0	McCAMMON	A **6.15**	A 4.05			
			11.50 12.20	A 9.55	22.7	POCATELLO	**5.45**	3.30 3.00			
			1.45		73.3	IDAHO FALLS		1.15			
					124.3	ASHTON					
					169.9	VICTOR					
					180.4	WEST YELLOWSTONE					
			A 7.30		285.8	BUTTE		**7.30**			
							Daily	Daily			
			(8.10) 35.0	(0.30) 45.4		.....Thru Time..... .....Average speed per hour.....	(0.30) 45.4	(8.35) 33.3			

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. 28
September 21, 1958

Car Capacity of Sidings, etc. See Table 6(A), Page 20.		SECOND CLASS 279 Time Freight Daily	251 Time Freight Daily	277 Time Freight Daily	FIRST CLASS 35 Passenger Daily	105 Streamliner Passenger Daily	33 Passenger Daily	17 Passenger Daily		STATIONS
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 D OPAL OW
150	P									9.1 WATERFALL
152 159	PTWZ					f 2.47		s 5.20		6.1 DN KEMMERER YL AV
150	P									8.3 FOSSIL
150	P									5.0 NUGGET
150	P									6.6 ORR
150	PY									5.2 LEEFE
150	P									6.5 BECKWITH
150	P									6.1 PIXLEY
176	P							s 6.31		6.1 DN COKEVILLE CK
150	P									4.7 MARSE
150	P									6.3 CHAUSSE
150	P									8.4 HARER
27	P									5.1 DINGLE
	DPTWYZ					s 4.05		7.05 7.15		7.0 DN-R MX MONTPELIER YL
	P									6.3 PESCADERO
196	P							7.29		5.5 GEORGETOWN
150	P									9.3 MANSON
150	PY							s 7.52		9.9 DN SODA SPRINGS SD
150	P									5.6 ALEXANDER
150	P									4.6 TALMAGE
150 191	P							f 8.15		5.6 D BANCROFT BN
150	P									8.5 PEBBLE
	P									7.1 BLASER
27	P							f 8.39		2.6 D LAVA HOT SPGS. XY
CS 154	PY		11.35PM	12.10PM	3.45AM	11.20PM	9.25AM	f 8.54		11.2 DN McCAMMON MC
115	P						f 9.38	f 9.07		10.7 INKOM
										5.8 PORTNEUF
	DPTWYZ		A12.15AM	A 1.00PM	A 4.45AM	A11.50PM	A 5.45PM	A 9.55AM	A 9.30AM	6.2 DN-R H-CA POCATELLO YL PO
										(213.9)
			(0.40) 34.0	(0.50) 27.2	(1.00) 22.7	(0.30) 45.4	(3.40) 58.3	(0.30) 45.4	(5.10) 41.4	.....Thru Time..... / .....Average speed per hour.....

CENTRALIZED TRAFFIC CONTROL — TWO MAIN TRACKS

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. 28
September 21, 1958

STATIONS		Mile Post	FIRST CLASS 36 Passenger	106 Streamliner Passenger	34 Passenger	18 Passenger			SECOND CLASS 280 Time Freight	278 Stock Special	270 Time Freight		
DN-R GRANGER YL GN		0.0		A12.27PM		As11.30PM							
7.7 MOXA		7.7											
7.7 NUTRIA		15.4											
9.1 D OPAL OW		24.5				f10.50							
9.1 WATERFALL		33.6											
6.1 DN KEMMERER YL AV		39.7		f11.40AM		s10.30							
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 MX MONTPELIER YL		115.0		s10.20		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 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	As4.05AM		As6.15PM	f 6.45			A12.40AM	A 2.00PM	A 5.50PM		
10.7 INKOM		201.9			f 6.01								
5.8 PORTNEUF		207.7											
6.2 DN-R H-CA POCATELLO YL PO		213.9	3.30AM	8.30AM	5.45PM	6.15PM			12.01AM	1.15PM	5.15PM		
(213.9)			Daily	Daily	Daily	Daily			Daily	Daily	Daily		
.....Thru Time..... / .....Average speed per hour.....			(0.35) 38.9	(3.57) 54.2	(0.30) 45.4	(5.15) 40.7			(0.39) 34.9	(0.45) 30.3	(0.35) 38.9		

CENTRALIZED TRAFFIC CONTROL — TWO MAIN TRACKS

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

WESTWARD — **SECOND SUBDIVISION**

FIRST CLASS

Time-Table No. 28
September 21, 1958

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	105 Streamliner Passenger	17 Passenger	49 Mixed	11 Mail and Express	35 Passenger	STATIONS
	Daily	Daily	Daily	Daily	Daily	
DPTWYZ	5.55PM	10.20AM	4.00AM	12.50AM	12.20AM	DN-R POCATELLO YL H-CA PO (BLOCK SIGNALS, TWO MAIN TRACKS)
P					A12.25AM	2.4 POCATELLO JCT. YL
CS 153 P			f 4.15			8.0 MICHAUD
170 P						5.8 BANNOCK
145 P		s10.48	s 4.35	s 1.18		8.4 DN AMERICAN FALLS AF
120 P						3.8 BORAH
170 P						7.8 QUIGLEY
119 P			f 4.55			5.9 WAPI
170 P						3.8 DEWOFF
119 P						7.5 HAWLEY
125 269 PWY	6.46	s11.30AM	A 5.20AM	s 1.55		5.1 DN MINIDOKA RT (CENTRALIZED TRAFFIC CONTROL)
119 P						3.8 MAX
165 P						8.1 ADELAIDE
119 P						4.7 KIMAMA
119 P						6.7 SENTER
170 P						7.8 OWINZA
119 P						5.8 BESSLEN
116 P				s 2.34		4.6 DIETRICH (DOUBLE TRACK)
WS 121-115 ES 111-130 PWY	s 7.32	s12.30PM		s 2.50		7.9 DN SHOSHONE X
170 P						9.0 TUNUPA
170 60 P	7.48	s12.50		s 3.15		6.7 DN GOODING GD
170 P						6.7 FULLER
118 120 PY		s 1.03		s 3.28		6.3 BLISS
CS 120 WS 99 P						6.8 TICESKA (DOUBLE TRACK)
CS 170 P	8.14	1.26		s 3.51		9.8 KING HILL
DPTWY	As8.25PM	A 1.40PM		A 4.05AM		6.7 DN-R GLENNS FERRY YL GF
						(159.9)
	(2.30) 64.0	(3.20) 47.9	(1.20) 43.9	(3.15) 49.2	(0.05) 28.8	.....Thru Time..... / .....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.

SECOND SUBDIVISION — **EASTWARD**

FIRST CLASS / **SECOND CLASS**

Time-Table No. 28
September 21, 1958

STATIONS	Mile Post	36 Passenger	106 Streamliner Passenger	18 Passenger	50 Mixed	12 Mail and Express	126 Time Freight
		Daily	Daily	Daily	Daily	Daily	Daily Except Sunday and Monday
DN-R POCATELLO YL H-CA PO (BLOCK SIGNALS, TWO MAIN TRACKS)	213.9	A 3.00AM	A 8.20AM	A 5.20PM	A10.30PM	A 2.50AM	A 3.30PM
2.4 POCATELLO JCT. YL	216.3	2.30AM					
8.0 MICHAUD	224.3				f 9.47		
5.8 BANNOCK	230.1						
8.4 DN AMERICAN FALLS AF	238.5			s 4.41	s 9.30	s 2.15	
3.8 BORAH	242.3						
7.8 QUIGLEY	250.1						
5.9 WAPI	256.0				f 9.10		
3.8 DEWOFF	259.8						
7.5 HAWLEY	267.3						
5.1 DN MINIDOKA RT (CENTRALIZED TRAFFIC CONTROL)	272.4		7.24	s 4.05	8.50PM	s 1.40	
3.8 MAX	276.2						
8.1 ADELAIDE	284.3						
4.7 KIMAMA	289.0					f	
6.7 SENTER	295.7						
7.8 OWINZA	303.5						
5.8 BESSLEN	309.3						
4.6 DIETRICH (DOUBLE TRACK)	313.9						
7.9 DN SHOSHONE X	321.8		s 6.40	s 3.10		s12.45	
9.0 TUNUPA	330.8						
6.7 DN GOODING GD	337.5		6.22	s 2.47		s12.20	
6.7 FULLER	344.2						
6.3 BLISS	350.5					s12.05AM	
6.8 TICESKA (DOUBLE TRACK)	357.3						
9.8 KING HILL	367.1					f11.45PM	
6.7 DN-R GLENNS FERRY YL GF	373.8		5.45AM	2.00PM		11.35PM	11.45AM
(159.9)							
.....Thru Time.....		(0.30)	(2.35)	(3.20)	(1.40)	(3.15)	(3.45)
.....Average speed per hour.....		4.8	61.9	47.9	35.1	49.2	42.6

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. 28 September 21, 1958		Mile Post	FIRST CLASS			SECOND CLASS	
			257 Time Freight	105 Streamliner Passenger	17 Passenger	11 Mail and Express	STATIONS			106 Streamliner Passenger	18 Passenger	12 Mail and Express	126 Time Freight	2 Time Freight
			Daily	Daily	Daily	Daily								
	DPTWY		10.15AM	8.25PM	1.50PM	4.15AM	DN-R GF GLENNS FERRY YL	DOUBLE TRACK	373.8	As 5.45AM	A 1.50PM	A11.25PM	A11.30AM	A1.55PM
CS 164	P		10.35	8.35	2.01	s 4.26	8.9 HAMMETT		382.7	5.32	1.32	11.07	10.55	11.40
CS 170	P		11.05	8.47	2.17	4.39	10.6 DN REVERSE YL RV		393.3	5.21	1.20	10.55	10.40	11.25
96 163	PY		11.16	8.56	s 2.30	s 4.52	8.3 DN MOUNTAIN HOME MZ		401.6	5.13	s 1.10	s10.45	10.30	11.15
163	P		11.24	9.01	2.35	**5.06**[106]	5.9 SEBREE		407.5	**5.06**[11]	1.01	10.35	10.21	11.07
163	P		11.31	9.05	2.40	5.11	5.2 CLEFT		412.7	5.02	12.56	10.31	10.15	10.59
192	IP		11.44	9.13	2.49	s 5.21	10.3 DN ORCHARD YL OD		423.6	4.54	12.46	10.22	10.04	10.45
163	P		11.59AM	VIA BOISE	VIA BOISE	VIA BOISE	11.7 OWYHEE		434.7	VIA BOISE	VIA BOISE	VIA BOISE	VIA BOISE	10.20
163	P		12.15PM				12.0 KUNA 9.9		446.7					9.55
73	P			9.20	2.57	5.29	7.3 LEONE	BLOCK SIGNALS	B-430.3	4.47	12.37	10.13	9.56	
73	P			9.25	3.03	5.35	5.6 BLACK'S CREEK		B-435.9	4.42	12.30	10.06	9.50	
69	PY		VIA KUNA	s **9.40**[12]	3.25 3.35	5.50 6.10	12.5 DN BOISE YL BG		B-448.4	s 4.30	12.15 12.10PM	**9.50**[105] **9.35**	9.35	VIA KUNA
	P						2.3 BOISE JCT.		B-450.7					
31	P						0.7 PERKINS		B-451.4					
29	P						3.2 BEATTY		B-454.6					
122	P			9.50	f 3.46	s 6.22	2.7 D MERIDIAN MD		B-457.3	4.16	11.57AM	s 9.17	9.14	
22	P						3.4 SONNA		B-460.7					
	DPTWYZ		12.30	s10.08	4.05 4.15	6.40 6.50	7.2 DN-R NAMPA YL AU-Q D		456.6	s 4.05	11.45 11.35	**9.05**[262] **8.55**	9.00 8.30	**9.30**[12]
55	P						4.2 MOSS	CENTRALIZED TRAFFIC CONTROL	460.8	3.54	11.25	8.48		
163	P			10.17	s 4.35	s 7.08	4.8 DN CALDWELL YL CW		465.6	3.50	s11.20	s 8.43		
122	P						3.6 ENROSE		469.2					
163	P				s 4.43	s 7.17	3.3 D NOTUS U		472.5					
173	P				s 4.56	s 7.28	8.3 DN PARMA MA		480.8		s11.00			
173	PY			10.37	s 5.08	s 7.38	7.6 DN NYSSA SY		488.4	3.28	s10.50	s 8.18		
ES 167 WS 167	PWY			10.48	s 5.24	s 7.56	10.3 DN ONTARIO ON		498.7	3.17	s10.35	s 8.05		
155	PY				s 5.34	s 8.05	3.8 DN PAYETTE AY		502.5		s10.23	s 7.52		
163	P						6.8 CRYSTAL		509.3					
163 163	PWY		1.48	11.08	s **5.53**[262]	s 8.25	6.6 DN WEISER YL SR		515.9	2.59	s10.10	s 7.40	6.55	**5.53**[17]
155	P		1.59	11.17	6.04	8.36	9.8 COBB	BLOCK SIGNALS	525.7	2.50	9.58	7.28	6.43	5.27
163	P		2.09	11.24	6.12	8.44	7.1 ROCK ISLAND		532.8	2.43	9.50	7.20	6.35	5.15
	DPTWYZ		A 2.30PM	As11.40PM	A 6.30PM	A 9.05AM	6.0 DN-R YL HU HUNTINGTON		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..... .....Average speed per hour.....			(3.10) 55.7	(4.10) 42.3	(4.15) 41.5	(5.05) 34.6	(6.55) 23.8

Except on double track and in Centralized Traffic Control territory, westward trains are superior to trains of the same class in the opposite direction and except that No. 106 is superior to westward trains of the same class, 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 Glenns Ferry and end of double track Reverse.

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

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

WESTWARD — FOURTH SUBDIVISION — EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A). Page 23.		SECOND CLASS		FIRST CLASS			Time-Table No. 28 September 21, 1958		Mile Post	FIRST CLASS			SECOND CLASS	
			277 Time Freight			35 Passenger	STATIONS			36 Passenger			278 Stock Special	
			Daily			Daily								
	P					12.25AM	POCATELLO JCT. YL	BLOCK SIGNALS	136.1	A 2.30AM			A 7.30AM	
	P		1.30PM			12.30	1.6 MONTANA JCT. YL		136.7	2.25			7.12	
124	P		1.36			12.34	3.7 TYHEE		140.4	2.20			7.05	
150	P		1.44			f12.39	5.3 D FORT HALL FR		145.7	f 2.14			6.57	
71	P		1.51			12.44	5.3 GIBSON		151.0	2.07			6.49	
ES 66 WS 110	PWY		2.01			s12.55	7.1 DN BLACKFOOT YL BF		158.1	s 1.58			6.34	
72	P		2.10			1.05	6.9 WAPELLO		164.0	1.47			6.19	
123	P		2.18			f 1.13	5.4 D FIRTH FR		169.4	f 1.40			6.09	
105	P		2.28			f 1.22	6.1 DN SHELLEY SY		175.5	s 1.33			5.59	
71	P		2.34			**1.27**[36]	3.8 COTTON		179.3	**1.27**[35]			5.52	
97	P		2.40			1.31	3.8 BACH YL		183.1	1.18			5.45	
	DPTWYZ		3.00			1.35 1.45	1.4 DN-R IDAHO FALLS YL AE		184.5	1.15 1.05			5.40	
51	P		3.20			f 1.54	6.7 PAYNE		191.2	f12.52			5.08	
54	P		3.28			f 2.00	5.5 BASSETT		196.5	f12.46			4.58	
54	P		3.37			s 2.07	5.5 D ROBERTS AR		202.0	s12.40			4.48	
49	P		3.55			2.19	10.1 HAWGOOD		212.1	12.28			4.28	
51	P		4.04			s 2.26	5.4 HAMER		217.5	s12.22			4.18	
50	P		4.14			s 2.33	5.6 CAMAS		223.1	s12.16			4.08	
51 106	PWY		4.50			s 2.47	11.8 DN DUBOIS YL BO		234.9	s12.03AM			3.43	
49	P		5.08			2.57	8.0 HIGHBRIDGE		242.9	11.50PM			3.23	
57	P		5.20			s **3.07**[278]	5.6 Block Signals D SPENCER RC		248.5	s11.42			**3.07**[35]	
150	P		5.46			s 3.24	9.5 HUMPHREY		258.0	s11.24			2.20	
	PY		6.05			s 3.36	6.7 D MONIDA YL MO		264.7	s11.14			2.00	
	P		6.22			f 3.50	9.0 SNOWLINE		273.7	f10.59			1.40	
	DPWY		6.50 7.40			4.00 4.10	6.2 DN-R LIMA YL RD		279.9	10.50 10.40			1.20 12.30	
47	P		8.00			s 4.24	8.1 D DELL DE		288.0	s10.28			12.08AM	
48	P		8.13			f 4.32	6.0 KIDD		294.0	f10.19			11.55PM	
78	P		8.33			s 4.54	13.0 D ARMSTEAD AD		307.0	s10.03			11.28	
48	P		8.46			f 5.03	5.9 GRAYLING		312.9	f 9.51			11.15	
64	P		9.00			f 5.13	7.5 BARRATTS		320.4	f 9.40			11.00	
150	P		**9.30**[36]			s 5.27	7.6 DN DILLON YL DN		328.0	s **9.30**[277]			10.45	
36	P		9.55			f 5.36	6.4 BOND		334.4	f 9.16			10.28	
45	P		**10.16**[278]			f 5.43	5.9 APEX		340.3	f 9.09			**10.16**[277]	
47	PY		10.40			f 5.59	5.4 NAVY		348.7	f 8.53			9.45	
61	P		11.10			s 6.13	10.2 MELROSE		358.9	s 8.38			9.23	
37	P		11.30			f 6.24	6.5 QUINN		364.9	f 8.27			9.06	
39	P		11.45			s 6.35	5.2 D DIVIDE J		370.1	s 8.17			8.53	
65	P		11.55PM			f 6.42	4.3 WOODIN		374.3	f 8.09			8.42	
17	P		12.15AM			f 6.53	6.4 FEELY		380.7	f 8.00			8.27	
50	P		12.26			f 7.01	3.9 BUXTON		384.6	f 7.53			8.15	
	PY		A 1.00AM			As7.15AM	5.4 DN-R SILVER BOW YL SB		390.0	s 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	
		(15.30) 18.7			(7.05) 37.0		.....Thru Time..... ....Average speed per hour....			(7.00) 37.4			(11.55) 22.0	

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

Time-Table No. 28
September 21, 1958

Car Capacity of Sidings, etc. See Rule 6(A). Page 23.	STATIONS	Mile Post
152 159 PTWZ	DN-R **KEMMERER YL** AV	0.0
	1.0	
	NO. KEMMERER JCT. **YL**	1.0
	1.4	
	NO. KEMMERER **YL**	2.4
	2.7	
	PHOSPHATE **YL**	5.1
	4.1	
22	**QUEALY YL**	9.2
	(9.2)	

WESTWARD CUMBERLAND BRANCH EASTWARD

Time-Table No. 28
September 21, 1958

Car Capacity of Sidings, etc. See Rule 6(A). Page 23.	STATIONS	Mile Post
152 159 PTWZ	DN-R **KEMMERER YL** AV	0.0
	4.8	
53	**GLENCOE JCT. YL**	4.8
	4.5	
	BLAZON JCT.	9.3
	3.7	
16	**MINE NO. 8 YL**	13.0
	(13.0)	

WESTWARD ELKOL BRANCH EASTWARD

Time-Table No. 28
September 21, 1958

Car Capacity of Sidings, etc. See Rule 6(A). Page 23.	STATIONS	Mile Post
53	**GLENCOE JCT. YL**	0.0
	3.9	
	ELKOL	3.9
	(3.9)	

WESTWARD GLENCOE BRANCH EASTWARD

Time-Table No. 28
September 21, 1958

Car Capacity of Sidings, etc. See Rule 6(A). Page 23.	STATIONS	Mile Post
53	**GLENCOE JCT. YL**	0.0
	1.9	
55	**GLENCOE**	1.9
	(1.9)	

WESTWARD BLAZON BRANCH EASTWARD

Time-Table No. 28
September 21, 1958

Car Capacity of Sidings, etc. See Rule 6(A). Page 23.	STATIONS	Mile Post
	BLAZON JCT.	0.0
	0.8	
	RADIANT	0.8
	(0.8)	

WESTWARD CONDA BRANCH EASTWARD

Time-Table No. 28
September 21, 1958

Car Capacity of Sidings, etc. See Rule 6(A). Page 23.	STATIONS	Mile Post
150 PY	DN **SODA SPRINGS YL** SD	0.0
	1.8	
80	MONSANTO **YL** (Spur)	1.8
	1.0	
6	FORMATION (Spur)	2.8
	2.8	
6	PANTING	5.6
	1.4	
19 Y	**CONDA**	7.0
	(7.0)	

WESTWARD GRACE BRANCH EASTWARD

Time-Table No. 28
September 21, 1958

Car Capacity of Sidings, etc. See Rule 6(A). Page 23.	STATIONS	Mile Post
150 P	**ALEXANDER YL**	0.0
	6.0	
16	D **GRACE** GA	6.0
	(6.0)	

WESTWARD GAY BRANCH EASTWARD

Time-Table No. 28
September 21, 1958

Car Capacity of Sidings, etc. See Rule 6(A). Page 23.	STATIONS	Mile Post
150 P	D **FORT HALL** FH	0.0
	9.1	
32	M.P. 9.1	9.1
	11.7	
132 YZ	**GAY**	20.8
	(20.8)	

WESTWARD GOSHEN BRANCH EASTWARD

Time-Table No. 28
September 21, 1958

Car Capacity of Sidings, etc. See Rule 6(A). Page 23.	STATIONS	Mile Post
123 P	D **FIRTH** FR	0.0
	5.2	
19	GOSHEN	5.2
	5.8	
22	GERRARD	11.0
	1.8	
11	INDIAN	12.8
	2.8	
14	HACKMAN	15.6
	6.4	
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

Time-Table No. 28
September 21, 1958

Car Capacity of Sidings, etc. See Rule 6(A). Page 23.			SECOND CLASS 491 Mixed Daily Except Sunday	SECOND CLASS 477 Mixed Daily Except Sunday	STATIONS	Mile Post	SECOND CLASS 492 Mixed	SECOND CLASS 478 Mixed
DPTWYZ			7.55AM	6.00AM	DN-R **IDAHO FALLS YL** AK	0.0	A 2.00PM	A 4.40PM
					3.0			
17 PY			A8.05AM	6.10	**ORVIN YL**	3.0	f 1.50	4.25
					4.6			
60 P				s 6.23	D **UCON** UN	7.6	1.40PM	s 4.15
					6.2			
54 P				s 6.42	D RIGBY RG	13.8	Via West Belt Branch	s 4.00
					4.2			
36 P				f 6.50	LORENZO	18.1		f 3.45
					2.6			
25				f 6.57	THORNTON	20.7		f 3.35
					5.3			
67 P				s 7.10	D REXBURG RX	26.0		s 3.20
					3.8			
51 P				s 7.20	D SUGAR CITY SC	29.8		s 3.10
					1.1			
36 PY					HART	30.9		
					5.9			
110 PWY				s 7.35	D **ST. ANTHONY YL** SH	36.8	M10.50AM	s 2.55
					1.5			
P					**BELT YL**	38.3	10.40AM	
					4.5			
43 P				f 7.50	CHESTER	42.8		f 2.40
					8.2			
46 PWY				A 8.10AM	DN-R **ASHTON YL** HN	51.0		2.20PM
					1.5			
					INGLING	52.5		
					5.7			
28 P					WARM RIVER	58.2		
					8.7			
22 P					GERRIT	66.9		
					8.8			
22					ECCLES	75.7		
					4.9			
15 P					ISLAND PARK	80.6		
					4.8			
26 P					TRUDE	85.4		
					5.3			
25 PY					BIG SPRINGS	90.7		
					6.5			
22 P					REAS PASS	97.2		
					9.9			
PWY					D-R **WEST YELLOWSTONE YL** WS	107.1		
					(107.1)		Daily Except Sunday	Daily Except Sunday
			(0.10) 18.0	(2.10) 23.1	.....Thru Time..... ....Average speed per hour....		(3.20) 14.3	(2.20) 21.1

WESTWARD TETON VALLEY BRANCH EASTWARD

Time-Table No. 28
September 21, 1958

Car Capacity of Sidings, etc. See Rule 6(A). Page 23.			SECOND CLASS 477 Mixed Daily Except Sunday	STATIONS	Mile Post	SECOND CLASS 478 Mixed
46 PWY			8.30AM	DN-R **ASHTON YL** HN	0.0	A 1.55PM
				1.8		
19			f 8.40	MARYSVILLE **YL**	1.8	f 1.47
				4.2		
33			f 8.55	GRAINVILLE	6.0	f 1.33
				2.6		
22 P			s 9.10	DRUMMOND	8.6	s 1.22
				4.2		
12			f 9.25	FRANCE	12.8	f 1.08
				3.0		
33 P			f 9.35	LAMONT	15.8	f12.58
				10.5		
21			f10.08	FELT	26.3	f12.25
				4.0		
22 PWY			s10.23	D TETONIA NA	30.3	s12.09PM
				6.9		
31			s10.42	D DRIGGS DI	37.2	s11.50AM
				9.4		
19 PWY			A11.05AM	D-R **VICTOR YL** VR	45.6	11.20AM
				(45.6)		Daily Except Sunday
			(2.35) 17.7	.....Thru Time..... .....Average speed per hour.....		(2.35) 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

Time-Table No. 28, September 21, 1958

Car Capacity of Sidings, etc. See Rule 6(A). Page 23.	SECOND CLASS 421 Mixed Daily Except Sunday	SECOND CLASS 409 Mixed Daily Except Sunday	STATIONS	Mile Post	SECOND CLASS 410 Mixed	SECOND CLASS 422 Mixed
66 110 PWY	12.30PM	8.00AM	DN-R **BLACKFOOT YL** BF	0.0	A 4.35PM	A 6.00PM
			2.1			
5		f 8.06	COLLINS **YL**	2.1	f 4.28	
			2.2			
7	f12.40	f 8.12	CLARKSON	4.3	f 4.22	f 5.40
			1.4			
31	f12.45	f 8.17	MORELAND	5.7	f 4.17	f 5.35
			1.4			
P	A12.50PM	f 8.21	**ABERDEEN JCT. YL**	7.1	f 4.13	5.25PM
			13.0			
33 P		f 8.54	TABER	20.1	f 3.40	
			19.6			
35 PY		f 9.45	**SCOVILLE**	39.7	f 2.50	
			19.4			
37 PY		s10.35	D ARCO **YL** RO	59.1	s 2.00	
			7.6			
21 P		f10.57	MOORE	66.7	f 1.28	
			5.9			
10		f11.15	DARLINGTON	72.6	f 1.10	
			4.7			
5		f11.30	LESLIE	77.3	f12.55	
			8.0			
68 PY		A11.55AM	D-R **MACKAY YL** MY	85.3	12.30PM	
			(85.3)		Daily Except Sunday	Daily Except Sunday
	(0.20) 21.3	(3.55) 21.7	.....Thru Time..... ....Average speed per hour....		(4.05) 20.9	(0.35) 12.2

WESTWARD — EAST BELT BRANCH — EASTWARD

Time-Table No. 28, September 21, 1958

Car Capacity of Sidings, etc. See Rule 6(A). Page 23.	SECOND CLASS 491 Mixed Daily Except Sunday	STATIONS	Mile Post
17 PY	8.05AM	**ORVIN YL**	0.0
		2.3	
22	f 8.15	LINCOLN **YL**	2.3
		0.8	
P		**LINCOLN JCT. YL**	3.1
		2.6	
46 P	f 8.27	IONA	5.7
		10.7	
21 P	s 9.05	D RIRIE RK	16.4
		5.0	
11 P	f 9.18	BYRNE	21.4
		4.2	
11 P	f 9.30	JENSON	25.6
		2.6	
23 P	f 9.40	WALKER	28.2
		4.2	
40 P	f 9.52	PARKINSON	32.4
		1.9	
11 P	f 9.58	MOODY	34.3
		3.8	
12 P	s10.20	D NEWDALE NE	38.1
		6.3	
P	A10.40AM	**BELT YL**	44.4
		(44.4)	
	(2.35) 17.2	.....Thru Time..... Average speed per hour	

WESTWARD — ABERDEEN BRANCH — EASTWARD

Time-Table No. 28, September 21, 1958

Car Capacity of Sidings, etc. See Rule 6(A). Page 23.	SECOND CLASS 421 Mixed Daily Except Sunday	STATIONS	Mile Post	SECOND CLASS 422 Mixed
P	12.50PM	**ABERDEEN JCT. YL**	0.0	A 5.25PM
		4.3		
32	f 1.03	ROCKFORD	4.3	f 5.10
		1.6		
17	f 1.08	LIBERTY	5.9	f 5.00
		4.3		
32 P	f 1.28	PINGREE	10.2	f 4.38
		6.3		
31 P	f 1.48	SPRINGFIELD	16.5	f 4.20
		3.2		
17 P	f 2.05	STERLING	19.7	f 4.05
		6.3		
8		FINGAL	26.0	
		2.2		
37 PY	A 2.40PM	D-R **ABERDEEN YL** BN	28.2	3.30PM
		(28.2)		Daily Except Sunday
	(1.50) 15.4	.....Thru Time..... ....Average speed per hour....		(1.55) 14.7

WESTWARD — WEST BELT BRANCH — EASTWARD

Time-Table No. 28, September 21, 1958

Car Capacity of Sidings, etc. See Rule 6(A). Page 23.	STATIONS	Mile Post	SECOND CLASS 492 Mixed
60 P	D-R **UCON** UN	0.0	A 1.40PM
	8.8		
22 P	LEWISVILLE	8.8	f 1.10
	1.7		
50 P	D MENAN MN	10.5	s 1.00
	14.5		
51 P	PLANO	25.0	f12.12
	1.7		
18	EDMONDS	26.7	f12.05PM
	2.6		
11 P	EGIN	29.3	f11.56AM
	2.3		
32	HEMAN	31.6	f11.46
	1.9		
19 P	PARKER	33.5	f11.40
	5.2		
110 PWY	D-R **ST. ANTHONY YL** SH	38.7	11.15AM
	(38.7)		Daily Except Sunday
	.....Thru Time..... .....Average speed per hour.....		(2.25) 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

Time-Table No. 28, September 21, 1958

Car Capacity of Sidings, etc. See Rule 6(A). Page 23.	SECOND CLASS 475 Time Freight Daily Except Saturday	SECOND CLASS 439 Freight Daily Except Sunday	FIRST CLASS 49 Mixed Daily	STATIONS	Mile Post	FIRST CLASS 50 Mixed	SECOND CLASS 440 Freight	SECOND CLASS 476 Time Freight
125 269 PWY	11.45PM	12.20PM	5.30AM	DN-R **MINIDOKA YL** RT	0.0	A 8.40PM	A11.00AM	A10.30PM
				8.2				
73 P	12.01AM	12.35	f 5.43	ACEQUIA	8.2	f 8.28	10.35	10.05
				5.3				
94 DPWY	12.16	12.50	s 6.10	DN **RUPERT YL** MS	13.5	s 8.20	10.20	9.50
				3.8				
13				AMALGA	17.3			
				2.3				
32 P	12.27	1.01	s 6.18	HEYBURN	19.6	f 8.07	10.05	9.35
				2.1				
59 63 PWY	12.40	1.15	s 6.35	DN **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
				7.7				
58 P	1.15	1.50	f 6.54	MILNER	33.5	f 7.44	9.30	9.00
				2.0				
16 P			f 6.57	PARSONS	35.5	f 7.41		
				5.9				
71 P	1.30	2.05	s 7.07	D MURTAUGH MU	41.4	s 7.32	9.15	8.45
				3.7				
53 P	1.40	2.15	7.13	BICKEL	45.1	7.24	9.05	8.35
				3.9				
23				BILLS	49.0			
				0.7				
41 P	1.55	2.30	s 7.20	D HANSEN NS	49.7	s 7.17	8.55	8.25
				3.6				
60 P	2.08	2.43	s 7.27	D KIMBERLY KY	53.3	s 7.10	8.45	8.15
				3.1				
31 P			7.32	McMILLAN **YL**	56.4			
				2.5				
DPWYZ	A 3.00AM	A 4.00PM	7.40 7.50	DN-R **TWIN FALLS YL** NA	58.9	7.00 6.45	8.30AM	8.00PM
				4.4				
42			f 7.57	CURRY	63.3	f 6.35		
				2.6				
60 P			s 8.02	D FILER FR	65.9	s 6.30		
				2.6				
45			f 8.06	PEAVEY	68.5	f 6.25		
				2.8				
			f 8.10	CEDAR	71.3	f 6.20		
				2.5				
PY			A 8.20AM	DN-R **BUHL YL** BO	73.8	6.15PM		
				(73.8)		Daily	Daily Except Sunday	Daily Except Sunday
	(3.15) 18.1	(3.40) 16.1	(2.50) 26.0	.....Thru Time..... .....Average speed per hour.....		(2.25) 30.5	(2.30) 23.6	(2.30) 23.6

WESTWARD — OAKLEY BRANCH — EASTWARD

Time-Table No. 28, September 21, 1958

Car Capacity of Sidings, etc. See Rule 6(A). Page 23.	STATIONS	Mile Post
59 63 PWY	DN-R **BURLEY YL** BU	0.0
	4.3	
28	BEETVILLE	4.3
	0.9	
23	PELLA	5.2
	3.1	
30	NORTH KENYON	8.3
	1.3	
9	KENYON	9.6
	3.9	
11	CHURCHILL	13.5
	2.8	
23	TROUT	16.3
	1.5	
60	MARION	17.8
	1.6	
25	WARR	19.4
	2.4	
20 Y	D **OAKLEY** OA	21.8
	(21.8)	

WESTWARD — RAFT RIVER BRANCH — EASTWARD

Time-Table No. 28, September 21, 1958

Car Capacity of Sidings, etc. See Rule 6(A). Page 23.	STATIONS	Mile Post
59 63 PWY	DN-R **BURLEY YL** BU	0.0
	3.1	
34	UNITY	3.1
	0.9	
28	ELCOCK	4.0
	0.7	
15	EVANS (Spur)	4.7
	1.3	
22	SPRINGDALE	6.0
	1.5	
25	HATCH	7.5
	1.6	
16	**DECLO**	9.1
	(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

Time-Table No. 28
September 21, 1958

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		SECOND CLASS 439 Mixed Daily	STATIONS		Mile Post	SECOND CLASS 440 Mixed
	DPWYZ	8.00PM	DN-R **TWIN FALLS YL** NA		0.0	A 7.00AM
31		f 8.22	10.9 BERGER		10.9	f 6.38
26		f 8.40	8.5 HOLLISTER		19.4	f 6.20
9		f 8.48	3.8 AMSTERDAM	(Spur)	23.2	f 6.12
21	PY	f 9.00	5.6 ROGERSON		28.8	s 6.00
38		f 9.25	9.9 METEOR		38.7	f 5.35
34		f 9.55	11.4 IDAVADA		50.1	f 5.08
34	P	f10.09	6.0 DELAPLAIN		56.1	f 4.53
34		f10.19	4.6 SAN JACINTO		60.7	f 4.42
34	P	f10.37	8.1 CONTACT		68.8	s 4.25
33	P	f11.00	6.3 HENRY		75.1	f 4.07
33		f11.25	11.6 SHORES		86.7	f 3.37
48	PY	f11.41	6.9 WILKINS		93.6	f 3.21
37		f11.49PM	3.7 HERRELL		97.3	f 3.13
44	PY	f12.10AM	5.2 SUMMER CAMP		102.5	s 2.56
44		f12.30	6.4 MELANDCO		108.9	f 2.33
35		f12.45	7.2 TOWN CREEK		110.1	f 2.18
	PY	A 1.00AM	7.3 DN-R **WELLS YL** HU		123.4	2.00AM
			(123.4)			Daily
		(5.00) 28.0	.....Thru Time..... .....Average speed per hour.....			(5.00) 28.0

WESTWARD — NORTH SIDE BRANCH — EASTWARD

Time-Table No. 28
September 21, 1958

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		STATIONS		Mile Post
94	DPWY	DN-R **RUPERT YL** MS		0.0
34	P	4.4 MYERS **YL**		4.4
36	P	D 1.5 PAUL **YL** DJ		5.9
20		2.0 BUDGE		7.9
54		8.0 SCHODDE		15.9
21		3.9 McHENRY		19.8
22		D 4.2 HAZELTON AZ		24.0
23		2.9 BLACK		26.9
63		D 1.2 EDEN DX		28.1
54		6.7 PERRINE		34.8
12		3.5 SUGAR LOAF		38.3
25		2.3 FALLS CITY		40.6
10		2.0 BARRYMORE		42.6
54	Y	DN 5.3 JEROME **YL** JO		47.9
54		D 8.8 WENDELL ND		56.7
17		1.4 KING		58.1
54		8.1 TUTTLE		66.2
118 120	PY	7.4 **BLISS YL**		73.6
		(73.6)		

WESTWARD — KETCHUM BRANCH — EASTWARD

Time-Table No. 28
September 21, 1958

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		SECOND CLASS 441 Mixed Monday Wednesday Friday	STATIONS		Mile Post	SECOND CLASS 442 Mixed
WS 121-115 ES 111-130	PWY	6.00AM	DN-R **SHOSHONE YL** X		0.0	A 12.45PM
39	PY	s 6.35	15.3 D **RICHFIELD YL** FK		15.3	s 12.05PM
29		f 6.50	6.4 PAGARI		21.7	f 11.45AM
27		f 7.10	8.0 TIKURA		29.7	f 11.25
59	P	s 7.30	7.6 PICABO		37.3	s 11.05
6		f 7.40	4.5 HAY		41.8	f 10.50
10		f 7.45	2.5 GANNETT		44.3	f 10.45
30		s 8.05	7.8 BELLEVUE		52.1	s 10.25
17		s 8.16	5.1 D HAILEY	RI	57.2	s 10.05
22		f 8.22	2.8 BARITE		60.0	f 9.52
30	W Loop	A 8.45AM	9.4 D-R **KETCHUM YL** KU		69.4	9.30AM
			(69.4)			Monday Wednesday Friday
		(2.45) 25.2	.....Thru Time..... .....Average speed per hour.....			(3.15) 21.4

WESTWARD — HILL CITY BRANCH — EASTWARD

Time-Table No. 28
September 21, 1958

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		STATIONS		Mile Post
39	PY	D **RICHFIELD YL** FK		0.0
10		4.5 RAWSON		4.5
12		4.9 BURMAH		9.4
42	P	12.1 MAGIC		21.5
32		9.7 MACON		31.2
13	P	2.8 BLAINE		34.0
7		2.8 RANDS		36.8
17		2.9 SELBY		39.7
42	P	4.1 D FAIRFIELD	FD	43.8
32		7.9 CORRAL		51.7
50	Y	6.1 **HILL CITY YL**		57.8
		(57.8)		

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

WESTWARD — BROGAN BRANCH — EASTWARD

Time-Table No. 28
September 21, 1958

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		STATIONS		Mile Post
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 — HOMEDALE BRANCH — EASTWARD

Time-Table No. 28
September 21, 1958

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		STATIONS		Mile Post
173	PY	DN-R **NYSSA YL** SY		0.0
19		8.1 OVERSTREET		8.1
20		2.5 ADRIAN		10.6
32		6.3 NAPTON		16.9
62	P	7.5 D HOMEDALE **YL** HR		24.4
19		6.6 CLAYTONIA		31.0
19	PY	2.1 D-R **MARSING YL** MR		33.1
		(33.1)		

WESTWARD — PAYETTE BRANCH — EASTWARD

Time-Table No. 28
September 21, 1958

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		SECOND CLASS 483 Mixed Daily Except Sunday	STATIONS		Mile Post	SECOND CLASS 484 Mixed
155	PY	6.00AM	DN-R **PAYETTE YL** AY		0.0	A 2.45PM
18		f 6.20	3.9 EIFFIE		3.9	f 2.30
27	P	s 6.30	1.2 D FRUITLAND	FU	5.1	s 2.25
		f 6.40	1.7 BUCKINGHAM		6.8	f 2.06
30	P	s 7.00	4.3 D NEW PLYMOUTH	NP	11.1	s 1.55
11		f 7.27	10.5 LETHA		21.6	f 1.23
96	PWY	A 7.50AM	8.1 D-R **EMMETT YL**	MF	29.7	1.00PM
			(29.7)			Daily Except Sunday
		(1.50) 16.2	.....Thru Time..... .....Average speed per hour.....			(1.45) 16.8

WESTWARD — WILDER BRANCH — EASTWARD

Time-Table No. 28
September 21, 1958

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		STATIONS		Mile Post
163	P	DN-R **CALDWELL YL** CW		0.0
40		2.5 SIMPLOT **YL**		2.5
21		1.2 WEITZ **YL**		3.7
26		1.4 DOLES **YL**		5.1
9		1.9 GREENLEAF	(Spur)	7.0
13		2.7 ALLENDALE		9.7
43		1.8 D **WILDER YL** WR		11.5
		(11.5)		

WESTWARD — STODDARD BRANCH — EASTWARD

Time-Table No. 28
September 21, 1958

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		STATIONS		Mile Post
	DPWYZ	DN-R **NAMPA YL** AU-Q	D	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

Time-Table No. 28
September 21, 1958

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		STATIONS		Mile Post
	P	**BOISE JCT.**		0.0
22		1.1 FAIR GROUNDS **YL**		1.1
	PTWZ	2.1 D-R BOISE FREIGHT **YL**	BE	3.2
10		1.8 PENITENTIARY SPUR		5.0
10		1.3 VERNON	(Spur)	6.3
		2.1 **BARBER**		8.4
		(8.4)		

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 IDAHO NORTHERN BRANCH Eastward

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS 485 Mixed Daily Except Sunday	Time-Table No. 28 September 21, 1958 STATIONS	Mile Post	SECOND CLASS 486 Mixed
DPWYZ	8.30AM	DN-R NAMPA YL AU-Q D	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	s10.20	D-R EMMETT YL MF	27.0	s 1.10
42	f10.40	8.1 PLAZA	31.8	f12.55
43 P	s11.20	1.8 MONTOUR	41.1	s12.20PM
32 P	486 s11.55AM	9.3 D HORSESHOE BEND YL HB	49.7	485 s11.55AM
32	f12.20PM	8.6 GARDENA	55.1	f11.35
35 PT	s 1.00	5.4 BANKS	64.1	s11.10
25 P	f 1.50	9.0 BIG EDDY	75.4	f10.25
31 PY	s 2.25	11.3 SMITHS FERRY	83.0	s 9.55
15 P	f 3.00	7.6 CABARTON	92.7	f 9.20
32	f 3.10	9.7 BELVIDERE	95.5	f 9.11
32 PY	s 4.00	2.8 D CASCADE YL CD	99.2	s 9.00
31	f 4.35	3.7 ARLING	111.0	f 8.00
33	s 5.00	11.8 D DONNELLY FY	119.4	s 7.35
14	f 5.15	8.4 NORWOOD	124.7	f 7.22
32 PWY	A 5.40PM	5.3 D-R McCALL YL NE	132.8	7.00AM
		8.1 (132.8)		Daily Except Sunday
	(9.10) 14.5	.....Thru Time..... ....Average speed per hour....		(7.35) 17.5

Westward NEW MEADOWS BRANCH Eastward

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 28 September 21, 1958 STATIONS	Mile Post
163 PW 163 Y	DN-R WEISER YL SR	0.0
12	6.0 REBECCA	6.0
48	13.1 CONCRETE	19.1
23 P	12.7 MIDVALE	31.8
35 P	8.7 D CAMBRIDGE RA	40.5
3	9.3 GOODRICH	49.8
26 12	6.8 MESA	56.6
59 PY	3.6 D COUNCIL YL CN	60.2
7	1.4 HOOVER YL	61.6
6	10.4 GLENDALE	72.0
43	12.1 RUBICON YL	84.1
45 PWY	5.6 D-R DS NEW MEADOWS YL	89.7
	(89.7)	

WESTWARD OREGON EASTERN BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS 459 Mixed Daily Except Sunday	Time-Table No. 28 September 21, 1958 STATIONS	Mile Post	SECOND CLASS 460 Mixed
ES 167 PW WS 167 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	5.5 D-R VALE YL VA	15.5	s 3.00
46	460 f 2.20	8.0 HOPE	23.5	459 f 2.20
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	f12.55
27	f 4.07	11.0 JONESBORO	62.2	f12.28PM
53 PY	s 4.40	11.4 D JUNTURA JN	73.6	s11.50AM
50	f 5.25	13.0 LONG	86.6	f11.10
49 P	s 5.50	6.1 RIVERSIDE	92.7	s10.50
31	f 6.15	10.1 DUNNEAN	102.8	f10.25
30 P	f 6.40	7.4 VENATOR	110.2	f10.05
30	f 7.00	7.7 CIRCLE BAR	117.9	f 9.45
31 P	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	13.3 D-R BURNS YL BR	156.8	8.00AM
		(156.8)		Daily Except Sunday
	(8.00) 19.6	.....Thru Time..... ....Average speed per hour....		(8.00) 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
First Subdivision			
Sage.....(1).....	63.1	94 P	Both
Border.....(1).....	92.1	30 P	Both
Pegram.....(1).....	97.7	42 P	Both
Inkom Ballast Quarry.....	202.9	140 P	East
Second Subdivision			
Don.....	219.6	43 PX 72	Both Both
Schiller.....	226.5	11 P	Both
Sand Bank.....	370.9	42 PX	Both
Third Subdivision			
Hillcrest.....	B-445.1	14 P	Both
Mangum.....	476.3	24 P	Both
Apple Valley.....	485.9	26	Both
Arcadia.....	491.7	45 P	Both
Washoe Spur.....	500.9	32	West
Wood.....	506.2	10	Both
Feltham.....	512.7	23	Both
Fourth Subdivision			
Chubbuck.....	138.2	36	Both
Mitchell.....	176.9	17	Both
Red Rock.....(2).....	302.8	25	Both
Rock.....	314.6	62 P	Both
Dalys.....(2).....	316.4	14 P	Both
Glen.....(2).....	347.8	8	West
Maiden Rock...(2).....	366.0	12 12	Both Both
Goshen Branch			
Cox.....	9.2	11	West
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 6	East Both
Dwight.....(3).....	32.7	None	None
Fox Creek.....(3).....	42.3	12	Both
Mackay Branch			
Aiken.....(4).....	3.8	10 10	Both East
Rouse.....(4).....	7.6	4	East
Olsen.....(4).....	16.0	13	East
Cerro Grande...(4).....	35.5	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 19	Both West
Pyke.....(5).....	35.3	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

Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 23	Switch Connection
Twin Falls Branch			
Schow.....	16.44	27	West
Oakley Branch			
Ruby.....	3.1	3	West
Ketchum Branch			
Gimlet.....(6).....	63.2	32	East
Payette Branch			
Little Rock.....	18.9	9	Both
Stoddard Branch			
Westma.....	11.6	9	East
Idaho Northern Branch			
Maddens.....(7).....	6.1	6	Both
Josephson.....(7).....	12.6	12	Both
Amsco.....	13.6	12	Both
Bramwell.....(7).....	22.2	5	East
Black Canyon..(7).....	33.0	5	East
Archabal.....(7).....	127.4	9	Both
Oregon Eastern Branch			
Lawen.....(8).....	138.4	3	East
New Meadows Branch			
Presley.....	11.7	9	Both
Diamond.....	26.7	4	West
Tamarack.....	81.9	29	Both

(1) Flag stop for No. 17.
(2) Flag stop for Nos. 35–36.
(3) Flag stop for Nos. 477–478.
(4) Flag stop for Nos. 409–410.
(5) Flag stop for No. 492.
(6) Flag stop for Nos. 441–442.
(7) Flag stop for Nos. 485–486.
(8) Flag stop for Nos. 459–460.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

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

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

Designation "Str." —Train with Diesel locomotive and all light-weight roller-bearing passenger equipment.

Designation "Psgr."—Train with steam locomotive and all passenger train equipment; train with Diesel locomotive and all passenger train equipment, any car of which is not light-weight roller bearing.

Designation "Frt." —Train with freight cars; train with caboose only; locomotive without cars.
When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.

GENERAL

Location	Miles Per Hour		
	Str.	Psgr.	Frt.
Maximum speed.	79	79	50
No. 126, maximum speed.		60	60
No. 49 and No. 50 between Pocatello and Minidoka, maximum speed.		60	60
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30
Inspectiou bus cars.		40	40
Battery motor car 01886.		50	
When caboose is handled in train consisting of passenger train equipment.		60	
Within yard limits—			
Protected by continuous block signal system.	60	50	25
Not protected by continuous block signal system.	50	40	25
On branch lines.	30	30	15
No. 126, within yard limits.		40	40
Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35
Diesel locomotives in road or helper service:			
Backing up shoving a train. (Speed of train being helped will govern).	40	40	40
Backing up pulling train.			40
Backing up light.			
G.P.9 type Diesel locomotives:			
Backing up pulling train.	65	65	50
Backing up light.			50
1500 class Diesel road freight locomotives.	50	50	50
Diesel freight and road switch locomotives.	65	65	50
1000-1100 class Diesel yard switch locomotives in road service.	35	35	35
1800 class Diesel yard locomotives in road service.	50	50	50
Trains handling wrecking derricks:			
Derricks with 6-wheel trucks.			40
Derricks with 4-wheel trucks.			35
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

Location	Miles Per Hour		
	Str.	Psgr.	Frt.
Trains handling company roadway machines on their own wheels, except wrecking derricks—			
On main line and Twin Falls Branch:			
On straight track.			30
On curves.			25
Between Idaho Falls and Ashton.			20
On other branch lines.			15
Trains handling dead steam locomotives:			
With a side rod or main rod removed.			15
With side rods and main rods in place.			25
Jordan spreaders and other machines of spreader type, when in operation.			15
Train handling scale test cars—			
On main line, Twin Falls Branch and between Idaho Falls and Ashton.			
On other branch lines.			20
Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines.			20
Trains handling U. P. ore cars Nos. 8000 to 8499, loaded or empty.			45
Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules:			
Maximum speed.			20
Through truss bridges.			6
Passing fueling stations—			
On main lines.	50	40	25
On branch lines.		30	15
Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement.	20	20	20
Over spring switches, where movement is over facing point switches, except at Reverse.	20	20	20
When using cross-overs or turn-outs:			
Forward movement.	15	15	15
Back-up movement.	10	10	10
When using No. 20 turn-outs.	40	40	40
When using No. 14 turn-outs at puwer operated switches or at end of double track.	25	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.			25
On branch lines.			15
(Slower speed must be observed where conditions require.)			

FIRST SUBDIVISION

Location	Miles Per Hour		
	Str.	Psgr.	Frt.
Maximum speed.	79	79	50
Granger			
Between M.P. 0.0 and 0.8.	40	35	25
Between M.P. 3.4 and 3.7.	70	60	50
Moxa			
Between M.P. 12.1 and 12.3.	70	60	50
Between M.P. 14.4 and 14.6.	70	60	50
Nutria			
Between M.P. 16.1 and 16.4.	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
Between M.P. 23.6 and 23.8.	70	60	50
Opal			
Between M.P. 28.7 and 29.6.	70	60	50
Between M.P. 31.3 and 32.3.	50	40	30
Between M.P. 33.0 and 33.1.	70	60	50
Waterfall			
Between M.P. 34.6 and 34.8.	60	50	40
Between M.P. 35.5 and 36.5.	50	40	25
Between M.P. 36.5 and 38.9.	40	35	25
Between M.P. 39.6 and 39.8.	40	35	25
Between M.P. 43.1 and 44.5.	60	50	40
Nugget			
Between M.P. 54.5 and 57.8.	40	35	25
Between M.P. 58.0 and 59.5.	70	60	50
Orr			
Between M.P. 60.9 and 61.2.	70	60	50
Between M.P. 63.6 and 65.4.	60	50	40
Between M.P. 66.5 and 68.2.	70	60	50

Location	Miles Per Hour		
	Str.	Psgr.	Frt.
Cokeville			
Over streets and alleys.	30	30	30
Between M.P. 87.4 and 87.7.	60	50	40
Between M.P. 92.9 and 93.1.	60	50	40
Chausse			
Between M.P. 96.7 and 96.9.	70	60	50
Between M.P. 98.3 and 99.2.	60	50	40
Between M.P. 99.5 and 99.7.	70	60	50
Between M.P. 102.6 and 104.9.	60	50	40
Between M.P. 105.2 and 105.4.	70	60	50
Between M.P. 114.9 and 115.2.	50	40	25
Montpelier			
Between M.P. 115.4 and 115.6 over switches (No. 1 and No. 2 Tracks)	20	20	20
Between M.P. 115.9 and 116.2.	50	40	25
Between M.P. 120.6 and 123.4.	60	50	40
Between M.P. 125.1 and 125.3.	70	60	50
Between M.P. 125.8 and 126.7.	60	50	40
Georgetown			
Between M.P. 127.6 and 127.9.	70	60	50
Between M.P. 128.2 and 128.7.	60	50	40
Between M.P. 129.5 and 130.0.	60	50	40
Between M.P. 131.6 and 132.2.	70	60	50
Between M.P. 135.5 and 135.8.	70	60	50
Manson			
Between M.P. 138.6 and 139.3.	60	50	40
Between M.P. 141.0 and 141.9.	60	50	40
Between M.P. 142.4 and 143.5.	70	60	50
Between M.P. 143.7 and 143.9.	60	50	40
Between M.P. 144.6 and 145.2.	60	50	40
Soda Springs			
Over streets and alleys.	30	30	30
Between M.P. 148.0 and 148.3.	70	60	50

Location	Miles Per Hour		
	Str.	Psgr.	Frt.
Alexander			
Between M.P. 152.1 and 152.4.	60	50	40
Bancroft			
Between M.P. 163.6 and 163.9.	70	60	50
Between M.P. 164.2 and 164.7.	70	60	50
Between M.P. 167.5 and 168.1.	70	60	50
Between M.P. 168.9 and 169.3.	60	50	40
Pebble			
Between M.P. 171.2 and 171.7.	60	50	40
Between M.P. 171.9 and 174.7.	70	60	50
Between M.P. 176.3 and 176.7.	70	60	50
Blaser			
Between M.P. 177.4 and 178.5.	60	50	40
M.P. 179.0 to 180.0 (No. 1 Track)	45	35	20
M.P. 180.0 to 179.0 (No. 2 Track)	50	40	35
Lava Hot Springs			
Between M.P. 180.1 and 181.7.	70	60	50
Between M.P. 181.8 and 183.1.	60	50	40
Between M.P. 183.2 and 184.8.	70	60	50
Between M.P. 185.5 and 185.7.	70	60	50
Between M.P. 186.1 and 187.3.	50	40	30
Between M.P. 187.4 and 187.9.	60	50	40
Between M.P. 188.1 and 190.3.	70	60	50
McCammon			
Between M.P. 192.0 and 192.6.	60	50	40
Between M.P. 195.0 and 195.4.	60	50	40
Between M.P. 197.7 and 200.3.	70	60	50
Between M.P. 200.4 and 201.1.	60	50	40
Inkom			
Between M.P. 202.3 and 202.5.	60	50	40
Between M.P. 207.2 and 208.4.	70	60	50
Pocatello			
Over switch M.P. 213.3. (No. 1 Track)	20	20	20
Within platform limits of passenger depot.	6	6	6

SECOND SUBDIVISION

Location	Miles Per Hour Str.	Psgr.	Frt.
Pocatello Within platform limits of passenger depot.	6	6	6
On enginehouse lead and tracks.			6
Bannock Between M.P. 237.9 and 239.4.	70	60	50
Bridge 239.78.	40	30	25
Between M.P. 240.0 and 240.3.	40	30	25
Between M.P. 240.4 and 241.3.	70	60	50
Borah Between M.P. 244.5 and 244.8.	70	60	50
Wapi Between M.P. 258.9 and 259.2.	70	60	50
Minidoka Between M.P. 272.4 and 273.0.	20	20	20

Location	Miles Per Hour Str.	Psgr.	Frt.
Adelaide Between M.P. 285.8 and 286.2.	70	60	50
Dietrich M.P. 316.3 to 315.8 (Eastward).	70	60	50
Between M.P. 321.5 and 321.7.	20	20	20
Shoshone Over Greenwood Street.	20	20	20
Between M.P. 323.2 and 323.9.	70	60	50
Between M.P. 325.0 and 326.6.	70	60	50
Gooding Over streets and alleys.	30	30	30
Between M.P. 340.7 and 341.2.	60	50	40
Between M.P. 342.3 and 343.4.	60	50	40
Bliss No. 18, to dispatch mail.		40	

Location	Miles Per Hour Str.	Psgr.	Frt.
Ticeska Between M.P. 357.3 and 360.2.	70	60	50
Between M.P. 360.2 and 360.8.	60	50	40
Between M.P. 360.8 and 365.9.	70	60	50
King Hill Between M.P. 367.4 and 368.3.	70	60	50
Between M.P. 369.1 and 371.0.	60	50	40
Sand Bank Engines using west switch to Sand Bank set-out track.			5
Between M.P. 371.1 and 373.4.	45	40	25
Between M.P. 373.4 and 373.8.	20	20	20
Glenns Ferry			

THIRD SUBDIVISION

Location	Miles Per Hour Str.	Psgr.	Frt.
Glenns Ferry Eastward, over Commercial Street Crossing.	20	20	20
Between M.P. 376.5 and 377.6.	60	50	40
Between M.P. 378.6 and 379.3.	45	40	25
Between M.P. 384.0 and Reverse.	65	60	40
Between M.P. 385.6 and 387.0.	60	50	40
Between M.P. 389.8 and 390.6.	60	50	40
Mountain Home Over street crossings.	50	50	50
Orchard Between M.P. 428.4 and 429.0.	60	50	40
Kuna Between M.P. 447.5 and 450.8.	60	50	40
Nampa			
Orchard Between M.P. B-423.5 and B-423.9.	60	50	40
Between M.P. B-429.1 and B-430.0.	60	50	40

Location	Miles Per Hour Str.	Psgr.	Frt.
Leone Between M.P. B-431.0 and B-433.8.	70	60	50
Between M.P. B-433.9 and B-434.3.	60	50	40
Black's Creek Between M.P. B-435.8 and B-436.1.	70	60	50
Between M.P. B-438.5 and B-438.8.	70	60	50
Between M.P. B-439.4 and B-440.4.	50	40	25
Between M.P. B-440.4 and B-446.1.	60	50	40
Boise Between M.P. B-448.3 and B-449.1.	50	40	25
Between M.P. B-450.5 and B-451.0.	70	60	50
Meridian No. 17, to exchange mail. No. 18, to dispatch mail.		20 40	
Sonna Between M.P. B-467.0 and B-467.8.	40	25	25

Location	Miles Per Hour Str.	Psgr.	Frt.
Nampa			
Caldwell Over streets and alleys.	25	25	25
Over switches between M.P. 465.0 and M.P. 466.0.	20	20	20
Parma No. 12, to dispatch mail.		50	
Between M.P. 482.8 and 483.0.	70	60	50
Between M.P. 484.5 and 485.0.	70	60	50
Ontario No. 106, to exchange mail.	10		
Payette Between Payette and Weiser, trains handling lngs.			30
Weiser Between M.P. 523.1 and 526.1.	70	60	50
Between M.P. 526.4 and 528.1.	60	50	40
Between M.P. 529.7 and 531.7.	70	60	50
Between M.P. 533.1 and 535.1.	70	60	50
Between M.P. 536.0 and 539.0.	40	30	25
Huntington			

FOURTH SUBDIVISION

Location	Miles Per Hour Psgr.	Frt.
Maximum speed. Between Pocatello Jct. and Idaho Falls.	70	50
Between Idaho Falls and Silver Bow.	59	40
Pocatello Jct. Between M.P. 135.1 and 136.7.	35	25
Montana Jct. Between M.P. 139.9 and 140.1.	60	50
Tyhee Between M.P. 142.3 and 142.5.	50	40
Between M.P. 143.3 and 143.5.	50	40
Gibson Between M.P. 152.6 and 152.9.	50	40
Blackfoot Over streets and alleys.	20	20
Wapello Between M.P. 166.8 and 167.0.	60	50
Firth Between M.P. 169.7 and 169.9.	60	50
Shelley Over streets and alleys.	30	30
Idaho Falls Over streets and alleys.	12	12
Between M.P. 185.5 and 185.9.	15	5
Between M.P. 187.4 and 188.6.	40	30
Between M.P. 190.7 and 191.0.	45	35
Roberts Between M.P. 205.4 and 206.0.	50	40
Between M.P. 208.4 and 210.2.	50	40
Hawgood Between M.P. 213.7 and 214.0.	50	40
Hamer Between M.P. 218.3 and 218.5.	50	40

Location	Miles Per Hour Psgr.	Frt.
Dubois Between M.P. 236.0 and 236.6.	35	25
Between M.P. 237.8 and 238.0.	40	30
Between M.P. 239.1 and 239.3.	50	40
Highbridge Between M.P. 244.4 and 246.7.	40	30
Spencer Between M.P. 248.5 and 248.9.	45	35
Between M.P. 249.5 and 249.7.	40	30
Between M.P. 251.0 and 251.4.	40	30
Between M.P. 252.7 and 257.5.	25	20
Humphrey Between M.P. 258.3 and 258.5.	35	25
Between M.P. 258.6 and 259.2.	45	35
Between M.P. 262.9 and 267.6.	35	25
Between M.P. 269.7 and 269.9.	40	30
Between M.P. 271.0 and 271.7.	40	30
Snowline Between M.P. 277.4 and 278.3.	35	25
Lima Over Center Street east of depot.	20	15
Westward within yard limits.	25	15
Armstead Between M.P. 307.7 and 308.0.	50	40
Between M.P. 308.9 and 310.3.	35	25
Between M.P. 310.4 and 310.6.	25	20
Between M.P. 311.0 and 311.8.	45	35
Grayling Between M.P. 316.0 and 316.5, watch for rocks.	25	20
Between M.P. 316.5 and 318.7.	35	25

Location	Miles Per Hour Psgr.	Frt.
Dillon Between M.P. 328.6 and 329.2.	35	25
Bond Between M.P. 337.0 and 337.2.	50	40
Apex Between M.P. 341.1 and 341.4.	50	40
Between M.P. 342.7 and 342.9.	50	40
Between M.P. 343.3 and 343.5.	30	20
Between M.P. 343.5 and 345.8.	35	25
Between M.P. 346.0 and 346.3.	30	20
Between M.P. 347.9 and 348.2.	40	30
Navy Between M.P. 351.0 and 354.4.	35	25
Between M.P. 357.2 and 357.7.	40	30
Melrose Between M.P. 361.8 and 366.3, watch for rocks.	25	20
Between M.P. 366.3 and 366.6.	20	20
Between M.P. 366.7 and 367.5.	35	25
Between M.P. 367.9 and 368.2.	30	20
Divide Between M.P. 373.6 and 374.6.	40	30
Woodin Between M.P. 375.2 and 377.8.	35	25
Between M.P. 379.0 and 381.1.	35	25
Feely Between M.P. 382.3 and 383.7.	25	20
Between M.P. 384.3 and 385.1.	35	25
Buxton Between M.P. 386.6 and 388.1.	35	25
Between M.P. 389.8 and 390.1.	20	20
Silver Bow		

BRANCHES

Location	Miles Per Hour Psgr.	Frt.
Kemmerer Branch Maximum speed.		15
Cumberland Branch Maximum speed.		15
Glencoe Branch Maximum speed.		15
Elkol Branch Maximum speed.		15

Location	Miles Per Hour Psgr.	Frt.
Blazon Branch Maximum speed.		15
Grace Branch Maximum speed.		20
Conda Branch Maximum speed.		15

Location	Miles Per Hour Psgr.	Frt.
Leefe Spur Maximum speed.		15
Gay Branch Maximum speed.		25
Between M.P. 3.0 and Gay.		15

BRANCHES (Continued)

Location	Miles Per Hour Psgr.	Miles Per Hour Frt.
Mackay Branch Between Blackfont and M.P. 60.0.		30
Spur at Collins.		10
Between M.P. 60.0 and Mackay.		20
Aberdeen Branch Maximum speed.		25
Goshen Branch Maximum speed.		25
Yellowstone Branch Between Idaho Falls and Ashton.	50	35
Between Ashton and Gerrit, watch for rocks.	35	25
Between Gerrit and Big Springs	50	35
Between Big Springs and West Yellowstone, watch for rocks.	35	25
Rexburg, Sugar City and St. Anthony, over streets and alleys.	20	20
St. Anthony, over highway crossing, just west of depot.	8	8
Between M.P. 55.4 and 55.7.	20	15
Between M.P. 59.6 and 65.9.	20	15
Between M.P. 72.9 and 73.2.	35	25
Between M.P. 74.0 and 74.2.	30	25
Between M.P. 85.2 and 85.5.	35	25
Between M.P. 86.4 and 87.0.	20	15
Between M.P. 92.1 and 95.0.	20	15
Between M.P. 99.9 and 100.8.	20	15
East Belt Branch Maximum speed.		25
Truss bridges.		15
Between M.P. 23.2 and 24.3.	15	15
West Belt Branch Maximum speed.		25
Truss bridges.		15
Highway Crossing M.P. 37.44.	5	5

Location	Miles Per Hour Psgr.	Miles Per Hour Frt.
Teton Valley Branch Maximum speed.	35	25
Bridges 4.48, 6.96 and 19.97.	12	12
Between M.P. 19.1 and 19.4.	15	15
Between M.P. 25.0 and 25.4.	15	15
Twin Falls Branch Maximum speed.	50	40
First Class Trains, within yard limits.	30	30
Rupert, on west leg of wye.	10	10
Rupert, over streets and alleys.	12	12
Bridge 20.10.	25	25
Burley, within city limits.	20	20
Burley, over street crossings.	12	12
Kimberly, within city limits.	40	40
North Side Branch Maximum speed.		30
Between M.P. 30.0 and 30.5.		20
Raft River Branch Maximum speed.		20
Burley, within city limits.		20
Burley, over street crossings.		12
Oakley Branch Maximum speed.		25
Burley, within city limits.		20
Burley, over street crossings.		12
Wells Branch Maximum speed.		30
Between M.P. 31.1 and 36.1.		25
Between M.P. 45.9 and 53.3.		25
Between M.P. 69.6 and 71.6.		25
Between M.P. 91.1 and 91.4.		25
Between Herrell and Melandco.		20
Wells yard.		15
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

Location	Miles Per Hour Psgr.	Miles Per Hour Frt.
Ketchum Around balloon track.	15	15
Hill City Branch Maximum speed.		25
Over trestles 21.6 and 23.40 with snow plows.		15
Boise Branch Between Boise Jct. and Boise Freight		25
Between Boise Freight and Barber.		15
Stoddard Branch Maximum speed.		20
Between Stoddard and end of track.		15
Idaho Northern Branch Maximum speed.		30
Between Jenness and Bramwell.		20
Trains handling high cars between Jenness and Bramwell.		12
Emmett, over street crossings.		12
Between Plaza and M.P. 63, watch for rocks.		25
Between M.P. 63 and Smiths Ferry, watch for rocks.		
Trains handling logs or high cars between Banks and M.P. 81.0.		12
Between Smiths Ferry and Cabarton, watch for rocks.		20
M. P. 31.4.		20
Between M.P. 33.0 and 35.4.		10
Bridge 36.61.		20
Between M.P. 99.6 and 108.3.		20
Between M.P. 111.4 and 111.6.		20
Between M.P. 113.0 and 113.3.		20
Between M.P. 128.2 and 128.5.		15
McCall, over street crossings.		10
Wilder Branch Maximum speed.		25
Homedale Branch Maximum speed.		25
Oregon Eastern Branch Maximum speed, except between M.P. 140.0 and 145.0.		25
Hope Between M.P. 29.5 and 33.5, watch for rocks.		20
Little Valley Between M.P. 36.5 and 37.6, watch for rocks.		

BRANCHES (Continued)

Location	Miles Per Hour Psgr.	Miles Per Hour Frt.
Little Valley (Continued) Between M.P. 37.6 and 37.7, soft spot.		10
Between M.P. 37.7 and 38.2, watch for rocks.		20
Juntura Between M.P. 78.6 and 80.7, watch for rocks.		20
Between M.P. 80.7 and 81.0, watch for rocks.		10
Between M.P. 81.0 and 86.6, watch for rocks.		20
Long Between M.P. 86.6 and 89.0, watch for rocks.		20
Dunnean Between M.P. 103.5 and 106.5.		20
Bridge 106.14.		15
Crane Between M.P. 140.0 and 145.0.		30
Circle Bar Between M.P. 119.0 and 124.0, watch for rocks.		20
Brogan Branch Maximum speed.		20
Payette Branch Maximum speed.		25
Payette Jct., on curve.		10
Trains handling logs between Payette and Emmett on curves.		20
Emmett, over street crossings.		12
New Meadows Branch Maximum speed.		25
Engines running backwards.		10
Between Weiser and Concrete. Straight track. On curves.		25 20
Between Concrete and M.P. 30.0. Straight track. On curves.		15 10
Between M.P. 30.0 and 55.0. Straight track. On curves.		25 15
Between M.P. 55.0 and 55.5.		10
Between M.P. 55.5 and 66.5. Straight track. On curves.		25 15
Between M.P. 66.5 and New Meadows. Straight track. On curves.		15 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:

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
Lima.....Telegraph Office
Marsing.....Telegraph Office
McCall.....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 Hump
Pocatello.....Switchmen's Locker Room Sherman St.
Pocatello.Engine Crew Dispatcher's Office
Pocatello.....Passenger Conductors' Register Room, Passenger Station
Rupert.....Telegraph Office
Shoshone.....Telegraph Office
Twin Falls.....Telegraph 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.		