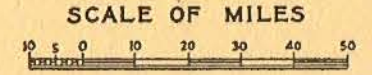


**NORTHWESTERN
DISTRICT
IDAHO DIVISION.**

CORRECTED TO FEB. 1, 1948



**UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT**



**IDAHO DIVISION
TIME-TABLE
No. 1**

**Effective Sunday,
February 29, 1948**

**At 12:01 A. M.
Mountain Time East of Huntington
Pacific Time West of Huntington**

Be Careful Today

FOR EMPLOYEES ONLY

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

L. A. COLLINS
General Manager

A. D. HANSON
General Superintendent Transportation

A. BYBEE, Superintendent, Pocatello, Idaho

L. E. Mangum, Assistant Superintendent..... Nampa, Ida.
 C. H. Burnett, Assistant Superintendent... La Grande, Ore.
 B. W. Collins, Trainmaster..... Nampa, Ida.
 G. L. Wilmot, Trainmaster..... Pocatello, Ida.
 A. W. Kirkeby, Trainmaster..... La Grande, Ore.
 E. L. Neeley, Master Mechanic..... Pocatello, Ida.
 J. D. Killian, Master Mechanic..... Portland, Ore.
 W. C. Illingsworth, Road Foreman of Engines.. Pocatello, Ida.
 J. G. Rosevear, Road Foreman of Engines. Glens Ferry, Ida.
 G. W. Anderson, Road Foreman of Engines..... Nampa, Ida.
 R. L. Norris, Road Foreman of Engines.. La Grande, Ore.
 L. V. Chausse, Division Engineer..... Pocatello, Ida.
 J. Moran, General Roadmaster..... Pocatello, Ida.

First Subdivision and Branches

W. H. Powers, Chief Train Dispatcher..... Pocatello, Ida.
 L. R. Schou, Assistant Chief Dispatcher..... Pocatello, Ida.
 R. R. Johnson, Assistant Chief Dispatcher... Pocatello, Ida.
 K. A. Leger, Assistant Chief Dispatcher..... Pocatello, Ida.
 H. L. Crawford, Assistant Chief Dispatcher... Pocatello, Ida.

Second Subdivision and Branches

R. T. Petty, Chief Train Dispatcher..... Nampa, Ida.
 E. G. Bullis, Assistant Chief Train Dispatcher... Nampa, Ida.
 R. Crispino, Assistant Chief Train Dispatcher... Nampa, Ida.

Third and Fourth Subdivision and Branches

B. B. Johnson, Chief Train Dispatcher..... La Grande, Ore.
 J. B. McLaughlin, Assistant Chief Train Dispatcher
 La Grande, Ore.
 L. V. Thomas, Assistant Chief Train Dispatcher
 La Grande, Ore.

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

NAME	TITLE	PLACE	TERRITORY
Douglas L. Gamette..	Medical Director.	Salt Lake City	
Ralph M. Dodson.....	District Chief	Portland.	
Spencer Wright.....	Surgeon	Pocatello.	Vicinity of Pocatello.
E. N. Roberts.....	District Chief	Salt Lake City	Vicinity of Pocatello.
Forrest Howard.....	Surgeon	Pocatello.	Vicinity of Pocatello.
J. R. McMahon.....	Surgeon	Pocatello.	Vicinity of Pocatello.
H. H. Hughart.....	Surgeon	Pocatello.	Vicinity of Pocatello.
J. V. Clothier.....	Surgeon	Pocatello.	Vicinity of Pocatello.
W. L. Clothier.....	Surgeon	Pocatello.	Vicinity of Pocatello.
N. H. Farrell.....	Surgeon	American Falls	Shoshone to Pocatello.
F. H. Kenagy.....	Surgeon	Rupert.	Minidoka to Hoyburn and Eden.
S. B. Hawley.....	Surgeon	Burley.	Burley to Twin Falls, Idaho and Oakley Branches.
John W. Davis.....	Surgeon	Burley	Burley to Twin Falls, Idaho and Oakley Branches.
C. B. Beymer.....	Surgeon	Twin Falls.	Burley to Buhl and Contact.
J. H. Murphy.....	Surgeon	Twin Falls.	Buhl to Idavada and Milner.
Wallace Bond.....	Oculist and Aurist	Twin Falls	Twin Falls and Vicinity.
M. A. Drake.....	Surgeon	Buhl	Buhl to Twin Falls.
S. Hopper.....	Surgeon	Hazelton	Rupert to Bliss.
W. C. Smail.....	Surgeon	Jerome	Rupert to Bliss.
H. F. Holsinger.....	Surgeon	Wendell.	Jerome to Bliss.
R. G. Neher.....	Surgeon	Shoshone.	Richfield to Bliss and Minidoka.
Marion J. Kerns.....	Surgeon	Fairfield	Hill City Branch.
R. H. Wright.....	Surgeon	Haley	Ketchum Branch.
J. R. Moritz.....	Surgeon	Sun Valley	Sun Valley.
J. H. Cromwell.....	Surgeon	Gooding.	Tunupa to Bliss.
W. A. Rulien.....	Surgeon	Glens Ferry	Shoshone to Mountain Home.
J. R. Mangum.....	Surgeon	Nampa.	Mountain Home to Caldwell.
F. D. Kochne.....	Surgeon	Nampa.	Mountain Home to Caldwell.
Thomas E. Mangum, Jr.	Surgeon	Nampa.	Mountain Home to Caldwell.
G. E. Shawhan.....	Oculist and Aurist	Nampa.	West of Shoshone.
W. D. Springer.....	Surgeon	Boise.	Orehard to Boise and Nampa.
A. C. Jones.....	Surgeon	Boise.	Orehard to Boise and Nampa.
R. L. Peterson.....	Oculist and Aurist	Boise.	Orehard to Boise and Nampa.
C. M. Kaley.....	Surgeon	Boise.	Orehard to Boise and Nampa.
J. J. Sarazin.....	Surgeon	Caldwell.	Nampa to Nyssa.
W. J. Weese.....	Surgeon	Nyssa.	Parma to Ontario and Marsing.
J. H. Weare.....	Surgeon	Ontario.	Payette to Nyssa.
I. R. Woodward, Sr.....	Surgeon	Burns.	Oregon Eastern Branch.
I. R. Woodward, Jr.....	Surgeon	Payette.	Weiser to Ontario and Fruitland.
J. L. Reynolds.....	Surgeon	Payette.	Weiser to Ontario and Fruitland.
M. S. McGrath.....	Surgeon	Emmett.	New Plymouth to Banks and Middleton.
R. T. Whiteman.....	Surgeon	Weiser.	Midvale to Payette and Huntington.
A. S. Thurston.....	Surgeon	Cambridge.	Goodrich to Weiser.
Dale E. Patterson.....	Surgeon	Council	Midvale to New Meadows.
D. S. Numbers.....	Surgeon	Cascade.	Donnelly to Banks.
Ross C. B. Thornton.....	Surgeon	McCall.	Idaho Northern Branch.
J. R. Higgins.....	Surgeon	Huntington.	Baker to Robinette and Weiser.
T. J. Higgins.....	Surgeon	Baker.	La Grande to Huntington.
Glenn G. Gordon.....	Specialist	Baker.	La Grande to Huntington.
J. B. Gregory.....	Surgeon	Baker.	Telocaset to Huntington.
J. D. Haun.....	Surgeon	La Grande.	Pendleton to Baker, La Grande to Elgin.
Lee B. Bouvy.....	Specialist	La Grande.	Pendleton to Baker, La Grande to Elgin.
J. P. Brennan.....	Surgeon	La Grande.	Rieth to Huntington.
E. S. Morgan.....	Surgeon	Pendleton.	Rieth to Pendleton.
E. I. Silk.....	Surgeon	Pendleton.	Rieth to Pendleton.

Standard clocks are located as shown below:

Pocatello.....	Train Dispatcher's Office	Weiser.....	Telegraph Office
Pocatello.....	Passenger Conductors' Register Room,	Boise Freight.....	Yard Telegraph Office
Pocatello.....	Passenger Station	Boise Freight.....	Roundhouse Office
Pocatello.....	Yard Telegraph Office	Wells.....	Telegraph Office
Pocatello.....	Switchmen's Locker Room	Ketchum.....	Telegraph Office
Pocatello.....	Engine Crew Dispatcher's Office	Emmett.....	Telegraph Office
Pocatello.....	Train Crew Dispatcher's Office	Banks.....	Telegraph Office
Pocatello.....	West End Yardmaster's Office	McCall.....	Telegraph Office
Pocatello.....	Tower Locker Room	Burns.....	Telegraph Office
Minidoka.....	Telegraph Office	Council.....	Telegraph Office
Shoshone.....	Telegraph Office	New Meadows.....	Telegraph Office
Bliss.....	Telegraph Office	Burley.....	Telegraph Office
Glens Ferry.....	Telegraph Office	Twin Falls.....	Telegraph Office
Glens Ferry.....	Roundhouse Register Room	Twin Falls.....	Freight Office
Glens Ferry.....	Yard Office	Buhl.....	Telegraph Office
Nampa.....	Telegraph Office	Huntington.....	Yard Office
Nampa.....	Central Yard Switch Shanty	Huntington.....	Telegraph Office
Nampa.....	Round House Office	Baker.....	Telegraph Office
Nampa.....	Train Dispatcher's Office	La Grande.....	Train Dispatcher's Office
Nampa.....	East End Switch Shanty	La Grande.....	Depot Telegraph Office
Nampa.....	West End Switch Shanty	La Grande.....	Yard Office
Nyssa.....	Telegraph Office	Pendleton.....	Telegraph Office
Marsing.....	Telegraph Office	Rieth.....	Telegraph Office
Ontario.....	Telegraph Office	Rieth.....	Enginemen's Register Room
Payette.....	Telegraph Office		

CONDENSED TIME-TABLE

WESTWARD						Distance from Pocatello via Boise	Time - Table No. 1 February 29, 1948	EASTWARD					
FIRST CLASS								FIRST CLASS					
11 Passenger	19 Passenger	65 Passenger	105 Streamliner Passenger	17 Passenger	457 Passenger			66 Passenger	12 Passenger	458 Passenger	106 Streamliner Passenger	18 Passenger	20 Passenger
Daily	Daily	Daily	Daily	Daily	Daily		STATIONS						
11:40 PM			6:40 PM	10:15 AM		0.0	POCATELLO		A 3:55 AM		A 9:30 AM	A 5:05 PM	
3:10 AM			9:10	2:00 PM		159.9	GLENN'S FERRY		12:30 AM		6:55	1:35 PM	
4:55			10:30 PM	3:45		234.5	BOISE		10:35 PM		5:45	11:50 AM	
7:50 AM			12:20 AM	6:35 PM		336.2	M.T. HUNTINGTON		7:50 PM		3:35 AM	9:05 AM	
7:05 AM			11:30 PM	5:50 PM			P.T.		6:40 PM		2:25 AM	7:55 AM	
10:05 AM			1:46 AM	9:00 PM		435.8	LA GRANDE		4:00		11:59 PM	5:10	
12:35 PM			3:55	12:10 AM		510.0	PENDLETON		1:30		9:43	2:25	
12:45			4:05	12:20		513.6	RIETH		1:10 PM		9:28	1:50 AM	
	9:30 PM	7:40 PM				734.4	SPOKANE	A 7:40 AM				A 7:00 AM	
	11:48 PM	10:00				630.5	AYER		4:55			4:23	
	1:20 AM	11:30 PM				577.2	WALLULA		3:30			3:05	
	2:20	12:20 AM				550.1	UMATILLA		2:25			2:05 AM	
3:50	5:00		6:10	4:00		641.5	THE DALLES		10:20 AM		7:20	11:15 PM	
A 6:15 PM	A 7:30 AM	A 1:30 AM Pendleton	A 8:00 AM	A 6:30 AM	8:30 AM	725.6	PORTLAND	12:30 AM Pendleton	8:10 AM	A 8:50 PM	5:30 PM	9:10 PM	
					11:20 AM	816.7	CENTRALIA				6:26		
					1:00 PM	870.7	TACOMA				5:05		
					A 2:15 PM	908.8	SEATTLE				3:50 PM		
								Daily	Daily	Daily	Daily	Daily	

(19.35)	(10.00)	(5.50)	(14.20)	(21.15)	(5.45)	.....	Thru Time.....	(7.10)	(18.45)	(5.00)	(15.00)	(18.55)	(9.40)
37.1	36.7	38.5	50.6	34.1	31.8	.....	Average speed per hour....	31.3	38.7	36.6	48.4	38.4	38.0

MILEAGE

Main Line.....	547.36
Branches.....	1073.12
Grand Total.....	1620.48

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"	43.3	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.		

WESTWARD					FIRST SUBDIVISION					EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	FIRST CLASS					Time-Table No. 1 February 29, 1948	Mile Post	FIRST CLASS							
	11	105	17	49	55			56	12	106	18	50			
	Passenger Daily	Streamliner Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily			Passenger	Passenger	Streamliner Passenger	Passenger	Mixed			
Yard COPT WYZ	11:40PM	6:40PM	10:15AM	3:30AM	2:00AM	DN-R POCATELLO YL PO	213.9	A 2:45AM	A 3:55AM	A 9:30AM	A 5:05PM	A 11:25PM			
X						5.7 DON	219.6								
CS151 P	11:55PM	6:55	10:30	3:45	2:15	MICHAUD	224.3	2:15	3:34	9:15	4:44	10:58			
11						SCHILLER	226.5								
125 P	12:01AM	7:00	10:37	3:53	2:21	BANNOCK	230.1	2:06	3:29	9:10	4:38	10:48			
125 P	12:04		10:40	3:57	2:24	IGO	233.3	2:02	3:26		4:35	10:43			
147 PW	12:11	7:06	10:49	4:06	2:31	DN AMERICAN FALLS AF	238.5	1:55	3:20	9:03	4:29	10:35			
125 P	12:17	7:11	10:55	4:12	2:37	BORAH	242.3	1:47	3:12	8:58	4:22	10:24			
125 P	12:22	7:15	11:00	4:17	2:41	COOLIDGE	247.1	1:42	3:08	8:54	4:17	10:17			
125 P	12:25	7:17	11:03	4:20	2:44	QUIGLEY	250.1	1:39	3:05	8:52	4:14	10:13			
125 PW	12:30	7:21	11:09	4:26	2:49	WAPI	256.0	1:32	3:00	8:48	4:08	10:05			
125 P	12:33	7:24	11:13	4:30	2:56	DEWOFF	259.8	1:27	2:56	8:45	4:04	9:58			
125 P	12:40	7:30	11:20	4:37	3:05	HAWLEY	267.3	1:18	2:48	8:39	3:56	9:48			
469 CPWY	12:50	7:36	11:35	4:50AM	3:20	DN MINIDOKA YL RT	272.4	1:10	2:42	8:34	3:50	9:40PM			
125 P	12:54	7:40	11:41		3:26	MAX	276.2	12:54	2:32	8:28	3:41				
125 P	1:01	7:46	11:49		3:34	ADELAIDE	284.3	12:44	2:24	8:22	3:33				
125 PW	1:05	7:50	11:54AM		3:39	KIMAMA	289.0	12:39	2:20	8:18	3:28				
125 P	1:11	7:55	12:01PM		3:46	SEMPER	295.7	12:33	2:13	8:13	3:21				
125 P	1:18	8:01	12:09		3:54	OWINZA	303.5	12:26	2:05	8:07	3:13				
125 P	1:23	8:05	12:15		4:00	BESSLEN	309.3	12:21	1:59	8:03	3:07				
121 P	1:27	8:09	12:21		4:06	D DIETRICH HD	313.9	12:16	1:54	7:59	3:02				
220 COPWY	1:42	8:18	12:35		A 4:30AM	DN SHOSHONE YLX	321.5	12:05AM	1:42	7:50	2:50				
125 P	1:53	8:27	12:46			TUNUPA	330.8		1:28	7:38	2:32				
125 PW	2:04	8:33	12:56			DN GOODING GD	337.5		1:20	7:32	2:25				
125 P	2:12	8:39	1:04			FULLER	344.2		1:11	7:26	2:16				
125 PWY	2:19	8:44	1:14			DN BLISS IS	350.5		1:04	7:21	2:08				
105 CS125 PY	2:27	8:49	1:22			TICESKA	357.3		12:56	7:15	1:59				
CS125 PWX	2:44	9:00	1:38			KING HILL	366.8		12:40	7:04	1:44				
P						COATES (Spur)	369.5								
PX						SAND BANK	370.9								
Yard COPT WYZ	A 3:00AM	As 9:10PM	A 1:50PM			DN-R GLENNS FERRY YL	373.8		12:30AM	6:55AM	1:35PM				
	(3.20) 48.0	(2.30) 64.0	(3.35) 44.6	(1.20) 43.9	(2.30) 43.0	..... Thru Time	(2.40) 40.4	(3.25) 46.8	(2.35) 61.9	(3.30) 45.7	(1.45) 33.4				

THROUGH FREIGHT SERVICE FOR INFORMATION ONLY

WESTWARD		EASTWARD	
263	257	262	264
9:00PM	2:00PM	A 12:30PM	A 7:30PM
A 2:45AM	A 7:30PM	4:00AM	11:00AM
POCATELLO		GLENNS FERRY	

For conditional stops to discharge or pick up revenue passengers, see page 23.

WESTWARD					SECOND SUBDIVISION					EASTWARD							
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS					FIRST CLASS					Time-Table No. 1 February 29, 1948	Mile Post	FIRST CLASS			SECOND CLASS	
	257	263	105	17	11	106	18	12	262	264							
	Time Freight Daily	Time Freight Daily	Streamliner Passenger Daily	Passenger Daily	Passenger Daily	Streamliner Passenger	Passenger	Passenger	Passenger	Time Freight			Time Freight				
Yard COPT WYZ	8:15PM	3:15AM	9:10PM	2:00PM	3:10AM	DN-R GLENNS FERRY YL	373.8	As 6:55AM	A 1:25PM	A 12:20AM	A 3:00AM	A 10:00AM					
CS115 PW	8:40	3:40	9:20	2:12	3:22	HAMMETT	382.7	6:44	1:11	12:03AM	2:20	9:20					
CS127 PY	9:15	4:15	9:34	2:30	3:40	DN REVERSE YL RV	388.5	6:33	12:57	11:48PM	2:00	9:00					
57 P	9:37	4:22	9:37	2:35	3:45	SLADE	396.9	6:30	12:53	11:43	1:43	8:43					
256 PWY	9:47	4:30	9:41	2:43	3:53	DN MOUNTAIN HOME MZ	401.6	6:26	12:47	11:37	1:35	8:35					
154 P	9:54	4:37	9:46	2:49	3:59	SEBREE	407.5	6:21	12:40	11:29	1:25	8:25					
141 PW	10:01	4:44	9:50	2:54	4:04	CLEFT	412.7	6:17	12:35	11:24	1:16	8:16					
58 P	10:09	4:52	9:55	3:00	4:10	SUNNYSIDE	418.8	6:12	12:29	11:18	1:07	8:07					
195 CIPWY	10:20PM	5:05AM	9:59	3:05	4:15	DN ORCHARD YL OD	423.0	6:09	12:24	11:13	1:00AM	8:00AM					
78 P			10:06	3:13	4:23	LEONE	B-430.3	6:02	12:16	11:03							
79 P			10:11	3:19	4:29	BLACK'S CREEK	B-435.9	5:57	12:09	10:56							
78 P			10:17	3:25	4:35	SHAFFER	B-441.7	5:51	12:02PM	10:48							
14 P			10:20	3:29	4:39	HILLCREST	B-445.1	5:48	11:56AM	10:42							
109 PWY	VIA KUNA LINE	VIA KUNA LINE	10:30	3:35	4:45	DN BOISE YL BG	B-448.4	5:45	11:50	10:35	VIA KUNA LINE	VIA KUNA LINE					
P			10:33	3:48	5:03	BOISE JCT.	B-450.7	5:31	11:41	10:14							
35 P			10:34	3:49	5:04	PERKINS	B-451.4	5:30	11:40	10:13							
31 P			10:37	3:52	5:07	BEATTY	B-454.6	5:27	11:37	10:10							
77 P			10:39	3:56	5:11	D MERIDIAN MD	B-457.3	5:25	11:34	10:08							
25 P			10:42	4:00	5:21	SONNA	B-460.7	5:21	11:30	10:05							
Yard COPT WYZ	11:30PM	7:15AM	10:53	4:15	5:35	DN-R NAMPA YL AU-Q	456.8	5:14	11:20	9:55	A 7:50PM	A 1:50AM					
57 P	11:36	7:21	10:57	4:30	5:55	MOSS	460.8	5:06	11:00	9:36	7:32	1:33					
204 PW	11:44	7:29	11:03	4:40	6:05	DN CALDWELL YL CW	465.8	5:01	10:55	9:30	7:25	1:26					
122 P	11:49	7:34	11:06	4:44	6:09	ENROSE	469.2	4:56	10:46	9:21	7:18	1:19					
125 P	11:53	7:38	11:09	4:50	6:12	D NOTUS U	472.5	4:53	10:42	9:18	7:12	1:13					
58 P	11:58PM	7:43	11:12	4:54	6:16	TUCKER	476.1	4:50	10:37	9:15	7:07	1:08					
104 P	12:04AM	7:49	11:16	5:00	6:21	DN PARMA MA	480.8	4:46	10:32	9:11	7:00	1:01					
155 PWY	12:14	7:59	11:23	5:10	6:31	DN NYSSA YL SY	488.4	4:39	10:22	9:02	6:50	12:51					
45 P	12:18	8:03	11:26	5:14	6:34	ARCADIA	491.7	4:34	10:14	8:55	6:43	12:44					
PY	12:26	8:11		5:19	6:38	MALHEUR JCT. YL	496.8		10:08	8:50	6:35	12:36					
444 CPY	12:31	8:16	11:34	5:28	6:45	DN ONTARIO YL ON	498.7	4:26	10:05	8:47	6:30	12:31AM					
190 PW	12:37	8:23	11:40	5:38	6:55	DN PAYETTE YL AY	502.5	4:18	9:55	8:37	6:15	11:55PM					
8						WOOD	506.2										
84 P	12:47	8:33	11:45	5:45	7:02	CRYSTAL	509.3	4:10	9:46	8:29	6:05	11:45					
23						FELTHAM	512.7										
233 PWY	12:57	8:43	11:52	5:55	7:13	DN WEISER YL SR	515.9	4:04	9:38	8:22	5:55	11:14					
77 P	1:06	8:52	11:58PM	6:02	7:20	EATON	522.0	3:56	9:27	8:12	5:33	11:03					
115 P	1:11	8:57	12:02AM	6:06	7:24	COBB	525.7	3:52	9:22	8:08	5:27	10:57					
76 PW	1:18	9:17	12:07	6:11	7:29	OLDS FERRY	530.0	3:47	9:17	8:03	5:20	10:50					
116 P	1:25	9:25	12:11	6:16	7:33	ROCK ISLAND	534.0	3:42	9:12	7:58	5:13	10:43					
P						BLAKES JCT.	537.1										
Yard COPT WYZ	A 3:15AM	A 11:00AM	A 12:20AM	A 6:35PM	A 7:50AM	DN-R HUNTINGTON	538.8	3:35AM	9:05AM	7:50PM	5:00PM	10:30PM					
	(7.00) 23.6	(7.45) 21.3	(8.10) 55.7	(4.35) 33.4	(4.40) 37.8	..... Thru Time	(8.20) 52.9	(4.20) 40.7	(4.30) 39.2	(10.00) 16.5	(11.30) 14.3					

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. See Rule 5-72. The time of No. 105 and No. 106 must be cleared not less than five minutes by Nos. 11, 12, 17 and 18, and not less than fifteen minutes by second-class, extra trains, and yard engines. Between Orchard and Nampa, all extra trains will run via Kuna unless otherwise instructed.

No. 17 will reduce speed to 20 MPH at Meridian to exchange mail. No. 106 will reduce speed to 10 MPH at Ontario to exchange mail. For conditional stops to discharge or pick up revenue passengers, see page 23.

WESTWARD				THIRD SUBDIVISION			EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	FIRST CLASS			Time-Table No. 1 February 29, 1948	Mile Post	FIRST CLASS				
	105 Streamliner Passenger	17 Passenger	11 Passenger			18 Passenger	12 Passenger	106 Streamliner Passenger		
	Daily	Daily	Daily							
				STATIONS						
BKOPT WXYZ	11.30PM	5.50PM	7.05AM	DN-R HUNTINGTON HU	389.4	A 7.55AM	A 6.40PM	A 2.25AM		
100 P	11.40	6.00	7.15	D LIME BY	384.5	7.40	6.28	2.13		
				WEATHERBY	377.5	7.28 ¹¹	6.15 ¹⁷	2.00		
100 PW	11.50PM	6.15 ¹²	7.28 ¹⁸	DURKEE	368.9	7.16	6.01	1.48		
150 PWXY	12.01AM	6.29	7.42	OXMAN	361.7	7.05	5.49	1.38		
100 P	12.11	6.41	7.56	PLEASANT VALLEY	355.4	6.54	5.36	1.26		
170 PW	12.24	6.53	8.10	ENCINA	351.9	6.48	5.30	1.21		
WB 91 PXY EB 109	12.29	7.00	8.16	QUARTZ	347.3	6.40	5.23	1.15		
107 P	12.35	7.08	8.22	BAKER BC	342.0	s 6.30	s 5.15	f 1.07		
WB 109 BKOPW EB 111 XYZ	12.46	7.25	8.35	WING	337.6	6.18	5.06	1.01		
106 P	12.51	7.33	8.41	HAINES KB	331.7	6.12	f 5.00	12.56 ¹⁰⁵		
106 P	12.56 ¹⁰⁶	7.41	f 8.48	NORTH POWDER HD	322.1	6.01	f 4.50	12.46		
106 PW	1.05	7.53	f 9.00	SAGO	315.5	5.52	4.40	12.37		
107 P	1.12	8.04	9.10	TELOCASET WK	312.6	5.47	4.35	12.33		
147 PVWXY	1.16	8.10	9.15	CROOKS	308.9	5.38	4.27	12.26		
105 P	1.22	8.17	9.22	UNION JCT. UN	302.2	5.25	4.14	12.13		
105 PVY	1.30	8.30	9.35	HOT LAKE	299.0					
				LONETREE	294.9	5.17	4.06	12.05AM		
105 P	1.37	8.39	9.43	LA GRANDE Q (99.6)	289.8	5.10AM	4.00PM	11.59PM		
BKOPT WXYZ	A 1.44AM	A 8.45PM	A 9.50AM			Daily	Daily	Daily		
	(2.14) 44.6	(2.55) 34.1	(2.45) 36.2	..... Thru Time	(2.45) 36.2	(2.40) 37.3	(2.26) 40.9		
				..... Average speed per hour					

No. 106 will reduce speed to 10 MPH at Baker to permit exchange of mail.

THROUGH FREIGHT SERVICE FOR INFORMATION ONLY

WESTWARD		EASTWARD	
263	257	262	264
12.01PM	4.15AM	A 2.00PM	A 6.30PM
A 6.00PM	A 10.15AM	5.30AM	10.30AM
HUNTINGTON		LA GRANDE	

For conditional stops to discharge or pick up revenue passengers, see page 23.

WESTWARD				FOURTH SUBDIVISION			EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	FIRST CLASS				Time-Table No. 1 February 29, 1948	Mile Post	FIRST CLASS				
	17 Passenger	11 Passenger	105 Streamliner Passenger	66 Passenger			65 Passenger	18 Passenger	12 Passenger	106 Streamliner Passenger	
	Daily	Daily	Daily	Daily							
					STATIONS						
BKOPT WXYZ	9.00PM	10.05AM	1.46AM		DN-R LA GRANDE Q	289.8	A 4.57AM	A 3.50PM	As 11.57PM		
82 P	9.10	10.13	1.53		PERRY	285.8	4.47	3.40	11.47		
WB 75 PVWXY EB 73	9.18	10.20	1.59		HILGARD	282.1	4.40	3.33	11.40		
73 P	9.28	10.27	2.06		GLOVER	278.6	4.32	3.25	11.31		
135 PW	9.37	10.34	2.12		MOTANIC	275.6	4.24	3.17	11.24		
					NORDEEN	272.1	4.16	3.09	11.16		
P	9.46	10.42	2.19		KAMELA	271.1	4.13	3.06	11.13		
C 132 PWXY	9.55	10.45	2.22		ROSS	268.3	4.07	3.00	11.06		
	10.01	10.52	2.27		MEACHAM	265.5	4.01	2.54	10.59		
WB 108 PWX EB 102	10.08	10.58	2.33		PORTER	260.8	3.51	2.44	10.48		
74 P	10.17	11.07	2.42		HURON	257.7	3.44	2.37	10.41		
85 P	10.25	11.14	2.48		CAMP	254.1	3.39	2.32	10.36 ¹⁷		
90 PW	10.36 ¹⁰⁶	11.20	2.54		NORTH FORK	251.4	3.34	2.28	10.31		
Spur P	10.42	11.25	2.59		DUNCAN	248.5	3.29	2.23	10.26		
WB 74 PVWXY EB 74	10.47	f 11.30	3.04		SLOAN	245.4	3.24	2.18	10.22		
74 P	10.52	11.36	3.08		BONIFER	239.5	3.15 ¹⁰⁵	2.09	10.14		
106 P	11.00	11.44	3.15 ¹⁸		GIBBON	236.9	3.03	2.04	10.10		
WB 78 PVWXY EB 106	11.04	11.48	3.20		TUMIA	234.6	2.58	2.00	10.07		
99 P	11.07	11.51	3.23		THORN HOLLOW	232.1	2.54	1.57	10.04		
14 P	11.11	11.55	3.26		HOMLY	229.6	2.49	1.53	10.01		
100 P	11.15	11.59AM	3.29		CAYUSE	227.1	2.44	1.49	9.58		
48 P	11.19	12.03PM	3.32		MINTHORN	224.7	2.40	1.45	9.55		
73 P	11.23	12.07	3.36		MISSION	221.2	2.34	1.39	9.50		
72 P	11.29	12.13	3.41		MUNRA	218.9	2.30	1.35	9.47		
99 P	11.33	12.17	3.44		PENDLETON FD	215.6	A 1.30AM	s 2.25	s 1.30	s 9.43	
69 BJKPVW XYZ	11.40PM	12.25	3.50	12.30AM	RIETH RI	212.0	1.20AM	1.50AM	1.10PM	9.28PM	
BKOPT WX	A 12.20AM	A 12.45PM	A 4.05AM	A 12.40AM	(77.8)	Daily	Daily	Daily	Daily		
	(3.20) 23.3	(2.40) 29.1	(2.19) 33.6	(0.10) 21.6	..... Thru Time	(0.10) 21.6	(3.07) 25.0	(2.40) 29.1	(2.29) 31.3	
					..... Average speed per hour					

Train movements governed by Centralized Traffic Control system between La Grande and Pendleton and governed by automatic block signals between Pendleton and Rieth. Interlocking in service over Umatilla River Bridge.

THROUGH FREIGHT SERVICE FOR INFORMATION ONLY

WESTWARD		EASTWARD	
263	257	264	262
7.00PM	11.15AM	A 9.30AM	A 4.30AM
A 2.30AM	A 5.45PM	3.00AM	10.00PM
LA GRANDE		RIETH	

For conditional stops to discharge or pick up revenue passengers, see page 23.

WESTWARD

TWIN FALLS BRANCH

Time-Table No. 1
February 29, 1948

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS				FIRST CLASS		STATIONS
	339	471	365	377	573	49	
	Freight	Local Freight	Mixed	Time Freight	Motor Passenger	Passenger	
	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily	
469 CPWY	4.30PM	9.15AM	5.20AM	3.00AM	4.20PM	5.10AM	DN-R MINIDOKA YL RT
75 P	4.45	9.35	5.35	3.17	4.35	5.23	ACEQUIA
206 PWY	5.00	A 9.50AM	A 5.50AM	3.40	s 4.50	s 5.45	DN-R RUPERT YL MS
							AMALGA (Spur)
32 P	5.11			3.52	s 4.58	s 5.53	HEYBURN
94 PWY	5.25			4.10	s 5.10	s 6.13	DN BURLEY YL BU
76 P	5.35			4.20	f 5.18	f 6.21	STARRH'S FERRY
58 P	5.50			4.35	f 5.29	f 6.31	MILNER
16					f 5.33	f 6.34	PARSONS
73 PW	6.05			4.50	s 5.43	s 6.44	D MURTAUGH MU
53 P	6.15			4.59	5.49	6.50	BICKEL
30							BILLS
41 P	6.30			5.10	s 5.58	s 6.58	D HANSEN NS
60 P	6.43			5.18	s 6.07	s 7.06	STOWE (Spur)
29 P					s 6.07	s 7.06	D KIMBERLY KY
Yard CPWYZ	A 7.00PM ⁵⁰			7.00 ⁴⁰ 7.50	s 6.20 6.35	s 7.20 ³⁷⁷ 7.40	DN-R TWIN FALLS YL NA
42					f 6.46 ⁵⁰	f 7.47	CURRY
60 P				8.10	s 6.52	s 7.52	D FILER FR
46					f 6.57	f 7.56	PEAVEY
41					f 7.02	f 8.00	CEDAR
Yard OPWY				A 9.00AM	A 7.10PM	A 8.10AM	DN-R BUHL YL BO
							(73.8)
	(2.30) 23.6	(0.35) 23.1	(0.30) 27.0	(6.00) 12.3	(2.50) 26.0	(3.00) 24.6	..... Thru Time..... Average speed per hour.....

WESTWARD

RAFT RIVER BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 1 February 29, 1948	Mile Post	SECOND CLASS	
	387	388			388	388
	Mixed	Mixed			Mixed	Mixed
	Daily Except Sunday	Daily Except Sunday			Daily Except Sunday	Daily Except Sunday
94 PWY		12.01PM	DN-R BURLEY YL BU	0.0	A 1.10PM	
		f	UNITY	3.1	f	
		f	SPRINGDALE	6.0	f	
16		A 12.30PM	DECLO	9.1	12.40PM	
			BENNING (Spur)	11.0		
			(11.0)			
	(0.29) 18.8	..... Thru Time.....		(0.30) 18.2	..... Average speed per hour.....	

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

TWIN FALLS BRANCH

EASTWARD

Time-Table No. 1
February 29, 1948

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 1 February 29, 1948	Mile Post	FIRST CLASS		SECOND CLASS				
			574	50	366	472	340	378	
			Motor Passenger	Mixed	Mixed	Local Freight	Freight	Time Freight	
469 CPWY	DN-R MINIDOKA YL RT	0.0	A 3.20PM	A 9.20PM	A 2.35PM	A 8.30PM	A 11.00PM	A 1.30AM	
75 P	ACEQUIA	8.2	f 2.55	f 8.59	f 2.15	7.55	10.35	1.10	
206 PWY	DN-R RUPERT YL MS	13.6	s 2.45	s 8.50	2.00PM	7.30PM	10.20	12.50	
	AMALGA (Spur)	17.3							
32 P	HEYBURN	19.6	s 2.30	f 8.35			9.45	12.10	
94 PWY	DN BURLEY YL BU	21.7	s 2.25	s 8.30			9.40	12.05AM	
76 P	STARRH'S FERRY	25.8	f 2.12	f 8.12			9.18	11.31PM	
58 P	MILNER	33.6	f 2.00	f 8.00			9.05	11.15	
16	PARSONS	35.6	f 1.55	f 7.56			9.00		
73 PW	D MURTAUGH MU	41.4	s 1.45	s 7.47			8.50	10.55	
53 P	BICKEL	45.1	1.37	7.39			8.30	10.40	
30	BILLS	49.0							
41 P	D HANSEN NS	49.7	s 1.29	s 7.32			8.20	10.30	
60 P	D KIMBERLY KY	53.3	s 1.18	s 7.22			8.00	10.15	
29 P	McMILLAN YL	56.4							
Yard CPWYZ	DN-R TWIN FALLS YL NA	58.9	s 1.05 12.50	s 7.10 ³³⁹ 6.55			7.40PM	10.00	
42	CURRY	63.3	f 12.40	f 6.46 ⁵⁷³				8.35	
60 P	D FILER FR	65.9	s 12.35	s 6.41				8.25	
45	PEAVEY	68.5	f 12.28	f 6.35				8.10	
41	CEDAR	71.3	f 12.24	f 6.30					
Yard OPWY	DN-R BUHL YL BO	73.8	12.20PM	6.25PM				8.00PM	
	(73.8)		Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	
	..... Thru Time.....	(3.00) 24.6		(2.55) 25.3	(0.35) 23.1	(1.00) 13.5	(3.20) 17.7	(5.30) 13.4	..... Average speed per hour.....

WESTWARD

OAKLEY BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 1 February 29, 1948	Mile Post	SECOND CLASS	
			387	388
			Mixed	Mixed
			Daily Except Sunday	Daily Except Sunday
94 PWY	DN-R BURLEY YL BU	0.0		
	BEETVILLE	3.1		
	PELLA	5.2		
	TROUT	16.3		
	MARION	17.8		
	WARR	19.4		
20 Y	D-R OAKLEY OA	21.8		
	(21.8)			

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

WESTWARD				NORTH SIDE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS				Time-Table No. 1 February 29, 1948	Mile Post	SECOND CLASS				
	471 Local Freight		365 Mixed				472 Local Freight		366 Mixed		
	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday							
STATIONS											
206	PWY			10.00AM	5.55AM	DN-R	RUPERT YL	MS	0.0	A 6.30PM	A 1.55PM
17							TRAVERS		3.5		
34	P						MYERS		4.4		
73	P			10.35	6.07	D	PAUL YL	DJ	5.9	6.00	1.35
20					6.11		BUDGE		7.9		1.26
54				11.05AM	6.27		SCHODDE		15.9	5.00	1.10
21					6.36		McHENRY		19.8		1.02
22				12.01PM	6.46	D	HAZELTON	AZ	24.0	4.30	12.55
30							BLACK		26.9		
63	W			12.45 ³⁶⁶	6.56	D	EDEN	DX	28.1	3.45	12.45 ⁴⁷¹
10				12.58	7.04		HUNT		31.5	3.20	12.35
54				1.10	7.11		PERRINE		34.8	3.05	12.28
15					7.19		SUGAR LOAF		38.3		12.21
27					7.24		FALLS CITY		40.6		12.17
14					7.29		BARRYMORE		42.6		12.13
7							HAYTOWN		44.7		
							HYDRA		45.8		
54	CWY			1.45 ⁴⁷² 2.30	7.50	DN	JEROME YL	JO	47.9	2.10 ³⁶⁶ 11.30 ^{AM471}	12.01 ⁴⁷² PM
54					8.01		APPLETON		52.9		11.42AM
17					8.10	D	WENDELL	ND	56.7	11.00	11.35
54					8.30		KING		58.1		
125	PWY			4.00	8.30		TUTTLE		60.2	10.25	11.15
125						DN-R	BLISS YL	IS	73.6	10.00AM	11.00AM
							(73.6)			Daily Except Sunday	Daily Except Sunday

(7.30) (2.50) Thru Time (8.50) (2.55)
 9.8 26.0 Average speed per hour 8.7 25.2

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

WESTWARD				WELLS BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS				Time-Table No. 1 February 29, 1948	Mile Post	SECOND CLASS				
	339 Mixed		340 Mixed				340 Mixed		340 Mixed		
	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday							
STATIONS											
Yard	CPWYZ			9.00PM	DN-R	TWIN FALLS YL	NA	0.0	A 6.30PM		
7						KNOLL		5.6			
6						GODWIN		7.0			
31				9.25		BERGER		10.9	5.40		
31				9.50		HOLLISTER		19.4	5.20		
						AMSTERDAM	(Spur)	23.2			
21	PWY			10.30		ROGERSON		28.8	4.55		
38				10.55		METEOR		38.7	4.28		
34				11.25		IDAVADA		50.1	4.01		
34	PW			11.39		DELAPLAIN		56.1	3.47		
34				11.50PM		SAN JACINTO		60.7	3.37		
34	P			12.10AM	D	CONTACT	CN	68.8	3.20		
33	CPW			12.30		HENRY		75.1	3.03		
34				12.45		HUBBARD		80.9	2.51		
33				1.05		SHORES		86.7	2.39		
48	PWY			1.30		RED POINT		93.6	2.24		
37				1.40		HERRELL		97.3	2.14		
44	PY			2.00		SUMMER CAMP		102.5	1.58		
44	W			2.20		MELANDCO		108.9	1.34		
35				2.35		TOWN CREEK		116.1	1.17		
	CPWY			3.00AM	DN-R	WELLS YL	HG	123.4	1.00PM		
						(123.4)			Daily Except Sunday		

(6.00) Thru Time (5.30)
 20.6 Average speed per hour 22.4

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

WESTWARD				KETCHUM BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS	Time-Table No. 1 February 29, 1948	Mile Post	FIRST CLASS	SECOND CLASS				
	341	379	55			56	380	342			
	Mixed Daily Except Sunday	Mixed Monday Wednesday Friday	Passenger Daily			Passenger	Mixed	Mixed			
STATIONS											
220 200	CPWY	7:30AM	7:10AM	4:45AM	DN-R	SHOSHONE YL	X	0.0	A 11:50PM	A 2:00PM	A 2:15PM
						10.9 MARLEY		10.9			f
39	PWY	s 8:05	A 7:45AM	f 5:20	D-R	RICHFIELD YL	FK	15.3	f 11:10	1:20PM	s 1:35
29		f 8:20		5:34		6.4 PAGARI		21.7	10:57		f 1:15
27		f 8:40		5:50		8.0 TIKURA		29.7	10:44		f 12:55
		f 8:50		5:59		4.2 PRIEST (Spur)		33.9	10:36		f 12:45
59	PW	s 9:00		f 6:07	D	PICABO	XN	37.3	f 10:29		s 12:35
		f 9:10				4.5 HAY		41.8			f 12:20
		s 9:15		6:24		2.5 GANNETT		44.3	10:17		f 12:15PM
30		s 9:35		f 6:40		7.8 BELLEVUE		52.1	f 10:04		s 11:55AM
17	W	s 9:46		f 6:51	D	HAILEY	RI	57.2	f 9:54		s 11:35
11		f 9:52		6:57		2.8 BARITE		60.0	9:49		f 11:22
		f 9:59		7:05		3.2 GIMLET (Spur)		63.2	9:43		f 11:15
		f 10:10		7:15		4.4 TRIUMPH		67.6	9:34		f 11:05
33	WY	A 10:15AM		A 7:30AM	D-R	KETCHUM YL	KU	69.4	9:30PM		11:00AM
						(69.4)			Daily	Monday Wednesday Friday	Daily Except Sunday
		(2.45) 25.2	(0.35) 26.2	(2.45) 25.2		Thru Time		(2.20) 29.7	(0.40) 22.9	(3.15) 21.4	
						Average speed per hour					

WESTWARD				HILL CITY BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS	Time-Table No. 1 February 29, 1948	Mile Post	SECOND CLASS					
		379				380					
		Mixed Monday Wednesday Friday				Mixed					
STATIONS											
39	PWY			7:50AM	D-R	RICHFIELD YL	FK	0.0	A 1:15PM		
10				f 8:02		4.5 RAWSON		4.5	f 1:00		
30				f 8:15		4.9 BURMAH		9.4	f 12:47		
42	PW			f 8:47		12.1 MAGIC		21.5	f 12:15PM		
31				f 9:12		9.7 MACON		31.2	f 11:50AM		
31	P			f 9:20		2.8 BLAINE		34.0	f 11:42		
7				f 9:27		2.8 RANDS		36.8	f 11:35		
17				f 9:35		2.9 SELBY		39.7	f 11:27		
43	PW			s 9:50	D	FAIRFIELD	FD	43.8	s 11:17		
32				f 10:10		7.9 CORRAL		51.7	f 10:55		
57	WY			A 10:25AM	R	HILL CITY YL		57.8	10:40AM		
						(57.8)			Monday Wednesday Friday		
		(2.35) 22.4		(2.35) 22.4		Thru Time		(2.35) 22.4			
						Average Speed per Hour					

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

WESTWARD				KUNA LINE				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS	Time-Table No. 1 February 29, 1948	Mile Post	SECOND CLASS					
		257	263			264	262				
		Time Freight	Time Freight			Time Freight	Time Freight				
STATIONS											
195	CIPWY			10:20PM	5:05AM	DN	ORCHARD YL	OD	423.0	A 8:00AM	A 1:00AM
69	P			10:26	5:11		4.0 HICKEY		427.0	7:49	12:40
84	P			10:32	5:17		3.8 ELY		430.8	7:39	12:30
105	PW			10:37	5:22		3.9 OWYHEE		434.7	7:29	12:20
69	P			10:42	5:27		4.0 KIESEL		438.6	7:19	12:10
77	P			10:47	5:32		4.1 MORA		442.6	7:10	12:01AM
166	P			10:52	5:37	D	KUNA	KA	446.7	7:00	11:50PM
84	P			10:59	5:44		5.1 COLLOPY		451.8	6:45	11:35
Yard	COPTWYZ			A 11:15PM	A 6:00AM	DN-R	NAMPA YL	AU-Q-D	456.6	6:30AM	11:15PM
							(33.6)			Daily	Daily
		(0.55) 36.6		(0.55) 36.6		Thru Time		(1.30) 23.4	(1.45) 19.2		
						Average speed per hour					

WESTWARD				IDAHO NORTHERN BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS	Time-Table No. 1 February 29, 1948	Mile Post	SECOND CLASS					
		385				386					
		Mixed Daily Except Sunday				Mixed					
STATIONS											
Yard	COPTWYZ			8:30AM	DN-R	NAMPA YL	AU-Q	0.0	A 4:30PM		
						0.7 IDA. NOR. JCT. YL		0.7			
25				f 8:40		1.7 FISCHER		2.4	4:25		
2				f 8:50		3.7 MADDENS (Spur)		6.1	f 4:15		
14				s 9:00		3.2 MIDDLETON		9.3	s 4:05		
15				f 9:20		9.5 JENNESS		18.9	f 3:40		
				f 9:35		3.3 BRAMWELL (Spur)		22.2	f 3:25		
96	PWY			s 10:20	D-R	EMMETT YL	MF	27.0	s 3:10		
42				f 10:40		4.8 PLAZA		31.8	f 2:35		
						1.2 BLACK CANYON (Spur)		33.0			
43	P			s 11:20		8.1 MONTOUR		41.1	s 1:55		
32	P			s 11:55AM	D	HORSESHOE BEND YL	HB	49.7	s 1:30		
32				f 12:40PM		5.4 GARDENA		55.1	f 12:40		
35	OPTW			s 1:30	D	BANKS YL	AB	64.1	s 12:05PM		
25	PW			f 2:20		9.0 BIG EDDY		75.4	f 10:55AM		
31	PW			s 3:00		11.3 SMITHS FERRY YL		83.0	s 10:25		
15	P			f 3:35		7.6 CABARTON		92.7	f 9:50		
32	W			f 3:45		9.7 BELVIDERE		95.5	f 9:40		
32	PW			s 4:30	D	CASCADE YL	CD	99.2	s 9:30		
31				f 5:00		11.8 ARLING		111.0	f 8:00		
33	W			s 5:30	D	DONNELLY	FY	119.4	s 7:35		
14				f 5:45		8.4 NORWOOD		124.7	f 7:22		
						5.3 ARCHABAL		127.4			
53	OPWY			A 6:15PM	D-R	McCALL YL	NE	132.8	7:00AM		
						(132.8)			Daily Except Sunday		
		(9.45) 13.6		(9.45) 13.6		Thru Time		(9.30) 15.9			
						Average speed per hour					

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. Between Orchard and Nampa, all extra trains will run via Kuna unless otherwise instructed.

WESTWARD		HOMESTEAD BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time Table No. 1 February 29, 1948		Mile Post		
	STATIONS					
	P		BLAKES JCT.		0.0	
P		HOME (Spur)		14.0		
8 W		MINERAL (Spur)		15.3		
13		STURGILL (Spur)		27.1		
34 PT		D-R ROBINETTE YL RQ		32.9		
(32.9)						

WESTWARD		HOMEDALE BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time Table No. 1 February 29, 1948		Mile Post		
	STATIONS					
	155 PWY		8-45 AM	D-R NYSSA YL SY	0.0	A 1-15 PM
19	f	9-20	OVERSTREET	8.1	f 12-40	
20	f	9-35	ADRIAN	10.6	f 12-30	
32	f	9-55	NAPTON	16.9	f 12-10 PM	
54 PWY	s	10-30	D-R HOMEDALE HR	24.4	s 11-45 AM	
19	f	10-50	CLAYTONIA	31.0	f 11-25	
19 OPY	A	11-00 AM	D-R MARSING YL MR	33.1	11-15 AM	
(33.1)						

(2.15) Thru Time (2.00)
14.7 Average speed per hour 15.5

WESTWARD		PAYETTE BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time Table No. 1 February 29, 1948		Mile Post		
	STATIONS					
	190 OPW		7-00 AM	DN-R PAYETTE YL AY	0.0	A 2-45 PM
			INGARD	3.3		
20	f	7-10	EFFIE	3.9	f 2-30	
15 P	s	7-30	D FRUITLAND FU	5.1	s 2-25	
20	f	7-40	BUCKINGHAM	6.8	f 2-06	
33 P	s	8-00	D NEW PLYMOUTH NP	11.1	s 1-55	
5	f	8-16	FALKS (Spur)	17.2	f 1-34	
			LITTLE ROCK	18.9		
13	f	8-27	LETHA	21.6	f 1-23	
96 PWY	A	8-50 AM	D-R EMMETT YL MF	29.7	1-00 PM	
(29.7)						

WESTWARD		WILDER BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time Table No. 1 February 29, 1948		Mile Post		
	STATIONS					
	204 W		1-00 PM	DN-R CALDWELL YL CW	0.0	A 3-15 PM
40			SIMPLOT	2.6		
21	f	1-15	SHHELP	3.7	f 3-00	
32	f	1-23	DOLES	5.1	f 2-52	
3	f	1-35	GREENLEAF (Spur)	7.0	f 2-40	
11	f	1-50	ALLEDALE	9.7	f 2-25	
43	A	2-00 PM	R WILDER	11.6	2-15 PM	
(11.5)						

(1.00) Thru Time (1.00)
11.5 Average speed per hour 11.5

(1.50) Thru Time (1.45)
16.2 Average speed per hour 16.8

WESTWARD		STODDARD BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 1 February 29, 1948		Mile Post		
	STATIONS					
	Yard COPT WYZ		DN-R NAMPA YL AU-Q		0.0	
20		DEAL		4.4		
46		BOWMONT		8.9		
		WESTMA (Spur)		11.6		
28		MELBA		14.6		
60		STODDARD		17.1		
		END OF TRACK		20.0		
(20.0)						

WESTWARD		BOISE BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 1 February 29, 1948		Mile Post		
	STATIONS					
	P		BOISE JCT.		0.0	
22		FAIR GROUNDS YL		1.1		
Yard CPTWZ		D-R BOISE FREIGHT YL BD		3.2		
		PENITENTIARY SPUR		5.0		
		VERNON (Spur)		6.3		
		BARBER		8.4		
(8.4)						

WESTWARD		OREGON EASTERN BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		SECOND CLASS		Time Table No. 1 February 29, 1948		Mile Post	SECOND CLASS		
	STATIONS								
	444 COPWY			373 Mixed	359 Mixed			360 Mixed	374 Mixed
			Tuesday Thursday Saturday	Daily Except Sunday					
PY									
14									
15									
24									
134 PWY									
46									
52 W									
53 P									
50									
27									
53 PWY									
50									
49 PW									
31									
32 PW									
32									
31 PW									
31									
23 COPWYZ									
(150.8)									

(0.50) (7.55) Thru Time (8.00) (0.50)
18.6 19.8 Average speed per hour 19.6 18.6

WESTWARD		BROGAN BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time Table No. 1 February 29, 1948		Mile Post		
	STATIONS					
	134 PWY		12-30 PM	D-R VALE YL VA	0.0	A 3-15 PM
			LANCASTER (Spur)	11.4		
29	f	1-22	JAMIESON	17.3	f 2-20	
31 PWY	A	1-45 PM	BROGAN YL	23.3	2-00 PM	
(23.3)						

(1.15) Thru Time (1.15)
18.6 Average speed per hour 18.6

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

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

WESTWARD				NEW MEADOWS BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time Table No. 1 February 29, 1948	Mile Post	FIRST CLASS		SECOND CLASS		
	451 Local Freight	Tuesday Thursday Saturday	557 Motor Passenger	Daily Except Sunday			558 Motor Passenger	452 Local Freight	STATIONS		
									STATIONS		
233	COPTWY	10.10AM	10.00AM	DN-R	WEISER YL SR	0.0	A 5.30PM	A 4.15PM			
12		10.34	10.13		REBECCA	6.0	5.17	3.50			
6		10.58	f10.25		PRESLEY	5.7	f 5.05	3.25			
48		11.30AM	f10.40		CONCRETE	7.4	f 4.49	2.50			
W			f11.00		DIAMOND (Spur)	7.6	f 4.32				
26	P	12.22PM	s11.12	D	MIDVALE MI	5.1	s 4.22	2.00			
35	P	1.00	s11.36	D	CAMBRIDGE RA	8.7	s 4.02	1.25			
3	W	1.40	s11.59AM		GOODRICH	9.3	s 3.40	12.45			
18		2.08	s12.17PM		MESA	6.8	f 3.24	12.17PM			
42	OPWY	2.35	s12.25	D-R	COUNCIL YL CN	3.6	s 3.15	11.30AM			
7		3.07 ⁵⁵⁸	f12.28		HOOVER YL	1.4	f 3.07 ⁴⁵¹	10.50			
4		3.30	s12.37		FRUITVALE	4.9	s 2.55	10.30			
		3.42	f12.47		STARKEY (Spur)	2.8	f 2.48				
6		3.54	f12.53		GLENDALE	2.7	f 2.42	10.05			
15		4.30	f 1.18		WOODLAND	8.0	f 2.24	9.30			
20		4.38	s 1.23		TAMARACK	1.9	s 2.19	9.22			
43		4.50	f 1.30		RUBICON YL	2.2	f 2.14	9.10			
146	CPWY	A 5.15PM	A 1.45PM	D-R	NEW MEADOWS YL DS	5.6	2.00PM	8.45AM			
					(89.7)		Daily Except Sunday	Monday Wednesday Friday			
		(7.05) 12.6	(3.45) 23.9		..... Thru Time	(3.30) 25.6		(7.30) 11.9		
					..... Average speed per hour					

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

WESTWARD				JOSEPH BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 1 February 29, 1948	Mile Post	SECOND CLASS					
	305 Mixed	Daily Except Sunday	STATIONS			304 Mixed	STATIONS				
							STATIONS				
28	WXY		12.45PM	D-R	JOSEPH J	83.8	A11.15AM				
22	X		s 1.30	D	ENTERPRISE RS	5.8	78.8	s11.00			
39			s 1.53		LOSTINE	10.2	67.8	s10.07			
27	WXY		s 2.10	D	WALLOWA WO	7.8	60.0	s 9.50			
Spur					SEVIER	3.3	56.7				
12	W {M.P. } 49.0		s 2.42		MINAM	9.6	47.1	s 9.10			
Spur			f 2.58		VINCENT	6.5	40.6	f 8.54			
7					RONDOWA	3.4	37.2				
40	W {M.P. } 32.6		f 3.15		LOOKING GLASS	5.7	33.8	f 8.37			
32			f 3.37		GULLING	4.2	25.1	f 8.15			
35	WXY		s 3.50	D	ELGIN GN	8.6	20.9	s 8.05			
18			s 4.15	D	IMBLER BR	3.9	12.8	s 7.32			
20			f 4.25		ALICEL	2.5	8.4	f 7.22			
6			f		CONLEY	3.3	5.9	f			
12			f 4.40		ISLAND CITY	2.6	2.6	f 7.10			
	BJKOPTW XYZ		A 5.00PM	DN-R	LA GRANDE Q RA		0.0	7.00AM			
					(83.8)			Daily Except Sunday			
			(4.15) 19.7		..... Thru Time	(4.15) 19.7		..... Average speed per hour	

WESTWARD PILOT ROCK BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 1 February 29, 1948	Mile Post	SECOND CLASS		
	STATIONS	STATIONS	STATIONS					
						BJKOP TWX	DN-R	RIETH RI	0.0
Spur		McBEE	2.8					
22		SPARKS	6.7					
Spur		LENS	11.2					
18	WX	D	PILOT ROCK RO	14.9				
			(14.9)					

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

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

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

Designation "Psgr."—Train with steam locomotive and all passenger train equipment; train with Diesel-electric 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 diesel-electric passenger locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified under "Psgr." trains will govern.

When a Streamliner train with cars having AHSC brake equipment is operated with automatic brake control, a maximum speed of 75 miles per hour must not be exceeded.

On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.

When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.

Where rules, special rules, special instructions or bulletins require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and to be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	90	75	50	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20
Mountain type engines.		70	50				6
On curves indicated by curve warning signs, unless otherwise specified.	40	40	25	Trains handling company roadway machines on their own wheels— On main line and Twin Falls Branch: On straight track. On curves. On other branch lines.			30
Inspection bus cars.		40	40				25
Battery motor car 01886.		50					15
When caboose is handled in train consisting of passenger train equipment.		55		Within yard limits and passing fueling stations— On main lines. On branch lines.	50	40	25
MacArthur type engines with 63-inch drivers.		55	50			30	15
MacArthur type engines with 57-inch drivers.		35	35	When using cross-overs and turn-outs: 9000 class engines; Forward movement. Back-up movement. All other classes engines; Forward movement. Back-up movement.			
3900 class engines.		65	50			10	10
3800 class engines.		60	50			6	6
4000, 9000 and 2-10-2 type engines.		50	50			15	15
Ten Wheeler type engines 1573, 1575, 1577 to 1580.		55	40			10	10
Other Ten Wheeler and Consolidation type engines.		35	35	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch.	20	20	20
Mallet type engines, 3500 to 3599, incl., and 3670 to 3674, incl.		35	35				
0-6-0 and 0-8-0 type yard engines.		20	20	When using No. 14 turn-outs between Pocatello and La Grande at power operated switches or at end of double track.	25	20	20
Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35				
Diesel-electric 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	Tracks other than main tracks.	15	15	15
				On wye tracks.	6	6	6
				Jordan spreaders and other machines of spreader type, when in operation.			15
Diesel switch engines in road service.	35	35	35	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
Steam engines running backward.	20	20	20	Through tunnels, main line.	40	40	25
Trains handling scale test cars— On main line and Twin Falls Branch. On other branch lines.							
Trains handling loaded wooden Hart convertible cars.			25	Through tunnels, branch lines.		10	10

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Pocatello, within platform limits of passenger station.	6	6	6	M.P. 319.0 to 319.2 (Westward).	85	75	50
				M.P. 318.4 to 317.8 (Eastward).	85	75	50
				M.P. 316.3 to 315.7 (Eastward).	70	65	45
Pocatello, between passenger station and M.P. 216.9.	20	20	20	Shoshone Over Greenwood Street.	15	15	15
Pocatello, on enginehouse lead and tracks.			6		Between M.P. 320.7 and 322.2.	20	20	20
Pocatello Between M.P. 218.8 and 220.0.	85	75	50	Between M.P. 323.2 and 323.8.	70	65	45
Michaud Between M.P. 226.0 and 226.2.	85	75	50	Between M.P. 325.0 and 325.6.	70	65	45
Igo Between M.P. 234.8 and 235.2.	85	75	50	Between M.P. 326.2 and 326.5.	70	65	45
Between M.P. 236.1 and 236.3.	85	75	50	Between M.P. 328.0 and 328.6.	85	75	50
American Falls Between M.P. 238.0 and 239.4.	70	65	45	Gooding Over streets and alleys.	30	30	30
Bridge 239.75.	45	25	25		Between M.P. 338.5 and 339.1.	85	75	50
Between M.P. 240.0 and 240.3.	45	40	25	Between M.P. 340.2 and 340.5.	85	75	50
Between M.P. 240.4 and 241.3.	70	65	45	Between M.P. 340.7 and 341.1.	60	50	40
Borah Between M.P. 243.0 and 243.3.	85	75	50	Between M.P. 342.2 and 342.7.	70	65	45
Between M.P. 244.5 and 244.8.	70	65	45	Between M.P. 342.8 and 343.3.	60	50	40
Between M.P. 245.2 and 245.5.	85	75	50	Fuller Between M.P. 345.0 and 345.2.	85	75	50
Wapi Between M.P. 258.8 and 259.2.	70	65	45	Ticeska Between M.P. 357.3 and 360.2.	65	60	40
DeWoff Between M.P. 261.4 and 261.6.	85	75	50	Between M.P. 360.2 and 360.8.	60	50	35
Minidoka Between M.P. 272.4 and 273.0.	20	20	20	Between M.P. 360.8 and 365.0.	65	60	40
Adelaide Between M.P. 285.8 and 286.2.	70	65	45	Between M.P. 365.4 and 365.8.	70	65	45
Between M.P. 287.4 and 287.6.	85	75	50	King Hill Between M.P. 367.5 and 368.2.	70	65	45
Kimama Between M.P. 292.0 and 292.4.	85	75	50	Between M.P. 369.0 and 369.5.	60	50	40
Senter Between M.P. 297.8 and 298.2.	85	75	50	Between M.P. 369.5 and 370.9.	70	65	45
Dietrich M.P. 317.0 to 317.3 (Westward).	85	75	50	Sand Bank Between M.P. 371.1 and 373.3.	40	40	25
				Between M.P. 373.3 and 373.8.	20	20	20
				Glenns Ferry			

SECOND SUBDIVISION

Glenns Ferry Eastward, over Commercial Street Crossing.	20	20	20	Mountain Home Between M.P. 405.3 and 405.8.	85	75	50
Between M.P. 376.5 and 377.6.	60	50	40	Between M.P. 406.8 and 407.5.	85	75	50
Between M.P. 377.8 and 378.2.	85	75	50	Orchard Between M.P. B-428.2 and B-428.4.	85	75	50
Between M.P. 378.7 and 379.3.	45	40	25	Between M.P. B-429.1 and B-429.4.	60	50	40
Between M.P. 380.3 and 380.8.	85	75	50	Between M.P. B-429.7 and B-430.0.	70	65	45
Hammett Between Hammett and Reverse.	65	60	40	Leone Between M.P. B-431.0 and B-431.3.	70	65	45
Between M.P. 385.6 and 387.0.	60	50	40	Between M.P. B-432.0 and B-432.3.	70	65	45
Between M.P. 389.8 and 390.8.	60	50	40	Between M.P. B-433.5 and B-433.8.	70	65	45
Reverse Between M.P. 393.6 and 393.9.	85	75	50	Between M.P. B-433.9 and B-434.2.	60	50	40

SECOND SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Black's Creek Between M.P. B-435.8 and B-436.2.	70	65	45	Between Payette and Weiser, trains handling logs.			30
Between M.P. B-437.8 and B-438.2.	85	75	50	Eaton Between M.P. 523.0 and 524.3.	70	65	45
Between M.P. B-438.5 and B-438.8.	70	65	45	Between M.P. 524.9 and 525.8.	70	65	45
Between M.P. B-439.5 and B-440.3.	50	40	25	Cobb Between M.P. 525.8 and 526.0.	70	65	45
Between M.P. B-440.4 and B-441.8.	70	65	45	Between M.P. 526.4 and 527.3.	60	50	40
Shafer Between M.P. B-442.1 and B-442.3.	60	50	40	Between M.P. 527.3 and 528.5.	70	65	45
Between M.P. B-442.7 and B-444.5.	60	50	40	Between M.P. 529.1 and 530.0.	60	50	40
Hillcrest Between M.P. B-445.6 and B-446.2.	60	50	40	Olds Ferry Between M.P. 530.4 and 531.9.	70	65	45
Boise Between M.P. B-450.4 and B-450.6.	70	65	45	Between M.P. 532.2 and 534.2.	60	50	40
Boise Jct. Between M.P. B-450.7 and B-450.9.	70	65	45	Rock Island Between M.P. 534.5 and 535.8.	60	50	40
Sonna Between M.P. B-464.4 and B-464.6.	70	65	45	Between M.P. 536.0 and 536.5.	45	35	25
Between M.P. B-467.0 and B-467.7.	40	40	25	Bridge 536.39.	45	25	25
Nampa Between passenger station and M.P. 456.3.	15	15	15	Between M.P. 536.7 and 537.2.	50	40	25
Caldwell Over streets and alleys.	25	25	25	Blakes Jct. Between M.P. 537.7 and 538.9.	40	40	25
Enrose Between M.P. 471.7 and 472.0.	85	75	50	Kuna Line. Hickey Between M.P. 427.6 and 428.1.	85	75	50
Tucker Between M.P. 476.9 and 477.2.	85	75	50	Between M.P. 428.4 and 428.9.	60	50	40
Parma Over streets and alleys.	30	30	30	Ely Between M.P. 434.6 and 434.9.	85	75	50
Between M.P. 482.8 and 483.0.	70	65	45	Owyhee Between M.P. 434.9 and 435.2.	85	75	50
Between M.P. 484.6 and 485.2.	70	65	45	Kuna Between M.P. 447.3 and 450.8.	60	60	40
Nyssa On house track with 9000 class engines.		6	6	Between M.P. 456.3 and passenger station, Nampa.	15	15	15
Washoe Spur With 5000 class engines.			5				
Ontario Between M.P. 500.7 and 500.9.	85	75	50				

THIRD SUBDIVISION

Maximum speed.	75	70	45	Between M.P. 383.9 and 383.8.	70	60	45
3900 class engines.		65	45	Between M.P. 383.2 and 383.0.	70	60	45
3800 class engines.		60	45	Between M.P. 382.6 and 382.3.	60	50	40
MacArthur type engines with 63 inch drivers.		55	45	Between M.P. 382.0 and 381.3.	45	35	25
4000, 5000 and 9000 class engines.		45	40	Between M.P. 381.2 and 380.7.	60	50	40
Light engines.			35	Between M.P. 380.5 and 380.3.	45	35	25
Huntington Between M.P. 390.0 and 386.4.	35	30	20	Between M.P. 380.1 and 379.8.	55	45	35
Between M.P. 385.2 and 384.3.	30	25	20	Between M.P. 379.5 and 379.3.	60	50	40
Lime High line track and connection.			10	Between M.P. 379.0 and 378.6.	35	30	20
				Between M.P. 378.3 and 378.1.	35	30	20

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Weatherby Between M.P. 377.1 and 372.8.	35	30	20	Quartz Between M.P. 347.1 and 346.9.	70	60	45
Between M.P. 371.0 and 370.7.	70	60	45	Between M.P. 345.2 and 344.5.	70	60	45
Durkee Between M.P. 366.5 and 366.3.	70	60	25	Between M.P. 344.3 and 343.5.	55	45	35
Descending grade, M.P. 365 to Durkee.			25	Baker Over street crossings within city limits.	15	15	15
Between M.P. 364.5 and 364.1.	35	30	20	Between M.P. 321.6 and 321.3.	70	60	45
Between M.P. 363.6 and 362.1.	45	35	20	Between M.P. 319.5 and 318.7.	45	35	25
Oxman Between M.P. 360.2 and 355.9.	30	25	20	Between M.P. 318.5 and 315.4.	30	25	20
Descending grade, Pleasant Valley to M.P. 365.	50	40	20	Sago Telocaset Descending grade, Telocaset to Union Jct.	55	45	25
Pleasant Valley Descending grade, between Pleasant Valley and Quartz	60	50	25	Between M.P. 311.8 and 311.0.	55	45	25
Between M.P. 354.5 and 354.1.	60	50	25	Between M.P. 310.4 and 309.7.	45	35	25
Between M.P. 353.9 and 351.1.	45	35	25	Crooks Between M.P. 309.3 and 307.4.	55	45	25
Encina Between M.P. 349.8 and 348.4.	30	25	20	Between M.P. 307.4 and 302.7.	35	30	20
				Union Jct. La Grande			

FOURTH SUBDIVISION

Maximum speed.	75	70	45	Between M.P. 242.7 and 242.5.	60	50	40
3900 class engines.		65	45	Between M.P. 242.0 and 241.1.	30	25	20
3800 class engines.		60	45	Between M.P. 240.6 and 240.3.	70	60	45
MacArthur type engines with 63 inch drivers.		55	45	Between M.P. 240.2 and 240.0.	30	25	20
4000, 5000 and 9000 class engines.		45	40	Between M.P. 240.0 and 238.3.	55	45	35
Light engines.			35	Bonifer Over Bridge 238.67	30	25	20
La Grande Between M.P. 288.8 and 283.3.	30	25	20	Between M.P. 238.3 and 236.6.	35	30	20
Between M.P. 283.3 and 282.1.	45	35	25	Gibbon Between M.P. 233.9 and 233.0.	55	45	35
Hilgard MacArthur type engines between tail of wye and Mt. Emily interchange track.			10	Between M.P. 232.9 and 232.6.	70	60	45
Between M.P. 282.1 and M.P. 257.2, ascending and descending grade.	30	25	20	Thorn Hollow Between M.P. 231.7 and 227.3.	45	35	25
Huron Between M.P. 257.2 and 252.2.	35	30	20	Cayuse Between M.P. 226.1 and 226.0.	70	60	45
Between M.P. 251.9 and 251.4.	60	50	40	Minthorn Between M.P. 223.8 and 222.8.	35	30	20
Between M.P. 251.2 and 251.0.	35	30	20	Mission Between M.P. 220.5 and 220.1.	55	45	35
Between M.P. 250.6 and 249.9.	70	60	45	Between M.P. 219.0 and 217.7.	60	50	40
Duncan Between M.P. 249.5 and 247.2.	35	30	20	Munra Between M.P. 217.7 and 216.5.	45	35	25
Between M.P. 246.1 and 245.4.	60	50	40	Pendleton Over Third, Main and Fourth Streets.	12	12	12
Sloan Between M.P. 244.7 and 244.0.	45	35	25	Over other street crossings within city limits.	20	20	20
Between M.P. 243.2 and 243.0.	70	60	45	Over Umatilla River bridge.	20	20	20
				Reith			

BRANCHES

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frts.		Str.	Psgr.	Frts.
Twin Falls Branch. Maximum speed.		50	40	Between Plaza and Banks. Watch for rocks between Black Canyon and Banks.		25	25
Bridge 20.10.		25	25	Banks, westward around curve east of east passing track switch, to east switch.		5	5
Rupert, on west leg of wye.		10	10	Between Banks and Smiths Ferry, watch for rocks.		15	15
Rupert, over streets and alleys.		12	12	Trains handling logs or high cars between Banks and M.P. 81.			12
Buhl, on mill and elevator track with MacArthur type engines.			5	Between Smiths Ferry and Cabarton, watch for rocks.		20	20
North Side Branch. Maximum speed.		35	30	M.P. 31.4.		20	20
Motor trains, on straight track.		40		Between M.P. 33.0 and 35.4.		10	10
All trains between M.P. 30.0 and 30.5.		20	20	Bridge 36.61.		20	20
2000, 2300 and 2500 class engines.		15	15	Between M.P. 99.6 and M.P. 113.6 on curves.		20	20
Raft River Branch.		20	20	Between M.P. 128.2 and 128.5.		15	15
Oakley Branch.		25	25	Wilder Branch.		15	15
Light MacArthur type engines.		20	20	Homedale Branch.		25	25
Wells Branch. Maximum speed.		30	30	Oregon Eastern Branch. Maximum speed.		30	25
Between M.P. 31.0 and 36.2.		25	25	Hope Between M.P. 29.5 and 33.5, watch for rocks.		20	20
Between M.P. 45.8 and 53.3.		25	25	Little Valley Between M.P. 36.5 and 37.6, watch for rocks.		20	20
Between M.P. 69.6 and 71.6.		25	25	Between M.P. 37.6 and 37.7, soft spot.		10	10
Between M.P. 91.2 and 91.5.		25	25	Between M.P. 37.7 and 38.2, watch for rocks.		20	20
Between Herrell and Melandeo.		20	20	Juntura Between M.P. 78.6 and 80.7, watch for rocks.		20	20
Wells Yard.		25	15	Between M.P. 80.7 and 81.0, watch for rocks.		10	10
Ketchum Branch Maximum speed.		40	30	Between M.P. 81.0 and 86.6, watch for rocks.		20	20
Bridge 16.04 with MacArthur type engines.		15	15	Long Between M.P. 86.6 and 89.0, watch for rocks.		20	20
Between Hailey and Ketchum, over truss bridges.		15	15	Dunnean Between M.P. 103.5 and 106.5.		20	20
Bellevue, over streets and alleys.		12	12	Bridge 106.14.		15	15
Between M.P. 63.1 and 64.6.		30	20	Circle Bar Between M.P. 119.0 and 122.5.		20	20
Hill City Branch. Maximum speed.		25	25	Between M.P. 119 and 124, watch for rocks.		20	20
Over trestles 21.6 and 23.40 with snow plows.			15	Brogan Branch.		20	20
Boise Branch. Between Boise Jct. and Boise Freight.		25	25	Payette Branch. Maximum speed.		25	25
Between Boise Freight and Barber.		15	15	Payette Jct., on curve.		10	10
Stoddard Branch.		15	15	Trains handling logs between Payette and Emmett on curves.			20
Idaho Northern Branch. Maximum speed.		30	30	Straight track.			25
Between Jenness and Bramwell.		20	20				
Trains handling high cars between Jenness and Bramwell.			12				

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frts.		Str.	Psgr.	Frts.
New Meadows Branch. Motor trains. Straight track. On curves.		35 25		Engines running backwards. Between M.P. 55.0 and 55.5.		10 10	10 10
Between Weiser and Concrete. Straight track. On curves.		30 25	25 20	Homestead Branch. Maximum speed, watch for rocks. On curves.		20 15	20 15
Between Concrete and M.P. 30.0. Straight track. On curves.		25 20	15 10	Joseph Branch. 3-degree curves. 4- and 5-degree curves. On curves of 6 degrees and over.		25 20 15	20 15 10
Between M.P. 30.0 and Fruitvale. Straight track. On curves.		30 20	25 15	Between La Grande and M.P. 13.0. Between M.P. 13.0 and 25.0. Between M.P. 25.0 and 55.0.		25 35 30	25 30 25
Between Fruitvale and New Meadows. Straight track. On curves.		25 20	15 10	Between M.P. 55.0 and 72.0. Between M.P. 72.0 and Joseph.		35 30	30 25
				Pilot Rock Branch.		15	15

Train movements on First and Second Subdivisions and connecting branches will be governed by the operating rules of the Eastern and South-Central Districts.

SYMBOLS AND ABBREVIATIONS
(Rule 6 and 6(A))

<p>Rule 6.—The following letters placed before figures of a schedule indicate:</p> <p>s—regular stop; f—flag stop to receive or discharge traffic; A—arrive.</p> <p>Rule 6(A).—The following letters placed in column with station name in time-table indicate:</p> <p>D—day operator; R—train register; N—night operator; YL—yard limits. DN—day and night operator;</p>	<p>Rule 6(A) (Continued)</p> <p>The following letters placed in columns provided in time-table indicate:</p> <p>C—coal; Z—track scales; I—interlocking; AI—automatic interlocking signals; O—oil; P—dispatcher's telephone; CS—center siding; T—turntable; ES—eastward siding; W—water; WS—westward siding; X—cross-over; RCS—remote control switch. Y—wye;</p>
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Train movements on Third and Fourth Subdivisions and connecting branches will be governed by the Consolidated Code of operating rules.

SYMBOLS AND ABBREVIATIONS
(Rules 6 and 6(A), Consolidated Code of Operating Rules)

<p>Rule 6. The following letters, when placed before the figures of the schedule, indicate:</p> <p>L—leave; A—arrive; s.—regular stop; f.—flag stop to receive or discharge traffic.</p> <p>Rule 6(A). The following letters, when placed in the columns provided, indicate:</p> <p>B—bulletins; D—day operator; C—coal; N—night operator;</p>	<p>Rule 6(A) (Continued)</p> <p>DN—day and night operator; R—train register; H—hog drenching; T—turntable; I—interlocking; V—track connection with foreign railroad; J—junction; W—water; K—standard clock; M—railroad crossing protected by signals or gates; X—yard limits; O—oil; Y—wye; P—telephone; Z—track scales.</p>
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CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

First and Second Subdivisions				Third and Fourth Subdivisions			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To	Train	At	Discharge Passengers From	Pick Up Passengers Destined To
17	Any station..	Ogden, Cheyenne or beyond.	Pendleton or beyond.	11	Any station..	Pocatello or beyond.	Pocatello or beyond.
18	Any station..	Pendleton or beyond.	Ogden, Cheyenne or beyond.	17	Any station..	Pocatello or beyond.	
				12	Any station..		
				18	Any station..		
				18	Union Jct.	Portland and beyond, Tuesdays only.	
				18	North Powder Haines		