



UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



IDAHO DIVISION
TIME-TABLE
No. 2

Effective Sunday,
January 16, 1949
At 12:01 A. M.
Mountain Time East of Huntington
Pacific Time West of Huntington

Be Careful Today

FOR EMPLOYEES ONLY

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

WESTWARD				THIRD SUBDIVISION				EASTWARD			
Car Capacity of Siding, etc. See Rule 6(A), Page 23.	FIRST CLASS			Time-Table No. 2 January 16, 1949	Mile Post	FIRST CLASS			STATIONS		
	105 Streamliner Passenger	17 Passenger	11 Passenger			18 Passenger	12 Passenger	106 Streamliner Passenger			
	Daily	Daily	Daily			Daily	Daily	Daily			
BCKOPT WXYZ	11.45 ^{PM}	5.25 ^{PM}	6.10 ^{AM}	DN-R	HUNTINGTON	HU	389.4	A 8.25 ^{AM}	A 6.35 ^{PM}	As 2.05 ^{AM}	
100 P	11.54 ^{PM}	5.35	6.20	D	LIME	BY	384.6	8.14	6.25	1.54	
100 PW	12.04 ^{AM}	5.45	6.30		WEATHERBY		377.5	8.01	6.13	1.43	
150 PWXY	12.15	6.00 ¹²	6.44		DURKEE		368.9	7.48	6.00 ¹⁷	1.32	
100 P	12.25	6.13	6.55		OXMAN		361.7	7.35	5.46	1.22	
170 PW	12.36	6.29	7.09		PLEASANT VALLEY		355.4	7.21	5.32	1.12	
WB 91 PXY EB 109	12.41	6.35	7.16 ¹⁸		ENCINA		351.9	7.16 ¹¹	5.27	1.07	
107 P	12.47	6.45	7.25		QUARTZ		347.3	7.08	5.19	12.59	
WB 109 BKOPW EB 111 XYZ	12.53 ¹⁰⁶	7.00	7.35	DN	BAKER	BC	342.0	7.00	5.13	12.53 ¹⁰⁵	
106 P	1.00	7.07	7.39		WING		337.6	6.53	5.05	12.45	
106 P	1.05	7.14	7.44	D	HAINES	KB	331.7	6.48	5.00	12.39	
106 PW	1.14	7.26	7.53	D	NORTH POWDER	HD	322.1	6.40	4.51	12.30	
107 P	1.23	7.38	8.05		SAGO		315.5	6.29	4.39	12.21	
147 PVWXY	1.27	7.45	8.09		TELOCASET		312.6	6.25	4.35	12.16	
105 P	1.35	7.53	8.16		CROOKS		308.9	6.19	4.29	12.10 ^{AM}	
105 PVY	1.48	8.07	8.29	D	UNION JCT.	UN	302.2	6.07	4.17	11.57 ^{PM}	
105 P	1.55	8.15	8.36		LONETREE		294.9	6.00	4.10	11.51	
BKOPTW XYZ	A 2.05 ^{AM}	A 8.25 ^{PM}	A 8.45 ^{AM}	DN-R	LA GRANDE	Q RA	289.8	5.55 ^{AM}	4.05 ^{PM}	11.45 ^{PM}	
	(2.20) 42.7	(3.00) 33.2	(2.35) 33.5		(99.6)			Daily	Daily	Daily	

..... Thru Time (2.30) (2.30) (2.20)
 Average speed per hour 39.8 39.8 42.7

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
1.00 ^{PM}	10.45 ^{AM}	A 2.00 ^{PM}	A 6.30 ^{PM}
A 6.00 ^{PM}	A 3.15 ^{PM}	5.30 ^{AM}	10.30 ^{AM}
HUNTINGTON		LA GRANDE	

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

WESTWARD				FOURTH SUBDIVISION				EASTWARD				
Car Capacity of Siding, etc. See Rule 6(A), Page 23.	FIRST CLASS			Time-Table No. 2 January 16, 1949	Mile Post	FIRST CLASS			STATIONS			
	62 Passenger	17 Passenger	11 Passenger			105 Streamliner Passenger	18 Passenger	61 Passenger		12 Passenger	106 Streamliner Passenger	
	Daily	Daily	Daily			Daily	Daily	Daily		Daily	Daily	
BKOPTW XYZ		8.35 ^{PM}	8.55 ^{AM}	2.10 ^{AM}	DN-R	LA GRANDE	Q RA	289.8	A 5.45 ^{AM}	A 3.55 ^{PM}	A 11.40 ^{PM}	
82 P		8.44	9.04	2.18		PERRY		286.8	5.35		3.45	
WB 75 PVWXY EB 73		8.52	9.12	2.24		HILGARD		282.1	5.28		3.36	
73 P		9.01	9.20	2.31		GLOVER		278.6	5.20		3.27	
133 P		9.09	9.27	2.37		MOTANIC		275.6	5.13		3.20	
P		9.18	9.35	2.44		NORDEEN		272.1	5.05		3.12	
C 132 PWXY		9.21	9.38	2.46		KAMELA		271.1	5.02		3.09	
P		9.28	9.44	2.51		ROSS		268.3	4.56		3.03	
WB 108 PWX EB 102		9.35	9.51	2.57		MEACHAM		265.5	4.50		2.57	
74 P		9.47	10.02	3.06		PORTER		260.8	4.39		2.46	
85 P		9.55	10.09	3.12		HURON		257.7	4.32		2.39	
90 PW		10.03	10.16	3.18		CAMP		254.1	4.25		2.32	
WB 74 PWXY EB 74		10.17 ¹⁰⁶	10.24	3.25		DUNCAN		248.5	4.15		2.22	
74 P		10.23	10.29	3.29		SLOAN		245.4	4.10		2.17	
106 P		10.31	10.37	3.35		BONIFER		239.5	4.02		2.09	
WB 78 PWXY EB 106		10.36	10.42	3.39		GIBBON		236.9	3.57		2.04	
99 P		10.39	10.45	3.41		TUMIA		234.6	3.54		2.01	
100 P		10.47	10.52	3.47 ¹⁸		HOMLY		229.6	3.47 ¹⁰³		1.54	
48 P		10.52	10.56	3.51		CAYUSE		227.1	3.40		1.50	
73 P		10.56	10.59	3.56		MINTHORN		224.7	3.37		1.47	
72 P		11.01	11.04	4.01		MISSION		221.2	3.33		1.43	
99 P		11.05	11.07	4.10		MUNRA		218.9	3.30		1.40	
60 BKOPW XYZ	11.50 ^{PM}	11.20 ^{PM}	11.15	4.20	DN	PENDLETON	FD	215.6	3.25	A 3.05 ^{AM}	1.35	
BKOPT WX	A 12.01 ^{AM}	A 12.10 ^{AM}	A 11.35 ^{AM}	A 4.35 ^{AM}	DN-R	RIETH	RI	212.0	2.40 ^{AM}	2.55 ^{AM}	1.15 ^{PM}	
					(77.8)				Daily	Daily	Daily	
	(0.11) 19.6	(3.33) 21.7	(2.40) 29.1	(2.25) 32.2					(3.05) 25.2	(0.10) 21.6	(2.40) 29.1	(2.17) 34.1

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
7.00 ^{PM}	4.00 ^{PM}	A 9.30 ^{AM}	A 4.30 ^{AM}
A 1.00 ^{AM}	A 9.00 ^{PM}	3.00 ^{AM}	10.00 ^{PM}
LA GRANDE		RIETH	

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

For stations not shown on schedule pages, see page 17.

WESTWARD		TWIN FALLS BRANCH						EASTWARD						
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	STATIONS	SECOND CLASS		FIRST CLASS		Time-Table No. 2		Mile Post	FIRST CLASS		SECOND CLASS			
		339 Freight Daily Except Sunday	377 Time Freight Daily Except Sunday	573 Motor Passenger Daily	49 Passenger Daily	January 16, 1949			574 Motor Passenger	50 Mixed	340 Freight	378 Time Freight		
						STATIONS								
469	CPWY		12.30 ^{PM}	3.00 ^{AM}		4.20 ^{PM}	5.10 ^{AM}	DN-R	MINIDOKA YL	RT				
75	P		12.45	3.17		4.35	5.23		ACEQUIA					
206	PWY		1.00	3.40		4.50	5.45	DN-R	RUPERT YL	MS				
32	P		1.11	3.52		4.58	5.53		HEYBURN					
94	OPWY		1.25	4.10		5.10	6.13	DN	BURLEY YL	BU				
76	P		1.35	4.20		5.18	6.21		STARRH'S FERRY					
58	P		2.00 ⁵⁷⁴	4.35		5.29	6.31		MILNER					
73	PW		2.15	4.50		5.43	6.44	D	MURTAUGH	MU				
53	P		2.25	4.59		5.49	6.50		BICKEL					
30									BILLS					
41	P		2.40	5.10		5.58	6.58	D	HANSEN	NS				
60	P		2.53	5.18		6.07	7.06	D	KIMBERLY	KY				
29	P					6.12	7.11		McMILLAN YL					
Yard	COPWYZ		A 4.00 ^{PM}	A 7.00 ^{AM}		6.20 6.35	7.20 7.40	DN-R	TWIN FALLS YL	NA				
42						6.46 ⁵⁰	7.47		CURRY					
60	P					6.52	7.52	D	FILER	FR				
45						6.57	7.56		PEAVEY					
41						7.02	8.00		CEDAR					
Yard	OPWY					A 7.10 ^{PM}	A 8.10 ^{AM}	DN-R	BUHL YL	BO				
			(3.30) 16.8	(4.00) 14.7		(2.50) 26.0	(3.00) 24.6	..... Thru Time.....					
			..... Average speed per hour.....					..... Average speed per hour.....					

..... Thru Time.....
..... Average speed per hour.....

WESTWARD		RAFT RIVER BRANCH				EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	STATIONS	Time-Table No. 2		Mile Post	STATIONS		
		January 16, 1949					
94	OPWY	DN-R	BURLEY YL	BU	0 0		
10			DECLO		9 1		
			BENNING	(Spur)	11 0		
			(11.0)				
		..... Thru Time.....				
		..... Average speed per hour.....				

..... Thru Time.....
..... Average speed per hour.....

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.
For stations not shown on schedule pages, see page 17.

WESTWARD		TWIN FALLS BRANCH						EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	STATIONS	Time-Table No. 2		Mile Post	FIRST CLASS		SECOND CLASS						
		January 16, 1949			574 Motor Passenger	50 Mixed	340 Freight	378 Time Freight					
		STATIONS											
469	CPWY	DN-R	MINIDOKA YL	RT	0.0	A 3.20 ^{PM}	A 9.20 ^{PM}			A 11.00 ^{AM}	A 1.30 ^{AM}		
75	P		ACEQUIA		8.2	2.55	8.59			10.35	11.10 ^{PM}		
206	PWY	DN-R	RUPERT YL	MS	13.5	2.45	8.50			10.20	10.55		
32	P		HEYBURN		19.8	2.30	8.35			10.05	10.40		
94	OPWY	DN	BURLEY YL	BU	21.7	2.25	8.30			10.00	10.35		
76	P		STARRH'S FERRY		26.8	2.12	8.12			9.45	10.15		
58	P		MILNER		33.5	2.00 ³³⁹	8.00			9.30	10.00		
73	PW	D	MURTAUGH	MU	41.4	1.45	7.47			9.15	9.45		
53	P		BICKEL		45.1	1.37	7.39			9.05	9.35		
30			BILLS		49.0								
41	P	D	HANSEN	NS	49.7	1.29	7.32			8.55	9.25		
60	P	D	KIMBERLY	KY	53.3	1.18	7.22			8.45	9.15		
29	P		McMILLAN YL		56.4								
Yard	COPWYZ	DN-R	TWIN FALLS YL	NA	58.9	1.05 12.50	7.10 6.55			8.30 ^{AM}	9.00 ^{PM}		
42			CURRY		63.3	12.40	6.46 ⁵⁷³						
60	P	D	FILER	FR	65.9	12.35	6.41						
45			PEAVEY		68.5	12.28	6.35						
41			CEDAR		71.3	12.24	6.30						
Yard	OPWY	DN-R	BUHL YL	BO	73.8	12.20 ^{PM}	6.25 ^{PM}						
			(73.8)			Daily	Daily			Daily Except Sunday	Daily Except Sunday		
			..... Thru Time.....			(3.00)	(2.55)			(2.30)	(4.30)		
			..... Average speed per hour.....			24.6	25.3			23.6	13.1		

..... Thru Time.....
..... Average speed per hour.....

WESTWARD		OAKLEY BRANCH				EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	STATIONS	Time-Table No. 2		Mile Post	STATIONS		
		January 16, 1949					
94	OPWY	DN-R	BURLEY YL	BU	0.0		
30			BEEVILLE		4.3		
25			PELLA		5.2		
25			TROUT		16.3		
60			MARION		17.8		
20	Y	D-R	OAKLEY	OA	21.8		
			(21.8)				

..... Thru Time.....
..... Average speed per hour.....

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.
For stations not shown on schedule pages, see page 17.

WESTWARD				NORTH SIDE BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 2 January 16, 1949	Mile Post	SECOND CLASS						
	471 Local Freight	473 Local Freight	365 Mixed			366 Mixed	472 Local Freight	474 Local Freight				
	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday									
STATIONS												
206	PWY	9.00PM		5.55AM	DN-R	RUPERT YL	MS	0.0	A 1.55PM	A 8.00PM		
34	P					MYERS YL		4.4				
73	P	9.35		6.07	D	PAUL YL	DJ	5.9	s 1.35	7.30		
20				6.11		BUDGE		7.9	f 1.26			
54		10.05		6.27		SCHODDE		15.9	f 1.10	6.40		
21				6.36		McHENRY		19.8	f 1.02			
22		11.01		6.46	D	HAZELTON	AZ	24.0	s 12.55	6.10		
63	W	11.45PM		6.56	D	EDEN	DX	28.1	s 12.45	5.40		
54		12.10AM		7.11		PERRINE		34.8	f 12.28	5.00		
27				7.24		FALLS CITY		40.6	f 12.17			
54	CWY	A 1.00AM	7.00PM	7.50	DN	JEROME YL	JO	47.9	s 12.01PM	4.00PM A12.01AM		
54			8.00	8.10	D	WENDELL	ND	56.7	s 11.35AM	11.30PM		
54			8.30	8.30		TUTTLE		66.2	s 11.15	10.55		
125	PWY		A 9.30PM	A 8.45AM	DN-R	BLISS YL	IS	73.6	11.00AM	10.30PM		
(73.6)												
				(4.00)	(2.30)	(2.50) Thru Time.....			(2.55)	(4.00)	(1.31)
				12.0	10.3	26.0 Average speed per hour.....			25.2	12.0	17.0

WESTWARD				KETCHUM BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS	Time-Table No. 2 January 16, 1949	Mile Post	FIRST CLASS	SECOND CLASS					
	379 Mixed	341 Mixed	55 Passenger			56 Passenger	380 Mixed	342 Mixed				
	Tuesday Thursday Saturday	Daily Except Sunday	Daily									
STATIONS												
220	COPWY	6.00PM	6.00AM	4.30AM	DN-R	SHOSHONE YL	X	0.0	A12.45AM	A 1.00AM A12.45PM		
39	PWY	A 6.35PM	s 6.35	f 5.05	D-R	RICHFIELD YL	FK	15.3	f 12.10AM	12.20AM s12.05PM		
29			f 6.50	5.21		PAGARI		21.7	11.57PM	f 11.45AM		
27			f 7.10	5.39		TIKURA		29.7	11.44	f 11.25		
59	PW		s 7.30	f 5.58	D	PICABO	XN	37.3	f 11.29	s 11.05		
30			s 8.05	f 6.34		BELLEVUE		52.1	f 11.04	s 10.25		
17	W		s 8.16	f 6.48	D	HAILEY	RI	57.2	f 10.54	s 10.05		
33	WY		A 8.45AM	A 7.30AM	D-R	KETCHUM YL	KU	69.4	10.30PM	9.30AM		
(69.4)												
				(0.35)	(2.45)	(3.00) Thru Time.....			(2.15)	(0.40)	(3.15)
				26.2	25.2	23.1 Average speed per hour.....			30.9	22.9	21.4

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.
 For stations not shown on schedule pages, see page 17.

WESTWARD				WELLS BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 2 January 16, 1949	Mile Post	SECOND CLASS					
			339 Mixed			340 Mixed					
			Daily Except Sunday								
STATIONS											
Yard	COPWYZ			7.00PM	DN-R	TWIN FALLS YL	NA	0.0	A 8.00AM		
31				f 7.25		BERGER		10.9	f 7.15		
31				s 7.45		HOLLISTER		19.4	s 6.55		
21	PWY			s 8.10		ROGERSON		28.8	s 6.30		
38				f 8.35		METOR		38.7	f 6.03		
34				f 9.05		IDAVADA		50.1	f 5.36		
34	PW			f 9.19		DELAPLAIN		56.1	f 5.22		
34				f 9.35		SAN JACINTO		60.7	f 5.12		
34	P			s 9.55	D	CONTACT	CN	68.8	s 4.55		
33	CPW			f 10.10		HENRY		75.1	f 4.38		
34				f 10.25		HUBBARD		80.9	f 4.26		
33				f 10.40		SHORES		86.7	f 4.14		
48	PWY			f 11.00		WILKINS		93.6	f 3.59		
37				f 11.10		HERRELL		97.3	f 3.49		
44	PY			s 11.30		SUMMER CAMP		102.5	s 3.33		
44	W			f 11.50PM		MELANDCO		108.9	f 3.04		
35				f 12.05AM		TOWN CREEK		116.1	f 2.47		
	PWY			A12.30AM	DN-R	WELLS YL	HU	123.4	2.30AM		
(123.4)											
				(5.30) Thru Time.....			(5.30)			
				22.4 Average speed per hour.....			22.4			

WESTWARD				HILL CITY BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 2 January 16, 1949	Mile Post	SECOND CLASS					
			379 Mixed			380 Mixed					
			Tuesday Thursday Saturday								
STATIONS											
39	PWY			6.40PM	D-R	RICHFIELD YL	FK	0.0	A12.05AM		
30				f 7.05		BURMAH		9.4	f 11.37		
42	P			f 7.37		MAGIC		21.5	f 11.05		
31				f 8.02		MACON		31.2	f 10.40		
31	P			f 8.10		BLAINE		34.0	f 10.32		
17				f 8.25		SELBY		39.7	f 10.17		
43	PW			s 8.40	D	FAIRFIELD	FD	43.8	s 10.07		
32				f 9.00		CORRAL		51.7	f 9.45		
57	WY			A 9.15PM	R	HILL CITY YL		57.8	9.30PM		
(57.8)											
				(2.35) Thru Time.....			(2.35)			
				22.4 Average Speed per Hour.....			22.4			

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

WESTWARD		OREGON EASTERN BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time Table No. 2		Mile Post	SECOND CLASS			
		373	359	January 16, 1949		360	374		
		Mixed	Mixed			Mixed	Mixed		
		Tuesday Thursday Saturday	Daily Except Sunday	STATIONS					
444	COPWY	11-15 ^{AM}	10-20 ^{AM}	DN-R	ONTARIO YL	ON	0.0	A 4-00 ^{PM}	A 4-15 ^{PM}
	PY	11-25	10-30		MALHEUR JCT. YL		1.9	3-40	4-00
38		11-40	10-45		LUSE		6.9	f 3-25	f 3-47
24		11-50 ^{AM}	10-55		MALLETT		10.0	f 3-15	f 3-39
134	PWY	A 12-05 ^{PM}	11-15	D-R	VALE YL	VA	15.5	s 3-00	3-25 ^{PM}
46		11-35 ^{AM}			HOPE		23.5	f 2-30	
52		12-05 ^{PM}			LITTLE VALLEY		34.8	f 1-55	
53	P	12-30			HARPER		42.0	s 1-30	
50		12-55 ³⁶⁰			NAMORF		51.2	f 12-55 ³⁵⁰	
27		1-22			JONESBORO		62.2	f 12-28 ^{PM}	
53	PWY	s 1-55		D	JUNTURA	JN	73.0	s 11-50 ^{AM}	
50		f 2-40			LONG		86.0	f 1-10	
49	PW	s 3-05			RIVERSIDE		92.7	s 10-50	
31		f 3-30			DUNNEAN		102.8	f 10-25	
32	PW	f 3-55			VENATOR		110.2	f 10-05	
32		f 4-15			CIRCLE BAR		117.9	f 9-45	
31	PW	s 4-45			CRANE		126.0	s 9-15	
31		f 5-35			REDESS		143.5	f 8-32	
23	COPWYZ	A 6-15 ^{PM}		D-R	BURNS YL	BR	156.8	8-00 ^{AM}	
					(156.8)			Daily Except Sunday	Tuesday Thursday Saturday

(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.	SECOND CLASS		Time Table No. 2		Mile Post	SECOND CLASS			
		373		January 16, 1949		374			
		Mixed				Mixed			
		Tuesday Thursday Saturday		STATIONS					
134	PWY	12-30 ^{PM}		D-R	VALE YL	VA	0.0	A 3-15 ^{PM}	
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)			Tuesday Thursday Saturday	

(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 opposite direction.—See Rule S-72.
 For stations not shown on schedule pages, see page 17.

WESTWARD		NEW MEADOWS BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	FIRST CLASS		Time Table No. 2		Mile Post	FIRST CLASS			
		557	January 16, 1949	558					
		Motor Passenger		Motor Passenger					
		Daily Except Sunday	STATIONS						
233	COPTWY	10-05 ^{AM}	DN-R	WEISER YL	SR	0.0	A 5-35 ^{PM}		
12		10-18		REBECCA		6.0	5-20		
48		10-45		CONCRETE		19.1	f 4-50		
26	P	s 11-17	D	MIDVALE	MI	31.8	s 4-18		
35	P	s 11-41 ^{AM}	D	CAMBRIDGE	RA	40.5	s 3-58		
3	W	s 12-04 ^{PM}		GOODRICH		49.8	s 3-36		
18		12-20		MESA		56.0	f 3-20		
42	OPWY	s 12-29	D-R	COUNCIL YL	CN	60.2	s 3-12		
7		12-32		HOOVER YL		61.6	f 3-04		
15		f 1-17		WOODLAND		80.0	f 2-19		
29		s 1-22		TAMARACK		81.9	s 2-14		
43		f 1-27		RUBICON YL		84.1	f 2-09		
146	CPWY	A 1-45 ^{PM}	D-R	NEW MEADOWS YL	DS	89.7	1-55 ^{PM}		
				(89.7)			Daily Except Sunday		

(3.40) Thru Time (3.40)
 24.5 Average speed per hour 24.5

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 Extra trains must clear the time of opposing first-class trains not less than ten minutes.
 For stations not shown on schedule pages, see page 17.

WESTWARD				JOSEPH BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 2 January 16, 1949	Mile Post	SECOND CLASS					
			305 Mixed				304 Mixed				
			Daily Except Sunday								
STATIONS											
28	WXY			12.45 PM	D-R	JOSEPH	J	83.8	11.15 AM		
22	X			1.30	D	ENTERPRISE	RS	78.8	11.00		
39				1.53		LOSTINE		67.8	10.07		
27	WXY			2.10	D	WALLOWA	WO	60.0	9.50		
40	W {M.P. 32.6}			3.15		LOOKING GLASS		33.8	8.37		
32				3.37		GULLING		25.1	8.15		
35	WXY			3.50	D	ELGIN	GN	20.9	8.05		
18				4.15	D	IMBLER	BR	12.8	7.32		
20				4.25		ALICEL		8.4	7.22		
	BJKOPTW XYZ			5.00 PM	DN-R	LA GRANDE	RA	0.0	7.00 AM		
(83.8)											
(4.15) Thru Time..... (4.15)											
19.7 Average speed per hour..... 19.7											

WESTWARD				PILOT ROCK BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 2 January 16, 1949	Mile Post	SECOND CLASS					
STATIONS											
	BJKOP TWX				DN-R	RIETH	RI	0.0			
22						SPARKS		6.7			
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.
For stations not shown on schedule pages, see page 17.

STATIONS NOT SHOWN ON SCHEDULE PAGES										
Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 23	Switch Connection	Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 23	Switch Connection			
First Subdivision				Hill City Branch						
Don.....	219.6	43 PX	Both	Rawson..... (6).....	4.5	13	Both			
Schiller.....	226.5	11	Both	Rands..... (6).....	36.8	9	Both			
Coates.....	369.5	8 P	West	Idaho Northern Branch						
Sand Bank.....	370.9	42 PX	Both	Maddens..... (7).....	6.1	5	East			
Second Subdivision				Bramwell..... (7).....	22.2	5	East			
Hillcrest.....	B-445.1	14 P	Both	Black Canyon..... (7).....	33.0	5	East			
Apple Valley.....	485.9	26	Both	Archabal..... (7).....	127.4	9	Both			
Washoe.....	500.9	32	West	Homestead Branch						
Wood.....	506.2	10	Both	Home.....	14.0	4 P	East			
Feltham.....	512.7	23	Both	Mineral.....	15.3	10 W	East			
Fourth Subdivision				Still.....	16.2	2	East			
North Fork.....	251.4	16 P	West	Sturgill.....	27.1	15	East			
Thorn Hollow.....	232.1	14 P	Both	Payette Branch						
Pendair.....	213.5	80	Both	Ingard.....	3.3	8	Both			
Twin Falls Branch				Falks..... (8).....	17.2	5	East			
Amalga.....	17.3	12	East	Little Rock.....	18.9	10	Both			
Parsons..... (1).....	35.5	18 P	Both	Stoddard Branch						
Stowe.....	52.1	12	West	Westma.....	11.6	5	East			
Raft River Branch				Wilder Branch						
Unity.....	3.1	36	Both	Greenleaf.....	7.0	9	West			
Springdale.....	6.0	22	Both	Allendale.....	9.7	13	Both			
Oakley Branch				Boise Branch						
Warr.....	19.4	12	Both	Penitentiary Spur.....	5.0	10	East			
North Side Branch				Vernon.....	6.3	10	West			
Travers..... (2).....	3.5	18	Both	Oregon Eastern Branch						
Black.....	26.9	30	Both	Cairo..... (9).....	3.7	14	Both			
Hunt..... (2).....	31.5	8	Both	Lawen..... (10).....	138.4	3	East			
Sugar Loaf.....	38.3	12	Both	Brogan Branch						
Barrymore..... (2).....	42.6	13	Both	Lancaster.....	11.4	4	East			
Haytown.....	44.7	7	Both	New Meadows Branch						
Hydra.....	45.8	7	Both	Presley..... (11).....	11.7	9	Both			
Appleton..... (2).....	52.9	12	Both	Diamond..... (11).....	26.7	4 W	West			
King.....	58.1	17	Both	Fruitvale..... (12).....	56.5	3	Both			
Ketchum Branch				Starkey..... (11).....	69.3	5	West			
Marley..... (3).....	10.9	3	Both	Glendale..... (11).....	72.0	6	Both			
Priest..... (4).....	33.9	6	East	Joseph Branch						
Hay..... (4).....	41.8	6	West	Island City..... (13).....	2.6	12	Both			
Gannett..... (4).....	44.3	10	Both	Conley..... (13).....	5.9	6	Both			
Barite..... (4).....	60.0	12	Both	Rondowa.....	37.2	7	Both			
Gimlet..... (4).....	63.2	30	Both	Vincent..... (13).....	40.6	2	East			
Triumph..... (4).....	67.6	16	East	Minam..... (14).....	47.1	12 W {M.P. 49.0}	Both			
Wells Branch				Sevier.....	56.7	5	West			
Knoll..... (5).....	5.6	7	Both	Pilot Rock Branch						
Godwin..... (5).....	7.0	8	Both	McBee.....	2.8	2	East			
Amsterdam..... (5).....	23.2	9	West	Lens.....	11.2	4	East			

- (1) Flag stop for Nos. 49-50-573-574.
- (2) Flag stop for Nos. 365-366.
- (3) Flag stop for Nos. 341-342-379-380.
- (4) Flag stop for Nos. 341-342.
- (5) Flag stop for Nos. 339-340.
- (6) Flag stop for Nos. 379-380.
- (7) Flag stop for Nos. 385-386.
- (8) Flag stop for Nos. 383-384.
- (9) Flag stop for Nos. 359-360-373-374.
- (10) Flag stop for Nos. 359-360.
- (11) Flag stop for Nos. 557-558.
- (12) Regular stop for Nos. 557-558.
- (13) Flag stop for Nos. 304-305.
- (14) Regular stop for Nos. 304-305.

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.		

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.
 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 company roadway machines on their own wheels— On main line and Twin Falls Branch: On straight track. On curves. On other branch lines.			
Mountain type engines.		70	50				30
On curves indicated by curve warning signs, unless otherwise specified.	40	40	25				25
							15
Inspection bus cars.		40	40	Passing fueling stations— On main lines. On branch lines.	50	40	25
Battery motor car 01886.		50				30	15
When caboose is handled in train consisting of passenger train equipment.		55		Within yard limits not otherwise specified— 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	Within yard limits at Reverse, Orchard, Boise, Caldwell, Nyssa, Payette, Ontario and Weiser.	60	50	25
3900 class engines.		65	50				
3800 class engines.		60	50	When using cross-overs and turn-outs: 9000 class engines; Forward movement. Back-up movement.		10	10
4000, 9000 and 2-10-2 type engines.		50	50			6	6
Ten Wheeler type engines 1573, 1575, 1577 to 1580.		55	40	All other classes engines; Forward movement. Back-up movement.	15	15	15
Other Ten Wheeler and Consolidation type engines.		35	35			10	10
Mallet type engines, 3500 to 3599, incl., and 3670 to 3674, incl.		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
0-6-0 and 0-8-0 type yard engines.		20	20				
Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	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 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			15	15
Diesel switch engines in road service.	35	35	35	Tracks other than main tracks.	6	6	6
Steam engines running backward.	20	20	20	On wye tracks.			
Trains handling scale test cars— On main line and Twin Falls Branch. On other branch lines.			30 20	Jordan spreaders and other machines of spreader type, when in operation.			15
Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 6	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
				Through tunnels, main line.	40	40	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
Pocatello, between passenger station and M.P. 216.9.	20	20	20	M.P. 318.4 to 317.8 (Eastward).	85	75	50
Pocatello, on enginehouse lead and tracks.			6	M.P. 316.3 to 315.7 (Eastward).	70	65	45
Pocatello Between M.P. 218.8 and 220.0.	85	75	50	Shoshone Over Greenwood Street.	15	15	15
Michaud Between M.P. 226.0 and 226.2.	85	75	50	Between M.P. 320.7 and 322.2.	20	20	20
Igo Between M.P. 234.8 and 235.2.	85	75	50	Between M.P. 323.2 and 323.8.	70	65	45
Between M.P. 236.1 and 236.3.	85	75	50	Between M.P. 325.0 and 325.6.	70	65	45
American Falls Between M.P. 238.0 and 239.4.	70	65	45	Between M.P. 326.2 and 326.5.	70	65	45
Bridge 239.75.	45	25	25	Between M.P. 328.0 and 328.6.	85	75	50
Between M.P. 240.0 and 240.3.	45	40	25	Gooding Over streets and alleys.	30	30	30
Between M.P. 240.4 and 241.3.	70	65	45	Between M.P. 338.5 and 339.1.	85	75	50
Borah Between M.P. 243.0 and 243.3.	85	75	50	Between M.P. 340.2 and 340.5.	85	75	50
Between M.P. 244.5 and 244.8.	70	65	45	Between M.P. 340.7 and 341.1.	60	50	40
Between M.P. 245.2 and 245.5.	85	75	50	Between M.P. 342.2 and 342.7.	70	65	45
Wapi Between M.P. 258.8 and 259.2.	70	65	45	Between M.P. 342.8 and 343.3.	60	50	40
DeWoff Between M.P. 261.4 and 261.6.	85	75	50	Fuller Between M.P. 345.0 and 345.2.	85	75	50
Minidoka Between M.P. 272.4 and 273.0.	20	20	20	Ticeska Between M.P. 357.3 and 360.2.	65	60	40
Adelaide Between M.P. 285.8 and 286.2.	70	65	45	Between M.P. 360.2 and 360.8.	60	50	35
Between M.P. 287.4 and 287.6.	85	75	50	Between M.P. 360.8 and 365.0.	65	60	40
Kimama Between M.P. 292.0 and 292.4.	85	75	50	Between M.P. 365.4 and 365.8.	70	65	45
Senter Between M.P. 297.8 and 298.2.	85	75	50	King Hill Between M.P. 367.5 and 368.2.	70	65	45
Dietrich M.P. 317.0 to 317.3 (Westward).	85	75	50	Between M.P. 369.0 and 369.5.	60	50	40
				Between M.P. 369.5 and 370.9.	70	65	45
				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.	Frts.		Str.	Psgr.	Frts.
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
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-448.4 and B-449.2.	50	40	25	Between M.P. 532.2 and 534.2.	60	50	40
Between M.P. B-450.4 and B-450.6.	70	65	45	Rock Island Between M.P. 534.5 and 535.8.	60	50	40
Boise Jct. Between M.P. B-450.7 and B-450.9.	70	65	45	Between M.P. 536.0 and 536.5.	45	35	25
Meridian, No. 17, to exchange mail.		20		Bridge 536.39.	45	25	25
Sonna Between M.P. B-464.4 and B-464.6.	70	65	45	Between M.P. 536.7 and 537.2.	50	40	25
Between M.P. B-467.0 and B-467.7.	40	40	25	Blakes Jct. Between M.P. 537.7 and 538.9.	40	40	25
Nampa Between passenger station and M.P. 456.3.	15	15	15	Kuna Line, Orchard Between M.P. 427.6 and 428.1.	85	75	50
Caldwell Over streets and alleys.	25	25	25	Between M.P. 428.4 and 428.9.	60	50	40
Enrose Between M.P. 471.7 and 472.0.	85	75	50	Ely Between M.P. 434.6 and 434.9.	85	75	50
Between M.P. 476.9 and 477.2.	85	75	50	Owyhee Between M.P. 434.9 and 435.2.	85	75	50
Parma Over streets and alleys.	30	30	30	Kuna Between M.P. 447.3 and 450.8.	60	60	40
Between M.P. 482.8 and 483.0.	70	65	45	Between M.P. 456.3 and passenger station, Nampa.	15	15	15
Between M.P. 484.6 and 485.2.	70	65	45				
Nyssa On house track with 9000 class engines.		6	6				
Washoe Spur With 5000 class engines.			5				
Ontario, No. 106, to exchange mail.	10						
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.	Frts.		Str.	Psgr.	Frts.
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.	45	35	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 Between M.P. 238.3 and 236.6.	35	30	20
La Grande Between M.P. 238.8 and 233.3.	30	25	20	Gibbon Between M.P. 233.9 and 233.0.	55	45	35
Between M.P. 233.3 and 232.1.	45	35	25	Between M.P. 232.9 and 232.6.	70	60	45
Hilgard MacArthur type engines between tail of wye and Mt. Emily interchange track.			10	Between M.P. 231.7 and 227.3.	45	35	25
Between M.P. 282.1 and M.P. 257.2, ascending and descending grade.	30	25	20	Cayuse Between M.P. 226.1 and 226.0.	70	60	45
Huron Between M.P. 257.2 and 252.2.	35	30	20	Minthorn Between M.P. 223.8 and 222.8.	35	30	20
Between M.P. 251.9 and 251.4.	60	50	40	Mission Between M.P. 220.5 and 220.1.	55	45	35
Between M.P. 251.2 and 251.0.	35	30	20	Between M.P. 219.0 and 217.7.	60	50	40
Between M.P. 250.6 and 249.9.	70	60	45	Munra Between M.P. 217.7 and 216.5.	45	35	25
Duncan Between M.P. 249.5 and 247.2.	35	30	20	Pendleton Over Third, Main and Fourth Streets.	12	12	12
Between M.P. 246.1 and 245.4.	60	50	40	Over other street crossings within city limits.	20	20	20
Sloan Between M.P. 244.7 and 244.0.	45	35	25	Over Umatilla River bridge.	20	20	20
Between M.P. 243.2 and 243.0.	70	60	45	Rieth			

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.
Twin Falls Branch. Maximum speed.	50	40	Between Plaza and Banks. Watch for rocks between Black Canyon and Banks.		25
Bridge 20.10.	25	25	Banks, westward around curve east of east passing track switch, to east switch.		5
Rupert, on west leg of wye.	10	10	Between Banks and Smiths Ferry, watch for rocks.		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 rucks.		20
North Side Branch. Maximum speed.		30	M.P. 31.4.		20
2000, 2300 and 2500 Class Engines.		15	Between M.P. 33.0 and 35.4.		10
Between M.P. 30.0 and 30.5.		20	Bridge 36.61.		20
Raft River Branch.		20	Between M.P. 99.6 and M.P. 113.6 on curves.		20
Oakley Branch.		25	Between M.P. 128.2 and 128.5.		15
Light MacArthur type engines.		20	Wilder Branch.		15
Wells Branch. Maximum speed.		30	Homedale Branch.		25
Between M.P. 31.0 and 36.2.		25	Oregon Eastern Branch. Maximum speed.		25
Between M.P. 45.8 and 53.3.		25	Hope Between M.P. 29.5 and 33.5, watch for rocks.		20
Between M.P. 69.6 and 71.6.		25	Little Valley Between M.P. 36.5 and 37.6, watch for rocks.		20
Between M.P. 91.2 and 91.5.		25	Between M.P. 37.6 and 37.7, soft spot.		10
Between Herrell and Melandco.		20	Between M.P. 37.7 and 38.2, watch for rocks.		20
Wells Yard.		15	Juntura Between M.P. 78.6 and 80.7, watch for rocks.		20
Ketchum Branch Maximum speed.	40	30	Between M.P. 80.7 and 81.0, watch for rocks.		10
Bridge 16.04 with MacArthur type engines.	15	15	Between M.P. 81.0 and 86.6, watch for rocks.		20
Between M.P. 21.5 and M.P. 32.0.	30	30	Long Between M.P. 86.6 and 89.0, watch for rocks.		20
Between Hailey and Ketchum, over truss bridges.	15	15	Dunnean Between M.P. 103.5 and 106.5.		20
Bellevue, over streets and alleys.	12	12	Bridge 106.14.		15
Between M.P. 63.1 and 64.6.	30	20	Circle Bar Between M.P. 119.0 and 122.5.		20
Hill City Branch. Maximum speed.		25	Between M.P. 119 and 124, watch for rocks.		20
Over trestles 21.6 and 23.40 with snow plows.		15	Brogan Branch.		20
Boise Branch. Between Boise Jct. and Boise Freight.		25	Payette Branch. Maximum speed.		25
Between Boise Freight and Barber.		15	Payette Jct., on curve.		10
Stoddard Branch.		15	Trains handling logs between Payette and Emmett on curves.		20
Idaho Northern Branch. Maximum speed.		30	Straight track.		25
Between Jenness and Bramwell.		20			
Trains handling high cars between Jenness and Bramwell.		12			

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.
New Meadows Branch. Motor trains. Straight track. On curves.	35	25	Engines running backwards.	10	10
Between Weiser and Concrete. Straight track. On curves.	30	25	Between M.P. 55.0 and 55.5.	10	10
Between Concrete and M.P. 30.0. Straight track. On curves.	25	15	Homestead Branch. Maximum speed, watch for rocks.		20
Between M.P. 30.0 and M.P. 66.5. Straight track. On curves.	30	25	On curves.		15
Between M.P. 66.5 and New Meadows. Straight track. On curves.	25	15	Joseph Branch. 3-degree curves.		20
	20	10	4- and 5-degree curves.		15
			On curves of 6 degrees and over.		10
			Between La Grande and M.P. 13.0.		25
			Between M.P. 13.0 and 25.0.		30
			Between M.P. 25.0 and 55.0.		25
			Between M.P. 55.0 and 72.0.		30
			Between M.P. 72.0 and Joseph.		25
			Pilot Rock Branch.		15

<p>Train movements on First and Second Subdivisions and connecting branches will be governed by the operating rules of the Eastern and South-Central Districts.</p>					
<p>SYMBOLS AND ABBREVIATIONS (Rules 6 and 6(A))</p>					
<p>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.</p>			<p>Rule 6(A) (Continued) The following letters placed in columns provided in time-table indicate: 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>		
<p>Rule 6(A).—The following letters placed in column with station name in time-table indicate: D—day operator; R—train register; N—night operator; YL—yard limits. DN—day and night operator;</p>					

<p>Train movements on Third and Fourth Subdivisions and connecting branches will be governed by the Consolidated Code of operating rules.</p>					
<p>SYMBOLS AND ABBREVIATIONS (Rules 6 and 6(A), Consolidated Code of Operating Rules)</p>					
<p>Rule 6. The following letters, when placed before the figures of the schedule, indicate: L.—leave; A.—arrive; s.—regular stop; f.—flag stop to receive or discharge traffic.</p>			<p>Rule 6(A) (Continued) 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; O—oil; P—telephone; Z—track scales.</p>		
<p>Rule 6(A). The following letters, when placed in the columns provided, indicate: B—bulletins; D—day operator; C—coal; N—night operator;</p>					

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.	
18	Any station..	Pendleton or beyond.	Ogden, Cheyenne or beyond.	17	Any station..	Pocatello or beyond.	
				12	Any station..		Pocatello or beyond.
				18	Any station..		Pocatello or beyond.
				18	(Union Jct.... North Powder Haines.....)	Portland and beyond, Tuesdays only.	