



UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



IDAHO DIVISION
TIME-TABLE
No. 3

Effective Sunday,
September 11, 1949

At 12:01 A. M. Mountain Time

Be Careful Today

FOR EMPLOYEES ONLY

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

NORTH WESTERN DISTRICT
IDAHO DIVISION
CORRECTED TO AUG. 1, 1949
SCALE OF MILES

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

L. A. COLLINS
General Manager

A. D. HANSON
General Supt. Transportation

E. HICKS
General Superintendent

A. Bybee, Superintendent.....Pocatello, Ida.

R. A. Roberts, Assistant Superintendent.....Pocatello, Ida.

L. E. Mangum, Assistant Superintendent.....Nampa, Ida.

C. D. Waring, Terminal Superintendent.....Pocatello, Ida.

B. W. Collins, Trainmaster.....Nampa, Ida.

G. L. Wilmot, Trainmaster.....Pocatello, Ida.

E. L. Chantry, Trainmaster.....Pocatello, Ida.

H. G. Baker, Trainmaster.....Pocatello, Ida.

M. Thomas, Terminal Trainmaster.....Pocatello, Ida.

A. R. Nelson, Master Mechanic.....Pocatello, Ida.

G. W. Anderson, Road Foreman of Engines.....Nampa, Ida.

J. G. Rosevear, Road Foreman of Engines.....Glenns Ferry, Ida.

W. C. Illingsworth, Road Foreman of Engines.....Pocatello, Ida.

W. M. Hemphill, Road Foreman of Engines.....Pocatello, Ida.

J. A. Hartvigsen, Road Foreman of Engines.....Pocatello, Ida.

J. C. Beagles, Road Foreman of Engines.....Montpelier, Ida.

L. V. Chausse, Division Engineer.....Pocatello, Ida.

O. H. Carpenter, General Roadmaster.....Pocatello, Ida.

First, Second and Fourth Subdivisions 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.

H. L. Crawford, Assistant Chief Dispatcher.....Pocatello, Ida.

H. J. Bailey, Assistant Chief Dispatcher.....Pocatello, Ida.

J. Bowen, Assistant Chief Dispatcher.....Pocatello, Ida.

Third Subdivision and Branches

R. T. Petty, Chief Train Dispatcher.....Nampa, Ida.

H. H. Harbaugh, Assistant Chief Dispatcher.....Nampa, Ida.

R. Crispino, Assistant Chief Dispatcher.....Nampa, Ida.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Train	At	Discharge Passengers From	Pick up Passengers Destined To
12	Any station First Subdivision.	Any station.	Any station.
17	Any station First Subdivision.	Any station.	Any station.
17	Any station Second and Third Subdivisions.	Ogden, Cheyenne or beyond.	Pendleton or beyond.
18	Any station First Subdivision.	Pendleton or beyond.	Cheyenne or beyond.
18	Any station Second and Third Subdivisions.	Pendleton or beyond.	Ogden, Cheyenne or beyond.
105	Minidoka, Gooding, Caldwell, Nyssa, Ontario, Payette, Weiser.	Omaha or beyond.	Portland or beyond.
106	Weiser, Payette, Ontario, Nyssa, Caldwell, Gooding, Minidoka.	Portland or beyond.	Omaha or beyond.

NAME	TITLE	PLACE	TERRITORY
D. L. Gamette	Medical Director	Los Angeles	Vicinity Pocatello.
Harold H. Hughart	District Surgeon	Pocatello	Vicinity Pocatello.
George T. Cox	Surgeon	Pocatello	Vicinity Pocatello.
Wm. L. Clothier	Oculist	Pocatello	Vicinity Pocatello.
H. Dean Hartvigson	Surgeon	Pocatello	Vicinity Pocatello.
Forrest H. Howard	Surgeon	Pocatello	Vicinity Pocatello.
Orville E. Merrell, Jr.	Surgeon	Pocatello	Vicinity Pocatello.
Frank L. Harms	Surgeon	Aberdeen	Aberdeen Jet. to Aberdeen.
Newton H. Farrell	Surgeon	American Falls	Shoshone to Pocatello.
Ivan R. Egbert	Surgeon	Arco	Mackay Branch.
LaGrande C. Larsen	Surgeon	Ashton	St. Anthony to Judkins and Big Spgs.
James O. Hampton	Surgeon	Blackfoot	Firth to Fort Hall and Aberdeen Jet.
Norman C. Hedemark	Oculist	Boise	Vicinity Boise.
Arthur C. Jones	Oculist and Aurist	Boise	Vicinity Boise.
William A. Koelsch	Surgeon	Boise	Orchard to Nampa and Boise.
Roy L. Peterson	Oculist and Aurist	Boise	Vicinity Boise.
Warren D. Springer	Surgeon	Boise	Orchard to Boise.
Melvin A. Drake	Surgeon	Buhl	Buhl to Twin Falls.
Chas. A. Terluone	Surgeon	Burley	Rupert to Oakley and Hansen.
John H. Wear	Surgeon	Burns	Oregon Eastern Branch.
Harvey L. Casebeer	Oculist and Aurist	Butte	Butte to Dillon.
Robert L. Casebeer	Oculist and Aurist	Butte	Butte to Dillon.
Richard C. Monahan	Surgeon	Butte	Butte to Dillon.
Clifford M. Kaley	Surgeon	Caldwell	Nampa to Nyssa.
Robert T. Whiteman	Surgeon	Cambridge	Goodrich to Weiser.
Dale B. Patterson	Surgeon	Cascade	Donnelly to Banks.
John A. Edwards	Surgeon	Council	Midvale to New Meadows.
Robert F. Bell	Surgeon	Dillon	Melrose to Armstead.
George L. Routledge	Surgeon	Dillon	Melrose to Armstead.
Gordon M. Jensen	Surgeon	Driggs	Ashton to Victor.
A. C. Truxal	Surgeon	Dubois	Humphrey to Spencer and Camas.
James L. Reynolds	Surgeon	Emmett	New Plymouth to Banks and Middleton.
Marion J. Kerns	Surgeon	Fairfield	Hill City Branch.
Ward A. Rulien	Surgeon	Glenns Ferry	Shoshone to Mountain Home.
John H. Cromwell	Surgeon	Gooding	Tunupa to Bliss.
R. H. Wright	Surgeon	Hailey	Ketchum Branch.
Simeon Hopper	Surgeon	Hazelton	Rupert to Bliss.
W. J. Kelly	Surgeon	Homedale	Homedale and Vicinity.
Nevell H. Battles	Oculist and Aurist	Idaho Falls	Idaho Falls.
Harvey E. Guyett	Surgeon	Idaho Falls	Firth to Roberts, Ucon and Goshen Branch.
M. T. Rees	Surgeon	Idaho Falls	Firth to Roberts, Ucon and Goshen Branch.
W. C. Small	Surgeon	Jerome	Rupert to Bliss.
Robert O. Hummer	Surgeon	Kemmerer	Granger to Cokeville.
Howard C. Cowlishaw	Surgeon	Lava Hot Spgs.	Soda Springs to Inkom.
Don S. Numbers	Surgeon	McCall	Idaho Northern Branch.
Joseph M. Thomas	Surgeon	Meridian	Meridian and Vicinity.
Harry H. King	Surgeon	Montpelier	Cokeville to McCammon.
J. P. Lindsay	Surgeon	Montpelier	Cokeville to Soda Springs.
J. P. Weber	Surgeon	Mountain Home	Mountain Home and Vicinity.
Ernest D. Hunsaker	Aurist	Nampa	Nampa and Vicinity.
Frederick D. Koehne	Surgeon	Nampa	Mountain Home to Caldwell.
John R. Mangum	Surgeon	Nampa	Mountain Home to Caldwell.
Thomas E. Mangum, Jr.	Surgeon	Nampa	Mountain Home to Caldwell.
Joseph J. Sarazin	Surgeon	Nyssa	Parma to Ontario and Marsing.
Wilfred N. Sanders	Surgeon	Ontario	Payette to Nyssa.
Ira R. Woodward, Jr.	Surgeon	Payette	Weiser to Ontario and Fruitland.
W. L. Sutherland	Surgeon	Rexburg	Rigby to St. Anthony.
Aldon Tall	Surgeon	Rigby	Ucon to Rexburg and West and East Belt Branches.
Otto A. Moellmer	Surgeon	Rupert	Minidoka to Heyburn and Eden.
Emory L. Soule	Surgeon	St. Anthony	Ashton to Sugar City.
Royal G. Neher	Surgeon	Shoshone	Richfield to Bliss and Minidoka.
Russell Tigert	Surgeon	Soda Springs	Montpelier to McCammon.
John R. Moritz	Surgeon	Sun Valley	Sun Valley.
Robert M. Wedemeyer	Surgeon	Sun Valley	Sun Valley.
Charles B. Beymer	Surgeon	Twin Falls	Burley to Buhl and Contact.
Wallace Bond	Oculist and Aurist	Twin Falls	Twin Falls and vicinity.
Harwood L. Stowe	Surgeon	Twin Falls	Buhl to Idavada and Milner.
Neal E. McCarthy	Surgeon	Vale	Vale and vicinity.
Marion S. McGrath	Surgeon	Weiser	Midvale to Payette and Rock Island.
Harold F. Holsinger	Surgeon	Wendell	Wendell and vicinity.

Standard clocks are located as shown below:

Kemmerer	Telegraph Office	Nampa	Roundhouse Office
Montpelier	Engineers' Register Room	Nampa	Train Dispatcher's Office
Blackfoot	Telegraph Office	Nampa	East End Switch Shanty
Idaho Falls	Telegraph Office	Nampa	West End Switch Shanty
Idaho Falls	Telegraph Office	Nyssa	Telegraph Office
Idaho Falls	Yard Office	Marsing	Telegraph Office
Idaho Falls	Engineemen's Register Room	Ontario	Telegraph Office
Lima	Telegraph Office	Payette	Telegraph Office
Silver Bow	Telegraph Office	Weiser	Telegraph Office
Ashton	Telegraph Office	Boise Freight	Yard Telegraph Office
West Yellowstone	Telegraph Office	Boise Freight	Roundhouse Office
Pocatello	Train Dispatcher's Office	Jerome	Telegraph Office
Pocatello	Passenger Conductors' Register Room	Wells	Telegraph Office
Pocatello	Passenger Station	Ketchum	Telegraph Office
Pocatello	Yard Telegraph Office	Emmett	Telegraph Office
Pocatello	Switchmen's Locker Room	Banks	Telegraph Office
Pocatello	Engine Crew Dispatcher's Office	McCall	Telegraph Office
Pocatello	Train Crew Dispatcher's Office	Burns	Telegraph Office
Pocatello	West End Yardmaster's Office	Council	Telegraph Office
Pocatello	Tower Locker Room	New Meadows	Telegraph Office
Minidoka	Telegraph Office	Burley	Telegraph Office
Shoshone	Telegraph Office	Twin Falls	Telegraph Office
Glenns Ferry	Telegraph Office	Twin Falls	Freight Office
Glenns Ferry	Roundhouse Register Room	Buhl	Telegraph Office
Glenns Ferry	Yard Office	Huntington	Yard Office
Nampa	Telegraph Office	Huntington	Telegraph Office
Nampa	Central Yard Switch Shanty		

WESTWARD CONDENSED TIME-TABLE EASTWARD

401 Psgr.	FIRST CLASS							Distance from Granger via Boise	Time-Table No. 3 Sept. 11, 1949	FIRST CLASS										
	19 Psgr.	61 Psgr.	11 Psgr.	105 Streamliner Passenger	457 Psgr.	17 Psgr.	25 Mail and Express			12 Psgr.	458 Psgr.	106 Streamliner Passenger	20 Psgr.	18 Psgr.	26 Mail and Express	402 Psgr.	62 Psgr.			
	Daily	Daily	Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
			6.15	3.20		4.05		0.0	GRANGER	A 9.30		A 12.42		A 10.38						
			11.20	7.10		10.15	1.20	213.9	POCATELLO	4.25		8.55		5.35	A 9.15					
			2.35	9.40		1.45	4.55	373.8	GLENNS FERRY	12.30		6.10		1.55	5.05					
			4.20	10.55		3.30	7.00	448.4	BOISE	10.20		5.00		12.10	2.55					
			7.00	12.45		6.15	9.55	550.1	M.T. HUNTINGTON P.T.	7.45		3.05		9.35	11.35					
			6.10	11.45		5.25	9.05	649.7	LA GRANDE	4.05		11.45		5.55	7.05					
			8.55	2.10		8.10	12.15	723.9	PENDLETON	1.35		9.38		3.25	4.35					
			11.25	4.25		11.50	3.00	727.5	RIETH	1.15		9.23		2.40	4.05					
			11.35	4.35		12.01	3.10	727.5												
	9.30	Moscow 7.15						948.3	SPOKANE			A 7.00			Moscow A 8.50					
	11.48	11.20						844.4	AYER			4.23			5.15					
	1.20	1.10						791.1	WALLULA			3.05			3.15					
	2.20	1.55						764.0	UMATILLA			2.05			12.55					
	4.35		2.00	6.40		3.40	6.25	855.4	THE DALLES	10.35		7.17	11.35	12.05	12.35					
	11.30	A 7.00	A 3.00	A 4.15	A 8.30	9.00	A 6.15	939.5	PORTLAND	8.30	A 9.15	5.30	9.30	10.00	10.10	A 6.45	11.40			
	3.10					11.39		1030.6	CENTRALIA			6.58			2.53					
	5.20					1.07		1084.6	TACOMA			5.40			1.00					
	6.45					A 2.15		1122.7	SEATTLE			4.30			11.30					
										Daily	Daily	Daily	Daily	Daily	Daily	Daily				
										(7.15) 25.3	(9.30) 38.9	(7.45) 29.3	(23.00) 40.8	(18.10) 51.7	(5.15) 34.9	(27.10) 34.6	(20.40) 35.1 Thru Time (24.00) 39.1 (4.45) 38.6 (18.12) 51.6 (9.30) 38.9 (23.38) 39.8 (22.05) 32.9 (7.15) 25.3 (9.10) 24.8		

WESTWARD CONDENSED TIME-TABLE EASTWARD

FIRST CLASS				Distance from McCammon	Time-Table No. 3 September 11, 1949	FIRST CLASS		
31 Passenger	33 Passenger	29 Passenger	32 Passenger			34 Passenger	30 Passenger	
Daily	Daily	Daily	Daily			Daily	Daily	
				0.0	McCAMMON	A 4.50	A 6.15	A 3.35
				22.7	POCATELLO	4.20	5.45 4.55	3.05 2.35
				46.9	BLACKFOOT		4.10	1.52
				73.3	IDAHO FALLS		3.25	1.05
				124.3	ASHTON		1.20	
				169.9	VICTOR		11.35	
				180.4	WEST YELLOWSTONE			
				285.8	BUTTE			7.00
						Daily	Daily	Daily
				(0.35) 38.9	..... Thru Time (0.30) 45.4 (6.40) 25.5 (8.35) 33.3			
				(6.30) 26.1	..... Average speed per hour (9.10) 31.2			

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

MILEAGE

Main Line.....	848.07
Branches.....	1379.28
Grand Total.....	2227.35

WESTWARD

FIRST SUBDIVISION

Table with columns for Second Class (263, 251, 257, 277) and First Class (11, 31, 105, 17, 33, 29) showing times and passenger counts for various stations.

Time-Table No. 3 September 11, 1949

STATIONS list including GRANGER YL, DONOVAN, MOXA, HASSETT, NUTRIA, COSGRIFF, OPAL, FOLGER, WATERFALL, EAST KEMMERER YL, MOYER JCT. YL, FOSSIL YL, NUGGET, ORR, SAGE, CARLSON, BECKWITH, PIXLEY, COKEVILLE, MARSE, BORDER, PEGRAM, HARER, DINGLE, MONTEPELLIER YL, PESCADERO, GEORGETOWN, CAVANAUGH, MANSON, ROSE, SODA SPRINGS, ALEXANDER, TALMAGE, BANCROFT YL, KINPORT, PEBBLE, BROXON, BLASER, LAVA HOT SPGS. XY, TOPAZ, McCAMMON YL, INKOM, PORTNEUF, POCATELLO YL.

BLOCK SIGNALS

Thru Time and Average speed per hour data for Westward trains.

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 S-72.

The time of No. 105 and No. 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 29, 30, 31, 32, 33 and 34, and not less than fifteen minutes by second-class, extra trains and yard engines.

For conditional stops to discharge or pick up revenue passengers.—See page 2.

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

FIRST SUBDIVISION

EASTWARD

Time-Table No. 3 September 11, 1949

Table with columns for First Class (30, 32, 12, 106, 18, 34) and Second Class (278, 262, 270, 264) showing times and passenger counts for various stations.

BLOCK SIGNALS

Thru Time and Average speed per hour data for Eastward trains.

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 S-72.

The time of No. 105 and No. 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 29, 30, 31, 32, 33 and 34, and not less than fifteen minutes by second-class, extra trains and yard engines.

No. 12 reduce speed to 20 MPH to dispatch mail and newspapers at Alexander and Georgetown.

For conditional stops to discharge or pick up revenue passengers.—See page 2.

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

WESTWARD **FOURTH SUBDIVISION** **EASTWARD**

Car Capacity of Siding, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 3 September 11, 1949	Mile Post	FIRST CLASS		SECOND CLASS	
	251 Time Freight Daily	277 Time Freight Daily	33 Passenger Daily	29 Passenger Daily			30 Passenger	34 Passenger	252 Time Freight	278 Stock Special
	STATIONS									
Yard COPTWYZ	3-15 PM	4-00 AM			DN-R POCATELLO YL HI CA PO	133.9	A 2-35 AM	A 4-55 PM	A 1-00 AM	A 11-00 AM
P	3-26	4-15			MONTANA JCT.	136.7	2-20	4-38	12-33	10-33
129 P	3-32	4-21	f 5-29	1-49	TYHEE	140.4	2-16	f 4-34	12-26	10-26
73 PW	3-40	4-29	s 5-37	f 1-55	D FORT HALL FH	145.7	2-09	s 4-27	12-18	10-18
74 P	3-47	4-38	f 5-43	2-02 ³⁰	GIBSON	151.0	2-02 ²⁹	f 4-18	12-10 AM	10-10
ES 95 WS 82 CPWY	4-10 ³⁴	4-50	s 6-08	s 2-20	DN BLACKFOOT YL BF	158.1	s 1-52	4-10 ²⁵¹	11-55 PM	9-55
74 P	4-20	5-01	f 6-16	2-27	WAPELLO	164.0	1-34	f 3-56	11-40	9-40
74 PW	4-28	5-09	s 6-24	f 2-34	D FIRTH FR	169.4	1-27	s 3-49	11-30	9-30
PY					GOSHEN JCT.	169.8				
105 P	4-38	5-20	s 6-34	f 2-42	DN SHELLEY SY	175.5	s 1-19	s 3-40	11-20	9-20
73 P	4-44	5-26	f 6-39	2-47	COTTON	179.3	1-13	f 3-33	11-13	9-13
65 P	4-50	5-32	6-43	2-51	BACH YL	183.1	1-09	3-29	11-05	9-05
Yard COPTWYZ	5-25	6-40	A 7-00 AM	s 3-10	DN-R IDAHO FALLS YL AK	184.5	s 1-05	3-25 PM	11-00	9-00
53 P	5-45	7-05		f 3-23	WEST IDAHO FALLS YL	185.8	12-47			
53 P	5-53	7-15		f 3-29	PAYNE	191.2	12-40		9-55	7-55
57 PW	6-02	7-30 ²⁷⁸		s 3-38	BASSETT	196.5	12-34		9-45	7-43
55 P	6-11	7-40		3-45	D ROBERTS AR	202.0	s 12-27		9-35	7-30 ²⁷⁷
61 P	6-20	7-50		3-51	TENNO	207.0	12-19		9-25	7-15
53 P	6-29	8-00		s 3-58	HAWGOOD	212.1	12-13		9-15	7-05
52 PY	6-39	8-12		s 4-06	HAMER	217.5	s 12-07 AM		9-05	6-55
50 P	6-48	8-25		4-13	CAMAS	223.1	s 11-59 PM		8-55	6-45
ES 51 WS 63 CPWY	7-15	9-10		s 4-32	JONES	228.2	11-53		8-43	6-33
52 P	7-33	9-28		4-43	DN DUBOIS YL BO	234.9	s 11-45		8-30	6-20
54 PW	7-45 ²⁵²	9-40		s 4-53	HIGHBRIDGE	242.9	11-30		8-00	5-55
ES 55 WS 58 PW	8-12	10-06		s 5-12 ²⁷⁸	D SPENCER RC	248.5	s 11-22		7-45 ²⁵¹	5-40
65 PY	8-27	10-25		s 5-25	HUMPHREY	258.0	s 11-03		7-15	5-12 ²⁹
54 PW	8-45	10-42		f 5-37	D MONIDA MO	264.7	s 10-53		6-55	4-45
Yard COPTWYZ	9-10 ³⁰	11-10 AM		6-55	SNOWLINE	272.8	10-40		6-35	4-25
52 P	10-50	1-50		s 6-17	DN-R LIMA YL RD	279.9	10-30 ²⁵¹		6-00	4-00
53 P	11-02	2-02		f 6-25	D DELL DE	288.0	s 10-05		4-10	2-15
80 P	11-24	2-23		s 6-47	KIDD	294.0	f 9-56		3-55	2 00
51 P	11-38	2-37		f 6-56	D ARMSTEAD AD	307.0	s 9-40		3-25	1-30
68 P	11-53 PM	2-55 ²⁵²		f 7-06	GRAYLING	312.9	f 9-26		3-10	1-15
69 CPW	12-40 ^{278 AM}	4-15		s 7-16	BARNHARTS	320.4	f 9-16		2-55 ²⁷⁷	1-00
39 P	12-55	4-28		f 7-31	DN DILLON YL DN	328.0	s 9-05		2-35	12-40 ²⁵¹
48 P	1-11	4-45		f 7-39	BOND	334.4	f 8-50		1-46	12-15
51 PY	1-40	5-10		f 7-55	APEX	340.3	f 8-42		1-35	12-05 AM
65 CPW	2-10	5-37		s 8-10	NAVY	348.7	f 8-27		1-17	11-47 PM
41 P	2-30	5-55		f 8-20	D MELROSE VI	358.9	s 8-13		12-55	11-25
42 P	2-45	6-10		s 8-29	QUINN	364.9	f 8-00		12-36	11-06
69 P	2-55	6-20		f 8-38	D DIVIDE J	370.1	s 7-51		12-23	10-53
23 P	3-15	6-40		f 8-50	WOODIN	374.3	f 7-44		12-12 PM	10-42
52 P	3-26	6-52		f 8-58	EELY	380.7	f 7-35		11-57 AM	10-27
Yard PWY	A 4-00 AM	A 7-20 ³⁰ PM		As 9-10 AM	DN-R SILVER BOW YL SB	390.0	s 7-20 ²⁷⁷ PM		11-30 AM	10-00 PM
Between Silver Bow and Butte, trains will be governed by time-table and rules of Northern Pacific Ry. Time shown at Butte is for information only.										
	A 5.00 AM	A 9.00 PM		A 9.30 AM	DN BUTTE YL BY	397.0	7.00 PM		11.00 AM	9.30 PM
					(263.1)		Daily	Daily	Daily	Daily
	(13.45) 19.1	(17.00) 15.4		(1.45) 28.9				(7.35) 34.7	(1.30) 33.7	(14.00) 18.8
				(7.55) 33.2						(13.30) 19.4

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 Between Idaho Falls and Silver Bow, second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.
 No. 33 will reduce speed to 30 miles per hour passing shelter at Wapello for dispatch of newspapers.
 For stations not shown on schedule pages.—See page 17.

WESTWARD KEMMERER BRANCH EASTWARD **WESTWARD CUMBERLAND BRANCH EASTWARD** **WESTWARD ELKOL BRANCH EASTWARD**

Car Capacity of Siding, etc. See Rule 6(A), Page 23.	Time-Table No. 3 September 11, 1949		Mile Post	Car Capacity of Siding, etc. See Rule 6(A), Page 23.	Time-Table No. 3 September 11, 1949		Mile Post	Car Capacity of Siding, etc. See Rule 6(A), Page 23.	Time-Table No. 3 September 11, 1949		Mile Post
	STATIONS				STATIONS				STATIONS		
	Yard CPTWZ	DN-R KEMMERER YL Z				0.0			WS 71 ES 70 PY	MOYER JCT. YL			0.0	53	DN GLENCOE JCT. YL		0.0
	NO. KEMMERER JCT. YL		1.0		GLENCOE JCT. YL		4.8		ELKOL		3.9
	NO. KEMMERER YL		2.4		BLAZON JCT.		9.3		(3.9)		
	PHOSPHATE YL		5.1	16	MINE NO. 8 YL		13.0				
22	QUEALY YL		9.2		(13.0)						

Car Capacity of Siding, etc. See Rule 6(A), Page 23.	Time-Table No. 3 September 11, 1949		Mile Post	Car Capacity of Siding, etc. See Rule 6(A), Page 23.	Time-Table No. 3 September 11, 1949		Mile Post	Car Capacity of Siding, etc. See Rule 6(A), Page 23.	Time-Table No. 3 September 11, 1949		Mile Post
	STATIONS				STATIONS				STATIONS		
	53	GLENCOE JCT.				0.0				BLAZON JCT.			0.0	180 PWY	DN SODA SPRINGS		0.0
59	GLENCOE		1.9		RADIANT		1.4	6	FORMATION (Spur)		2.8
	(1.9)				(1.4)			6	PANTING		5.6
								19 Y	CONDA		7.0
									(7.0)		

Car Capacity of Siding, etc. See Rule 6(A), Page 23.	Time-Table No. 3 September 11, 1949		Mile Post	Car Capacity of Siding, etc. See Rule 6(A), Page 23.	Time-Table No. 3 September 11, 1949		Mile Post	Car Capacity of Siding, etc. See Rule 6(A), Page 23.	Time-Table No. 3 September 11, 1949		Mile Post
	STATIONS				STATIONS				STATIONS		
	113 PW	ALEXANDER YL				0.0			73 PW	D FORT HALL FH			0.0	PY	DN GOSHEN JCT.		0.0
16	D GRACE GA		6.0	42	M.P. 9.1		9.1	19	GOSHEN		4.8
	(6.0)			132 YZ	GAY		20.8	22	GERRARD		10.6
					(20.8)			11	INDIAN		12.4
								14	HACKMAN		15.2
								P	LINCOLN JCT.		21.6
									(21.6)		

Car Capacity of Siding, etc. See Rule 6(A), Page 23.	Time-Table No. 3 September 11, 1949		Mile Post	Car Capacity of Siding, etc. See Rule 6(A), Page 23.	Time-Table No. 3 September 11, 1949		Mile Post	Car Capacity of Siding, etc. See Rule 6(A), Page 23.	Time-Table No. 3 September 11, 1949		Mile Post
	STATIONS				STATIONS				STATIONS		
	4	ANNIS JCT.				0.0				GARDNER JCT.	
	GRAYS (Spur)		0.5	23	PETERSON		3.2	12	THOMAS (Spur)		4.4
	ANNIS (Spur)		2.6		END OF TRACK		3.4		END OF TRACK		4.6
	(2.6)				(3.4)				(4.6)		

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		YELLOWSTONE BRANCH			EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS	Time-Table No. 3 September 11, 1949	Mile Post	FIRST CLASS	SECOND CLASS	
	477	491	33			34	492	478
	Local Freight Daily Except Sunday	Mixed Daily Except Sunday	Passenger Daily			Passenger	Mixed	Local Freight
Yard								
COPTWYZ	9.15AM	7.55AM	7.20AM	DN-R IDAHO FALLS YL AK	0.0	A 2.55PM	A 2.00PM	A 8.00PM
17 PY	9.25	A 8.05AM	7.26	3.0 ORVIN YL	3.0	f 2.38	f 1.50	7.10
60 PW	9.40		7.34	4.6 UCON UN	7.6	s 2.30	1.40PM	7.00
54 P	10.05		7.45	6.2 RIGBY RG	13.8	s 2.20	Via West Belt Branch	6.45
36 W	10.20		7.51	4.3 LORENZO	18.1	s 2.13		5.45
27 P	10.40		7.56	2.6 THORNTON	20.7	s 2.08		5.35
67 P	11.10		8.06	5.3 REXBURG RX	26.0	s 2.00		5.15
51 P	11.25		8.13	3.8 SUGAR CITY SC	29.8	s 1.53		4.15
36 PY				1.1 HART	30.9			
118 PWY	11.40AM		8.25	5.9 ST. ANTHONY YL SH	36.8	s 1.43	A 10.50AM	3.50
P				1.5 BELT YL	38.3		10.40AM	
43 P	12.05PM		8.35	4.5 CHESTER	42.8	s 1.32		2.45
46 COPWY	A 12.30PM		A 8.55AM	8.2 DN-R ASHTON YL HN	51.0	1.20PM		2.30PM
				1.5 INGLES	52.5			
28 P				5.7 WARM RIVER	58.2			
15 P				8.7 GERRIT	66.9			
22				8.3 ECCLES	75.7			
15 P				4.9 ISLAND PARK	80.6			
29 P				4.8 TRUDE	85.4			
26 PWY				5.3 BIG SPRINGS	90.7			
22 PY				6.5 REAS PASS	97.2			
29 COPWY				9.9 D-R WEST YELLOWSTONE YL WS	107.1			
				(107.1)		Daily	Daily Except Sunday	Daily Except Sunday
	(3.15) 15.7	(0.10) 18.0	(1.35) 32.2	..... Thru Time	(1.35) 32.2	(3.20) 14.3	(5.30) 9.3	..... Average speed per hour.....

WESTWARD		TETON VALLEY BRANCH			EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS	Time-Table No. 3 September 11, 1949	Mile Post	FIRST CLASS	SECOND CLASS	
	481	33	34			482		
	Local Freight Daily Except Sunday	Passenger Daily	Passenger			Local Freight		
46 COPWY	7.00AM	9.00AM	DN-R ASHTON YL HN	0.0	A 1.15PM	A 2.00PM		
19	7.10	f 9.04	1.8 MARYSVILLE YL	1.8	f 1.05	1.45		
33	7.25	f 9.12	4.2 GRAINVILLE	6.0	f 12.57	1.30		
19 PW	7.40	s 9.18	2.6 DRUMMOND MD	8.6	s 12.52	1.20		
11	7.55	f 9.26	4.4 FRANCE	12.8	f 12.44	1.05		
33 P	8.05	s 9.33	3.0 LAMONT	15.8	s 12.38	12.55		
20	8.38	s 9.57	4.0 FELT	26.3	s 12.15	12.15PM		
22 PWY	8.53	s 10.07	2.4 TETONIA NA	30.3	s 12.07	11.45AM		
		f 10.12	2.4 DWIGHT	32.7	f 12.01PM			
31	9.12	s 10.22	4.5 DRIGGS DI	37.2	s 11.53AM	11.20		
19 PWY	A 9.35AM	A 10.40AM	8.4 D-R VICTOR YL VR	45.6	11.35AM	10.40AM		
			(45.6)		Daily	Daily Except Sunday		
	(2.35) 17.6	(1.40) 27.3	..... Thru Time	(1.40) 27.3	(3.20) 13.7	..... 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.
No. 33 stop daily, except Sunday and holidays, to dispatch mail at Lorenzo and Chester.
For stations not shown on schedule pages.—See page 17.

WESTWARD		MACKAY BRANCH			EASTWARD			WESTWARD ABERDEEN BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 3 September 11, 1949	Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 3 September 11, 1949	Mile Post	SECOND CLASS
	421	409			422	410		421			422
	Mixed Daily Except Sunday	Mixed Daily Except Sunday			Mixed	Mixed		Mixed			Mixed
CPWY	8.15AM	7.30AM	DN-R BLACKFOOT YL BF	0.0	A 2.20PM	A 3.55PM	P	8.35AM	ABERDEEN JCT. YL	0.0	A 1.45PM
			2.6 GARDNER JCT.	2.6			32	8.48	ROCKFORD	4.3	f 1.30
9	f 8.25	f 7.42	1.7 CLARKSON	4.3	f 2.00	f 3.42	17	8.53	LIBERTY	5.9	f 1.20
30	f 8.30	f 7.47	1.4 MORELAND	5.7	f 1.55	f 3.37	29 P	9.13	3.2 D PINGREE PG	10.2	f 12.58
			0.2 THOMAS JCT.	5.9			31 P	9.33	6.3 SPRINGFIELD	16.5	f 12.40
P	A 8.35AM	f 7.51	1.2 ABERDEEN JCT. YL	7.1	1.45PM	f 3.33	17 P	9.50	3.2 STERLING	19.7	s 12.25PM
32 PW		f 8.24	13.0 TABER	20.1		f 3.00	32 PWY	A 10.25AM	8.5 D-R ABERDEEN YL BN	28.2	11.50AM
20 PY		f 9.15	19.6 SCOVILLE	39.7		f 2.10		(28.2)			Daily Except Sunday
37 PWY		s 10.05	7.6 ARCO YL RO	59.1		s 1.20					
21 P		s 10.27	5.9 MOORE	68.7		s 12.48		(1.50) 15.4	..... Thru Time		(1.55) 14.7
10		s 10.45	4.7 DARLINGTON	72.6		s 12.30		..... Average speed per hour.....			
5		s 11.00	8.0 LESLIE	77.3		s 12.15PM					
68 PWY		A 11.25AM	D-R MACKAY YL MY	85.3		11.50AM					
	(0.20) 21.3	(3.55) 21.7	..... Thru Time	(0.35) 12.2	(4.05) 20.9	..... Average speed per hour.....					

WESTWARD		WEST BELT BRANCH			EASTWARD			WESTWARD EAST BELT BRANCH		EASTWARD	
Car capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 3 September 11, 1949	Mile Post	SECOND CLASS		Car capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 3 September 11, 1949	Mile Post	SECOND CLASS
	492	491			491	491					
	Mixed	Mixed			Mixed	Mixed					
60 PW		D-R UCON UN	0.0	A 1.40PM	17 PY	8.05AM	ORVIN	0.0			
21 P		8.8 LEWISVILLE	8.8	f 1.10	21	f 8.15	2.3 LINCOLN	2.3			
50 P		D MENAN MN	10.5	s 1.00			0.8 LINCOLN JCT.	3.1			
		ANNIS JCT.	11.5		46 P	s 8.27	2.6 IONA	5.7			
52 PW		13.5 PLANO	25.0	f 12.12	21 PW	s 9.05	10.7 RIRIE RK	16.4			
18		1.7 EDMONDS	26.7	f 12.05PM	13 P	f 9.18	4.2 BYRNE	21.4			
11 P		2.6 EGIN	29.3	f 11.56AM	11 P	f 9.30	4.2 JENSON	25.6			
30		2.3 HEMAN	31.6	f 11.46	23 P	f 9.40	2.6 WALKER	28.2			
14 P		1.9 PARKER	33.5	f 11.40	40 P	f 9.52	4.2 PARKINSON	32.4			
118 PWY		5.2 D-R ST. ANTHONY YL SH	38.7	11.15AM	10 P	f 9.58	1.9 MOODY	34.3			
		(38.7)		Daily Except Sunday	12 P	s 10.20	3.8 NEWDALE NE	38.1			
					P	A 10.40AM	6.3 BELT YL	44.4			
							(44.4)				
			..... Thru Time	(2.25) 16.0	(2.35) 17.2	..... Thru Time .....	..... Average speed per hour.....	

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				TWIN FALLS BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 3 September 11, 1949	Mile Post	FIRST CLASS		SECOND CLASS		
	439	475	573	49			574	50	440	476	
	Freight	Time Freight	Motor Passenger	Mixed			Motor Passenger	Mixed	Freight	Time Freight	
STATIONS											
469 CPWY	12.30PM	3.00AM	4.20PM	5.10AM	DN-R	0.0	A 3.20PM	A 9.20PM	A 11.00AM	A 1.30AM	
75 P	12.45	3.17	f 4.35	f 5.23		8.2	f 2.55	f 8.59	10.35	11.10PM	
206 PWY	1.00	3.40	s 4.50	s 5.45	DN-R	13.5	s 2.45	s 8.50	10.20	10.55	
32 P	1.11	3.52	s 4.58	s 5.53		19.6	s 2.30	f 8.35	10.05	10.40	
94 OPWY	1.25	4.10	s 5.10	s 6.13	DN	21.7	s 2.25	s 8.30	10.00	10.35	
76 P	1.35	4.20	f 5.18	f 6.21		25.8	f 2.12	f 8.12	9.45	10.15	
58 P	2.00 ⁵⁷⁴	4.35	f 5.29	f 6.31		33.5	f 2.00	f 8.00	9.30	10.00	
73 PW	2.15	4.50	s 5.43	s 6.44	D	41.4	s 1.45	s 7.47	9.15	9.45	
53 P	2.25	4.59	5.49	6.50		45.1	1.37	7.39	9.05	9.35	
30						49.0					
41 P	2.40	5.10	s 5.58	s 6.58	D	49.7	s 1.29	s 7.32	8.55	9.25	
60 P	2.53	5.18	s 6.07	s 7.06	D	53.3	s 1.18	s 7.22	8.45	9.15	
29 P			6.12	7.11		56.4					
Yard COPWYZ	A 4.00PM	A 7.00AM	6.20 6.35 ⁵⁰	7.20 7.40	DN-R	58.9	1.05 12.50	7.10 6.55 ⁵⁷³	8.30AM	9.00PM	
42			f 6.46	f 7.47		63.3	f 12.40	f 6.46			
60 P			s 6.52	s 7.52	D	65.9	s 12.35	s 6.41			
45			f 6.57	f 7.56		68.5	f 12.28	f 6.35			
41			f 7.02	f 8.00		71.3	f 12.24	f 6.30			
Yard OPWY			A 7.10PM	A 8.10AM	DN-R	73.8	12.20PM	6.25PM			
(73.8)											
(3.30) (4.00) (2.50) (3.00)			 Thru Time				(3.00) (2.55) (2.30) (4.30)			
16.8 14.7 26.0 24.6			 Average speed per hour				24.6 25.3 23.6 13.1			

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 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 OAKLEY BRANCH EASTWARD				WESTWARD RAFT RIVER BRANCH EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 3 September 11, 1949		Mile Post	STATIONS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 3 September 11, 1949		Mile Post	STATIONS
94 OPWY	DN-R	BURLEY YL	BU	0.0	94 OPWY	DN-R	BURLEY YL	BU	0.0
30		BEETVILLE		4.3	16		DECLO		9.1
25		PELLA		5.2			BENNING (Spur)		11.0
25		TROUT		16.3			(11.0)		
60		MARION		17.8					
20 Y	D-R	OAKLEY	OA	21.8					
(21.8)									

WESTWARD				NORTH SIDE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 3 September 11, 1949	Mile Post	SECOND CLASS					
	471	473	465			466	472	474			
	Local Freight	Local Freight	Mixed			Mixed	Local Freight	Local Freight			
STATIONS											
206 PWY			9.00PM		0.0	A 1.55PM	A 8.00PM				
34 P					4.4						
73 P			9.35	s 6.07	5.9	s 12.35	7.30				
20				f 6.11	7.9	f 12.26					
54			10.05	f 6.27	15.9	f 12.10	6.40				
21				f 6.36	19.8	f 12.02PM					
22			11.01	s 6.46	24.0	s 11.55AM	6.10				
63 W			11.45PM	s 6.56	28.1	s 11.45	5.40				
54			12.10AM	f 7.11	34.8	f 11.28	5.00				
27				f 7.24	40.6	f 11.17					
54 CWY		A 1.00AM		7.00PM	47.9	s 11.01	4.00PM	A 12.01AM			
54				8.00	56.7	s 10.36		11.30PM			
54				8.30	66.2	s 10.15		10.55			
250 PWY				A 9.30PM	73.8	10.00AM		10.30PM			
(73.8)											
(4.00) (2.30) (2.50)			 Thru Time				(3.55) (4.00) (1.31)			
12.0 10.3 26.0			 Average speed per hour				18.8 12.0 17.0			

WESTWARD				WELLS BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 3 September 11, 1949	Mile Post	SECOND CLASS					
	439 Mixed					440 Mixed					
	Daily Except Sunday					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	D	ROGERSON	RG	28.8	s 6.30			
38			f 8.35		METEOR		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			f 11.50PM		MELANDCO		108.9	f 3.04			
35			f 12.05AM		TOWN CREEK		116.1	f 2.47			
PWY			A 12.30AM	DN-R	WELLS YL	HU	123.4	2.30AM			
(123.4)											
(5.30) (22.4)			 Thru Time				(5.30) (22.4)			
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				KETCHUM BRANCH				EASTWARD																			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 3 September 11, 1949	Mile Post	FIRST CLASS		SECOND CLASS																		
	479 Mixed	441 Mixed	55 Passenger				56 Passenger	480 Mixed	442 Mixed																		
	Monday Wednesday Friday	Daily Except Sunday	Daily																								
STATIONS																											
420	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	f12.10AM	12.20AM	s12.05PM																
29		f 6.50		5.21		PAGARI		21.7	11.57PM		f11.45AM																
27		f 7.10		5.39		TIKURA		29.7	11.44		f11.25																
59	PW	s 7.30		f 5.58	D	PICABO	XN	37.3	f11.29		s11.05																
30		s 8.05		f 6.34	D	BELLEVUE	V	52.1	f11.04		s10.25																
17	W	s 8.16		f 6.48	D	HAILEY	RI	57.2	f10.54		s10.05																
33	WY	A 8.45AM		A 7.30AM	D-R	KETCHUM YL	KU	69.4	10.30PM		9.30AM																
(69.4)																											
Daily																											
Tuesday Thursday Saturday																											
Daily Except Sunday																											
(0.35) 26.2				(2.45) 25.2				(3.00) 23.1			 Thru Time.....				(2.15) 30.9				(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. 3 September 11, 1949	Mile Post	SECOND CLASS		SECOND CLASS						
	479 Mixed		55 Passenger				480 Mixed	484 Mixed							
	Monday Wednesday Friday	Daily Except Sunday	Daily												
STATIONS															
39	PWY			6.40PM	D-R	RICHFIELD YL	FK	0.0	A12.05AM						
30				f 7.05		BURMAH		9.4	f11.37PM						
42	P			f 7.37		MAGIC		21.5	f11.05						
31				f 8.02		MACON		31.2	f10.40						
31	P			f 8.10		BLAINE		34.0	f10.32						
17				f 8.25		SELBY		39.7	f10.17						
43	PW			s 8.40	D	FAIRFIELD	FD	43.8	s10.07						
32				f 9.00		CORRAL		51.7	f 9.45						
57	WY			A 9.15PM	D-R	HILL CITY YL	HC	57.8	9.30PM						
(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.
 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				HOMESTEAD BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 3 September 11, 1949	Mile Post	FIRST CLASS		SECOND CLASS		
	483 Mixed		55 Passenger				56 Passenger	480 Mixed	442 Mixed		
	Monday Wednesday Friday	Daily Except Sunday	Daily								
STATIONS											
P						BLAKES JCT.		0.0			
31	PT				D-R	ROBINETTE YL	RQ	32.9			
(32.9)											

WESTWARD				PAYETTE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 3 September 11, 1949	Mile Post	FIRST CLASS		SECOND CLASS		
	483 Mixed		55 Passenger				56 Passenger	480 Mixed	442 Mixed		
	Monday Wednesday Friday	Daily Except Sunday	Daily								
STATIONS											
190	OPW	7.00AM			DN-R	PAYETTE YL	AY	0.0	A 2.45PM		
20		f 7.10				EFFIE		3.9	f 2.30		
43	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		
13		f 8.27				LETHA		21.6	f 1.23		
96	PWY	A 8.50AM			D-R	EMMETT YL	MF	29.7	1.00PM		
(29.7)											
Daily Except Sunday											
(1.50) 16.2				..... Thru Time.....				(1.45) 16.8			
..... Average speed per hour.....											

WESTWARD				STODDARD BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 3 September 11, 1949	Mile Post	FIRST CLASS		SECOND CLASS		
	483 Mixed		55 Passenger				56 Passenger	480 Mixed	442 Mixed		
	Monday Wednesday Friday	Daily Except Sunday	Daily								
STATIONS											
Yard	COPT WYZ				DN-R	NAMPA YL	AU-Q	0.0			
20						DEAL		4.4			
46						BOWMONT		8.9			
28						MELBA		14.6			
60						STODDARD		17.1			
END OF TRACK											
(20.0)											

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 IDAHO NORTHERN BRANCH Eastward				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 3 September 11, 1949	Mile Post	SECOND CLASS
	485 Mixed			486 Mixed
Yard COP TWYZ	STATIONS			
	8:30AM	DN-R NAMPA YL AU-Q	0.0	A 4:30PM
		IDA. NOR. JCT. YL	0.7	
	8:40	FISCHER	2.4	4:25
	9:00	MIDDLETON	9.3	4:05
	9:20	JENNESS	18.9	3:40
96 PWY	10:20	D-R EMMETT YL MF	27.0	3:10
42	10:40	PLAZA	31.8	2:35
43 P	11:20	MONTOUR	41.1	1:55
32 P	11:55AM	D HORSESHOE BRND YL HIB	49.7	1:30
32	12:40PM	GARDENA	55.1	12:40
35 OPTW	1:30	D BANKS YL AB	64.1	12:05PM
25 PW	2:20	BIG EDDY	75.4	10:55AM
31 PW	3:00	SMITHS FERRY YL	83.0	10:25
15 P	3:35	CABARTON	92.7	9:50
32 W	3:45	BELVIDERE	95.5	9:40
32 PW	4:30	D CASCADE YL CD	99.2	9:30
31	5:00	ARLING	111.0	8:00
33 W	5:30	D DONNELLY FY	119.4	7:35
14	5:45	NORWOOD	124.7	7:22
53 OPWY	6:15PM	D-R McCALL YL NE	132.8	7:00AM
		(132.8)		Daily Except Sunday
	(9.45)	Thru Time	(9.30)	
	13.6	Average speed per hour	14.0	

Westward NEW MEADOWS BRANCH Eastward				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	FIRST CLASS	Time-Table No. 3 September 11, 1949	Mile Post	FIRST CLASS
	557 Motor Passenger			558 Motor Passenger
Yard COP TWYZ	STATIONS			
233 COP TWYZ	10:05AM	DN-R WEISER YL SR	0.0	A 5:35PM
	10:18	REBECCA	6.0	5:20
48	10:45	CONCRETE	19.1	4:50
26 P	11:17	D MIDVALE MI	31.8	4:18
35 P	11:41AM	D CAMBRIDGE RA	40.5	3:58
3 W	12:04PM	GOODRICH	49.8	3:36
18	12:20	MESA	56.6	3:20
42 OPWY	12:29	D-R COUNCIL YL CN	60.2	3:12
7	12:32	HOOVER YL	61.6	3:04
6	12:55	GLENDAL	72.0	2:35
15	1:17	WOODLAND	80.0	2:19
43	1:27	RUBICON YL	84.1	2:09
146 CPWY	1:45PM	D-R NEW MEADOWS YL DS	89.7	1:55PM
		(89.7)		Daily Except Sunday
	(3.40)	Thru Time	(3.40)	
	24.5	Average speed per hour	24.5	

WESTWARD OREGON EASTERN BRANCH EASTWARD						
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 3 September 11, 1949	Mile Post	SECOND CLASS	
	493 Mixed	459 Mixed			460 Mixed	494 Mixed
Yard COP TWYZ	STATIONS				STATIONS	
444 COP WY	11:15AM	1:00PM	DN-R ONTARIO YL ON	0.0	A 4:00PM	A 4:15PM
	11:25	1:10	MALHEUR JCT. YL	1.9	3:40	4:00
38	11:40	1:25	LUSE	6.9	3:25	3:47
24	11:50AM	1:35	MALLET	10.0	3:15	3:39
134 PWY	12:05PM	1:55	D-R VALE YL VA	15.5	3:00	3:25PM
46	2:20		HOPE	23.5	2:20	
52	2:50		LITTLE VALLEY	34.8	1:50	
53 P	3:15		HARPER	42.0	1:25	
50	3:40		NAMORF	51.2	12:55	
27	4:07		JONESBORO	62.2	12:28PM	
53 PWY	4:40		D JUNTURA JN	73.6	11:50AM	
50	5:25		LONG	86.6	11:10	
49 PW	5:50		RIVERSIDE	92.7	10:50	
31	6:15		DUNNEAN	102.8	10:25	
32 PW	6:40		VENATOR	110.2	10:05	
32	7:00		CIRCLE BAR	117.9	9:45	
31 PW	7:30		CRANE	126.6	9:15	
31	8:20		REDESS	143.5	8:32	
23 COP WYZ	9:00PM		D-R BURNS YL BR	158.8	8:00AM	
			(158.8)		Daily Except Sunday	Tuesday Thursday Saturday
	(0.50)	(8.00)	Thru Time	(8.00)	(0.50)	
	18.6	19.6	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. 3 September 11, 1949	Mile Post	SECOND CLASS	
	493 Mixed	494 Mixed			494 Mixed	494 Mixed
Yard COP TWYZ	STATIONS				STATIONS	
134 PWY	12:30PM		D-R VALE YL VA	0.0	A 3:15PM	
29	1:22		JAMIESON	17.3	2:20	
31 PWY	1:45PM		BROGAN YL	23.3	2:00PM	
			(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 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.

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				Raft River Branch			
Leele	64.8	Spur 2.4 Mi. Y	Both	Unity	3.1	36	Both
Onyx	197.5	14 P	West	Springdale	6.0	22	Both
Inkom Ballast Quarry	202.9	140 P	East	North Side Branch			
Second Subdivision				Travers	3.5	18	Both
Don	219.6	43 PX	Both	Black	26.9	30	Both
Schiller	226.5	11	Both	Hunt	31.5	8	Both
Coates	369.5	8 P	West	Sugar Leaf	38.3	12	Both
Sand Bank	370.9	42 PX	Both	Barrymore	42.6	13	Both
Third Subdivision				Haytown	44.7	7	Both
Hillcrest	B-445.1	14 P	Both	Hydra	45.8	7	Both
Apple Valley	485.9	26	Both	Appleton	52.9	12	Both
Arcadia	491.7	45 P	Both	King	58.1	17	Both
Washoe Spur	500.9	32	West	Wells Branch			
Wood	506.2	10	Both	Knoll	5.6	7	Both
Feltham	512.7	23	Both	Godwin	7.0	8	Both
Fourth Subdivision				Amsterdam	23.2	9	West
Chubbuck	138.2	40	Both	Ketchum Branch			
Kimball	166.6	20	Both	Marley	10.9	3	Both
Monroe	172.2	15	Both	Priest	33.9	6	East
Jason Spur	175.4	60	West	Hay	41.8	6	Both
Mitchell	176.9	22	Both	Gannett	44.3	10	Both
Red Rock	302.8	28	Both	Barite	60.0	12	Both
Dalys	316.4	19 P	Both	Gimlet	63.2	30	East
Glen	347.8	8	West	Triumph	67.6	16	Both
Lavon	351.7	None	None	Hill City Branch			
Maiden Rock	366.0	None	None	Rawson	4.5	13	Both
Goshen Branch				Rands	36.8	9	Both
Cox	9.2	11	West	Homestead Branch			
Ammon	18.1	34	West	Home	14.0	4 P	East
Wilkinson	21.0	3	West	Mineral	15.3	10 W	East
Yellowstone Branch				Still	10.2	2	East
St. Leon	3.7	16	East	Sturgill	27.1	15	East
Mark	22.2	24	Both	Payette Branch			
Jolley	27.6	10	Both	Ingard	3.3	8	Both
Wilford	32.9	7	East	Falks	17.2	5	East
Pineview	72.5	5 P	Both	Little Rock	18.9	10	Both
Teton Valley Branch				Wildor Branch			
Judkins	22.3	6	East	Greenleaf	7.0	9	West
Fox Creek	42.3	12	Both	Allendale	9.7	13	Both
Aberdeen Branch				Stoddard Branch			
Strang	23.6	6	Both	Westma	11.6	5	East
Fingal	26.0	9	Both	Boise Branch			
Mackay Branch				Penitentiary Spur	5.0	10	East
Collins	2.1	10	West	Vernon	6.3	10	West
Aiken	3.8	10	Both	Idaho Northern Branch			
West Belt Branch				Maddens	6.1	5	East
Coltman	2.8	19 P	East	Bramwell	22.2	5	East
Grant	4.8	18 P	East	Black Canyon	33.0	5	East
Barlow	7.0	17	East	Archabal	127.4	9	Both
Midway	9.4	31	Both	Oregon Eastern Branch			
Pyke	35.3	19	West	Cairo	3.7	14	Both
East Belt Branch				Lawen	138.4	3	Both
Gale spur	27.5	10	East	New Meadows Branch			
Twin Falls Branch				Presley	11.7	9	Both
Amalga	17.3	12	East	Diamond	26.7	4 W	West
Parsons	35.5	18 P	Both	Fruitvale	66.5	3	Both
Stowe	52.1	12	West	Starkey	69.3	5	West
Oakley Branch				Tamarack	81.9	29	Both
Warr	19.4	12	Both	Brogan Branch			
				Lancaster	11.4	4	East

- | | | |
|---------------------------------------|---|--|
| (1) Flag stop for Nos. 29-30. | (7) Flag stop for Nos. 465-466. | (13) Flag stop for Nos. 485-486. |
| (2) Flag stop for Nos. 33-34. | (8) Flag stop for Nos. 439-440. | (14) Flag stop for Nos. 459-460-493-494. |
| (3) Flag stop for Nos. 421-422. | (9) Flag stop for Nos. 441-442-479-480. | (15) Flag stop for Nos. 459-460. |
| (4) Flag stop for Nos. 409-410. | (10) Flag stop for Nos. 441-442. | (16) Flag stop for Nos. 557-558. |
| (5) Flag stop for No. 492. | (11) Flag stop for Nos. 479-480. | (17) Regular stop for Nos. 557-558. |
| (6) Flag stop for Nos. 49-50-573-574. | (12) Flag stop for Nos. 483-484. | |

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 "Frst."—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 "Frst." 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.	Psg.	Frst.		Str.	Psg.	Frst.	
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. Between Idaho Falls and Ashton. On other branch lines.				
Diesel-electric helper locomotive.	60	60					30	
Mountain type engines.		70	50				25	
On curves indicated by curve warning signs, unless otherwise specified.	40	40	25				20	
Inspection bus cars.		40	40				15	
Battery motor car 01886.		50						
When caboose is handled in train consisting of passenger train equipment.		55		Passing fueling stations— On main lines. On branch lines.	50	40	25	
MacArthur type engines with 63-inch drivers.		55	50	Within yard limits— Protected by continuous block signal system. Not protected by continuous block signal system. On branch lines.				
MacArthur type engines with 57-inch drivers.		35	35			60	50	25
3900 class engines.		65	50			50	40	25
3800 class engines.		60	50	When using cross-overs and turn-outs: 9000 class engines; Forward movement. Back-up movement. All other classes engines; Forward movement. Back-up movement.				
4000, 9000 and 2-10-2 type engines.		50	50				10	10
Ten Wheeler type engines 1573, 1575, 1577 to 1580.		55	40				6	6
Other Ten Wheeler and Consolidation type engines.		35	35			15	15	15
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.				
0-6-0 and 0-8-0 type yard engines.		20	20			20	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 at power operated switches or at end of double track.				
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			25	20	20
Diesel switch engines in road service.	35	35	35		Tracks other than main tracks.	15	15	15
Steam engines running backward.	20	20	20	On wye tracks.	6	6	6	
Trains handling scale test cars— On main line, Twin Falls Branch and between Idaho Falls and Ashton. On other branch lines.			30	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	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.)				
			6					25
				Through tuanel, branch lines.			10	10

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Frst.		Str.	Psg.	Frst.		Str.	Psg.	Frst.
Maximum speed.	75	75	50	Cokeville Over streets and alleys.	30	30	30	Between M.P. 148.0 and 148.3.	70	65	45
Granger Between M.P. 0.0 and 1.0.	50	40	25		Between M.P. 87.4 and 87.7.	60	50		40	Alexander Between M.P. 152.1 and 152.4.	60	50	40
Between M.P. 3.4 and 3.7.	70	65	45	Border Between M.P. 92.9 and 93.1.	60	50	40	Bancroft Over streets and alleys.	25	25	25
Moxa Between M.P. 12.2 and 12.3.	70	65	45		Between M.P. 96.5 and 96.9.	70	65		45	Between M.P. 164.2 and 164.6.	70	65	45
Hassett Between M.P. 14.4 and 14.6.	70	65	45	Pegram Between M.P. 98.3 and 99.2.	60	50	40	Kinport Between M.P. 167.5 and 168.1.	70	65	45
Between M.P. 16.1 and 16.5.	70	65	45		Between M.P. 99.5 and 99.7.	70	65		45	Between M.P. 168.9 and 169.3.	60	50	40
Between M.P. 18.2 and 18.3.	60	50	40	Between M.P. 102.6 and 104.9.	60	50	40	Pebble Between M.P. 171.2 and 171.7.	60	50	40
Nutria Between M.P. 16.1 and 16.5.	70	65	45	Harer Between M.P. 105.2 and 105.4.	70	65	45		Between M.P. 171.9 and 174.8.	70	65	45
Between M.P. 21.2 and 21.5.	70	65	45		Montpelier Between M.P. 114.9 and 115.1.	50	40	25	Broxon Between M.P. 176.4 and 176.7.	70	65	45
Between M.P. 23.6 and 23.8.	70	65	45	Between M.P. 115.9 and 116.1.		50	40	25		Blaser Between M.P. 177.4 and 178.5.	60	50	40
Cosgriff Between M.P. 21.2 and 21.5.	70	65	45	Between M.P. 120.6 and 120.8.	70	65	45	M.P. 179.0 to 180.0 (Westward).	45		35	20
Between M.P. 28.7 and 28.9.	70	65	45	Between M.P. 121.1 and 121.7.	60	50	40	M.P. 180.0 to 179.0 (Eastward).	50	40	25
Opal Between M.P. 28.7 and 28.9.	70	65	45	Folger Between M.P. 29.4 and 29.6.	70	65	45	Lava Hot Springs Between M.P. 180.1 and 181.6.	70	65	45
Between M.P. 31.3 and 32.3.	50	40	30		Between M.P. 122.5 and 122.8.	60	50		40	Between M.P. 181.8 and 183.1.	60	50	40
Between M.P. 33.0 and 33.1.	70	65	45	Between M.P. 123.0 and 123.4.	70	65	45	Between M.P. 183.2 and 184.8.	70	65	45
Waterfall Between M.P. 34.6 and 34.8.	60	50	40	Between M.P. 125.0 and 125.3.	70	65	45	Topaz Between M.P. 185.5 and 185.7.	70	65	45
Between M.P. 35.5 and 35.9.	50	40	30	Between M.P. 125.8 and 126.1.	60	50	40		Between M.P. 186.0 and 187.3.	50	40	30
Between M.P. 36.5 and 40.1.	45	35	25	Between M.P. 126.2 and 126.8.	70	65	45	Between M.P. 187.5 and 187.9.	60	50	40
Kemmerer 7000 and heavier type engines, turntable lead.			5	Georgetown Between M.P. 127.6 and 127.9.	70	65	45	Between M.P. 188.2 and 190.2.	70	65	45
Between M.P. 43.2 and 44.0 Watch for rocks.	25	20	20		Between M.P. 128.2 and 128.6.	60	50	40	McCannon Between M.P. 192.4 and 192.6.	60	50	40
Between M.P. 44.0 and 49.2.	50	40	25	Between M.P. 129.5 and 130.0.	60	50	40	Between M.P. 195.0 and 195.4.		60	50	40
Between M.P. 49.2 and 49.4.	40	40	25	Between M.P. 131.6 and 132.2.	70	65	45	Onyx Between M.P. 197.7 and 200.3.	70	65	50
Between M.P. 51.1 and 51.6.	50	40	25	Cavanaugh Between M.P. 135.5 and 135.7.	70	65	45		Between M.P. 200.3 and 201.1.	60	50	40
Fossil Between M.P. 54.5 and 58.0.	40	35	25	Manson Between M.P. 138.6 and 139.2.	60	50	40	Inkom Between M.P. 202.3 and 202.6.	60	50	40
Nugget Between M.P. 58.0 and 59.6.	70	65	45		Between M.P. 142.4 and 143.4.	70	65		45	Between M.P. 207.1 and 208.4.	70	65	50
Orr Between M.P. 60.8 and 61.2.	70	65	45	Between M.P. 143.7 and 143.9.	60	50	40	Pocatello Within platform limits of pas- senger depot.	6	6	6
Sage Between M.P. 63.6 and 65.4.	60	50	40	Between M.P. 144.5 and 145.3.	50	40	25		Between passenger depot and M.P. 216.9.	20	20
Between M.P. 66.5 and 68.2.	70	65	45	Soda Springs Over streets and alleys.	30	30	30				

SECOND SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	Fr.
Pocatello Within platform limits of passenger depot.	6	6	6	Minidoka Between M.P. 272.4 and 273.0.	20	20	20	Between M.P. 340.7 and 341.1.	60	50	40
Between passenger depot and M.P. 216.9.	20	20	20	Adelaide Between M.P. 285.8 and 286.2.	70	60	50	Between M.P. 342.2 and 343.3.	60	50	40
On enginehouse lead and tracks.			6	Dietrich M.P. 316.3 to 315.7 (Eastward).	70	60	50	Ticeska Between M.P. 357.3 and 360.2.	70	60	50
American Falls Between M.P. 238.0 and 239.4.	70	60	50	Shoshone Over Greenwood Street.	15	15	15	Between M.P. 360.2 and 360.8.	60	50	40
Bridge 239.75.	40	25	25	Between M.P. 320.7 and 322.2.	20	20	20	Between M.P. 360.8 and 365.8.	70	60	50
Between M.P. 240.0 and 240.3.	40	40	25	Between M.P. 323.2 and 323.8.	70	60	50	King Hill Between M.P. 367.5 and 368.2.	70	60	50
Between M.P. 240.4 and 241.3.	70	60	50	Between M.P. 325.0 and 326.5.	70	60	50	Between M.P. 369.0 and 370.9.	60	50	40
Borah Between M.P. 244.5 and 244.8.	70	60	50	Gooding Over streets and alleys.	30	30	30	Between M.P. 371.1 and 373.3.	45	40	25
Wapi Between M.P. 258.8 and 259.2.	70	60	50					Between M.P. 373.3 and 373.8.	20	20	20
								Glenns Ferry			

THIRD SUBDIVISION

Glenns Ferry Eastward, over Commercial Street Crossing.	20	20	20	Between M.P. B-439.5 and B-440.3.	50	40	25	Between M.P. 482.8 and 483.0.	70	60	50
Between M.P. 376.5 and 377.6.	60	50	40	Between M.P. B-440.4 and B-446.2.	60	50	40	Between M.P. 484.6 and 485.2.	70	60	50
Between M.P. 378.7 and 379.3.	45	40	25	Boise Between M.P. B-448.4 and B-449.2.	50	40	25	Washoe Spur With 5000 class engines.			5
Hammett Between Hammett and Reverse.	65	60	40	Between M.P. B-450.4 and B-450.9.	70	60	50	Ontario No. 106, to exchange mail.	10		
Between M.P. 385.6 and 387.0.	60	50	40	Meridian No. 17, to exchange mail.			20	Between Payette and Weiser, trains handling logs.			30
Between M.P. 389.8 and 390.8.	60	50	40	Sonna Between M.P. B-467.0 and B-467.7.	40	25	25	Eaton Between M.P. 523.0 and 526.0.	70	60	50
Orchard Between M.P. B-429.1 and B-430.0.	60	50	40	Nampa Between passenger depot and M.P. 456.3.	15	15	15	Between M.P. 526.4 and 535.8.	60	50	40
Leone Between M.P. B-431.0 and B-433.8.	70	60	50	Caldwell Over streets and alleys.	25	25	25	Between M.P. 536.0 and 538.9.	40	25	25
Between M.P. B-433.9 and B-434.2.	60	50	40	Parma Over streets and alleys.	30	30	30	Huntington			
Black's Creek Between M.P. B-435.8 and B-436.2.	70	60	50					Kuna Line, Orchard Between M.P. 428.4 and 428.9.	60	50	40
Between M.P. B-438.5 and B-438.8.	70	60	50					Kuna Between M.P. 447.3 and 450.8.	60	50	40
								Between M.P. 456.3 and passenger depot, Nampa.	15	15	15

FOURTH SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
Maximum speed. Between Pocatello and Idaho Falls.	70	50	Hamer Between M.P. 218.4 and 218.6.	50	40	Dillon Over streets and alleys.	20	20
Between Idaho Falls and Silver Bow.	60	40	Dubois Between M.P. 236.0 and 236.6.	35	25	Between M.P. 328.6 and 329.2.	35	25
Between Idaho Falls and Silver Bow. McArthur type engines with 63 inch drivers.	50	40	Between M.P. 237.8 and 238.0.	40	30	Bond Between M.P. 337.0 and 337.2.	40	30
Pocatello Within platform limits of passenger depot.	6	6	Between M.P. 239.0 and 239.2.	40	30	Apex Between M.P. 341.1 and 341.4.	40	30
Between passenger depot and M.P. 216.9.	20	20	Highbridge Between M.P. 244.5 and 246.6.	40	30	Between M.P. 342.7 and 346.3.	35	25
Chubbuck Between M.P. 139.9 and 140.2.	60	40	Spencer Between M.P. 248.5 and 248.9.	45	35	Glen Between M.P. 347.9 and 348.2.	40	30
Tyhee Between M.P. 142.3 and 142.5.	50	40	Between M.P. 249.5 and 249.6.	40	30	Navy Between M.P. 351.0 and 354.4.	35	25
Between M.P. 143.4 and 143.5.	50	40	Between M.P. 251.0 and 251.4.	40	30	Between M.P. 357.2 and 357.7.	40	30
Gibson Between M.P. 152.6 and 152.9.	50	40	Between M.P. 252.7 and 257.5.	25	20	Melrose Between M.P. 361.8 and 366.4, watch for rocks.	25	20
Blackfoot Over streets and alleys.	20	20	Humphrey Between M.P. 258.2 and 258.4.	35	25	Maiden Rock Between M.P. 366.4 and 366.6.	20	20
Wapello Between M.P. 166.8 and 167.0.	60	50	Between M.P. 258.6 and 259.2.	45	35	Curve M.P. 366.5, with 5000 and 5300 class engines.	10	10
Firth Between M.P. 169.7 and 170.0.	60	50	Between M.P. 262.9 and 267.6.	35	25	Between M.P. 366.7 and 368.2.	35	25
Shelley Over streets and alleys.	30	30	Between M.P. 269.7 and 269.9.	40	30	Between M.P. 367.4 and 368.2.	35	25
Idaho Falls Over streets and alleys.	12	12	Between M.P. 271.0 and 271.7.	40	30	Divide Between M.P. 373.5 and 374.6.	40	30
West Idaho Falls Between M.P. 185.5 and 185.9.	15	5	Snowline Between M.P. 277.4 and 279.1.	35	25	Woodin Between M.P. 375.2 and 377.8.	35	25
Between M.P. 187.4 and 187.7.	40	30	Lima Over Center Street east of depot.	20	15	Between M.P. 379.0 and 381.1.	40	30
Between M.P. 188.4 and 188.7.	40	30	Westward within yard limits.	25	15	Foely Between M.P. 382.4 and 383.9.	25	20
Between M.P. 190.7 and 190.9.	45	35	Armstead Between M.P. 307.7 and 308.0.	40	30	Between M.P. 384.5 and 385.2.	35	25
Roberts Between M.P. 205.5 and 206.2.	50	40	Between M.P. 308.9 and 310.2.	35	25	Between M.P. 386.6 and 388.1.	40	30
Tenno Between M.P. 208.4 and 210.1.	50	40	Between M.P. 310.4 and 310.6.	25	20	Between M.P. 389.9 and 390.2.	20	20
Hawgood Between M.P. 213.7 and 214.0.	50	40	Between M.P. 311.0 and 311.8.	45	35	Silver Bow On interchange tracks beyond N. P. crossing, with 3500, 3600, 5000 and 7000 class engines.	5	5
			Grayling Between M.P. 316.0 and 316.5, watch for rocks.	25	20			
			Dalys Between M.P. 316.5 and 318.7.	35	25			

BRANCHES

Kemmerer Branch.	15	Grace Branch. Maximum speed.	20	Gay Branch Maximum speed.	30
Cumberland Branch.	15	Bridge 5.33 with 2000 class engines.	10	Between M.P. 3.1 and 3.4.	20
Glencoe Branch.	15	Conda Branch.	15	Between M.P. 5.5 and 7.3.	20
Elkol Branch.	15	Leeffe spur.	15	Between M.P. 8.9 and 9.1.	20

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
Gay Branch (Continued) Between M.P. 10.7 and 14.9.		20	West Belt Branch Maximum speed.		25	Bellevue, over streets and alleys.	12	12
Between M.P. 16.9 and 17.1.		20	Truss bridges.		15	Between M.P. 63.1 and 64.6.	30	20
Mackay Branch Between Blackfoot and M.P. 60.0.		25	Annis Branch		15	Hill City Branch Maximum speed.		25
Between M.P. 60.0 and Mackay.		20	Teton Valley Branch Maximum speed.	35	25	Over trestles 21.6 and 23.40 with snow plows.		15
Mackay On curve on low line smelter.	6		Engines 1575 to 1579, incl.	25	25	Boise Branch Between Boise Jet and Boise Freight.		25
Gardner Branch	15		Bridges 4.48, 6.96 and 19.97.	12	12	Between Boise Freight and Barber.		15
Thomas Branch	15		Between M.P. 19.1 and 19.4.	15	15	Stoddard Branch		15
Aberdeen Branch	25		Between M.P. 25.0 and 25.4.	15	15	Idaho Northern Branch Maximum speed.		30
Goshen Branch Maximum speed.	25		Twin Falls Branch Maximum speed.	50	40	Between Jenness and Bramwell.		20
1900 and 2000 class engines.	20		Bridge 20.10.	25	25	Trains handling high cars between Jenness and Bramwell.		12
Yellowstone Branch Between Idaho Falls and Ashton.	50	35	Rupert, on west leg of wye.	10	10	Between Plaza and Banks. Watch for rocks between Black Canyon and Banks.		25
Between Idaho Falls and Ashton with MacArthur type engines.	40	30	Rupert, over streets and alleys.	12	12	Banks, westward around curve east of east passing track switch, to east switch.		5
Between Ashton and Gerrit, watch for rocks.	35	25	Buhl, on mill and elevator track with MacArthur type engines.		5	Between Banks and Smiths Ferry, watch for rocks.		15
Between Gerrit and Big Springs.	50	35	North Side Branch Maximum speed.		30	Trains handling logs or high cars between Banks and M.P. 81.0.		12
Between Big Springs and West Yellowstone, watch for rocks.	35	25	2300 and 2500 class engines.		15	Between Smiths Ferry and Cabarton, watch for rocks.		20
Rexburg, Sugar City and St. Anthony, over streets and alleys.	20	20	Between M.P. 30.0 and 30.5.		20	M.P. 31.4.		20
St. Anthony, over highway crossing just west of depot.	8	8	Raft River Branch		20	Between M.P. 33.0 and 35.4.		10
Between M.P. 55.4 and 55.6.	20	15	Oakley Branch		25	Bridge 36.61.		20
Between M.P. 59.4 and 66.0.	20	15	Light MacArthur type engines.		20	Between M.P. 99.6 and 113.6 on curves.		20
Between M.P. 72.9 and 73.3.	35	25	Wells Branch Maximum speed.	30	30	Between M.P. 128.2 and 128.5.		15
Between M.P. 74.0 and 74.3.	45	35	Between M.P. 31.0 and 36.2.		25	Wilder Branch		15
Between M.P. 86.4 and 87.0.	20	15	Between M.P. 45.8 and 53.3.		25	Homedale Branch		25
Between M.P. 92.0 and 95.0.	20	15	Between M.P. 69.6 and 71.6.		25	Oregon Eastern Branch Maximum speed.		25
Between M.P. 100.0 and 101.0.	20	15	Between M.P. 91.2 and 91.5.		25	Hope Between M.P. 29.5 and 33.5, watch for rocks.		20
East Belt Branch Maximum speed.	25		Between Herrell and Melandco.		20	Between M.P. 21.5 and 32.0.	30	30
1900 and 2000 class engine between Lincoln Jet. and Orvin.	20		Ketchum Branch Maximum speed.	40	30	Between Hailey and Ketchum, over truss bridges.	15	15
Truss bridges.	15		Bridge 16.04 with MacArthur type engines.	15	15	Little Valley Between M.P. 36.5 and 37.6, watch for rocks.		20

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
Little Valley (Continued) Between M.P. 37.6 and 37.7, soft spot.		10	Circle Bar Between M.P. 119.0 and 124.0, watch for rocks.		20	Between Weiser and Concrete. Straight track. On curves.	30	25
Between M.P. 37.7 and 38.2, watch for rocks.		20	Brogan Branch		20	Between Concrete and M.P. 30.0. Straight track. On curves.	25	15
Juntura Between M.P. 78.6 and 80.7, watch for rocks.		20	Payette Branch Maximum speed.		25	Between M.P. 30.0 and 66.5. Straight track. On curves.	30	25
Between M.P. 80.7 and 81.0, watch for rocks.		10	Payette Jet., on curve.		10	Between M.P. 66.5 and New Meadows. Straight track. On curves.	25	15
Between M.P. 81.0 and 86.6, watch for rocks.		20	Trains handling logs between Payette and Emmett on curves.		20	Engines running backwards.	10	10
Long Between M.P. 86.6 and 89.0, watch for rocks.		20	Straight track.		25	Between M.P. 55.0 and 55.5.	10	10
Dunnean Between M.P. 103.5 and 106.5.		20	New Meadows Branch Motor trains. Straight track. On curves.	35	25	Homestead Branch Maximum speed, watch for rocks.		20
Bridge 106.14.		15				On curves.		15

SYMBOLS AND ABBREVIATIONS

(Rules 6 and 6(A))

Rule 6

The following letters placed before figures of a schedule indicate:
 s—regular stop;
 f—flag stop to receive or discharge traffic;
 A—arrive.

Rule 6(A)

The following letters placed in column with station name in time-table indicate:
 D—day operator; R—train register;
 N—night operator; YL—yard limits.
 DN—day and night operator;

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;

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.		