



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



**IDAHO DIVISION**  
**TIME-TABLE**  
**No. 4**

**Effective Sunday,**  
**April 30, 1950**  
**At 12:01 A. M. Mountain Time**

*Be Careful Today*

**FOR EMPLOYEES ONLY**

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



WESTWARD

FIRST SUBDIVISION

Table with columns for Car Capacity, Time Freight, and Passenger for various stations (263, 251, 257, 277, 11, 31, 105, 17, 33, 29).

Time-Table No. 4 April 30, 1950

STATIONS

Table listing stations from GRANGER YL to POCATELLO YL with track designations and mile markers.

BLOCK SIGNALS

Thru Time and Average speed per hour data for various stations.

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.

FIRST SUBDIVISION

EASTWARD

Table with columns for Mile Post, Passenger, Streamliner Passenger, and Time Freight for various stations (30, 32, 12, 106, 18, 34, 262, 278, 270, 264).

Time-Table No. 4 April 30, 1950

STATIONS

Table listing stations from GRANGER YL to POCATELLO YL with track designations and mile markers.

BLOCK SIGNALS

Thru Time and Average speed per hour data for various stations.

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.



WESTWARD FOURTH SUBDIVISION EASTWARD

Main table for the Fourth Subdivision, showing Westward and Eastward routes. Columns include Class (Second, First), Time, Car Capacity, and Stations. Stations listed include Pocatelto YL, Montana Jct., Fort Hall, Gibson, Blackfoot YL, Waipello, Firth, Goshen Jct., Shelley, Cotton, Bach YL, Idaho Falls YL, Payne, Bassett, Roberts, Tenno, Hawgood, Hamer, Camas, Jones, DUBOIS YL, Highbridge, Spencer, Humphrey, Monica, Snowline, Lima YL, Dell, Kidd, Armstread, Grayling, Barratts, Dillon YL, Bond, Apex, Navy, Melrose, Quinn, Divide, Woodin, Feely, and Buxton.

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. Average speed per hour. Westward trains are superior to trains of the same class in the opposite direction.

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

Tables for Kemmerer, Cumberland, and Elkol branches. Each table shows Westward and Eastward routes with columns for Time-Table No. 4, April 30, 1950, Stations, Mile Post, and Car Capacity. Stations include Kemmerer YL, No. Kemmerer Jct. YL, Phosphate YL, Quealy YL, Moye Jct. YL, Glencoe Jct. YL, and Mine No. 8 YL.

Tables for Glencoe, Blazon, and Conda branches. Each table shows Westward and Eastward routes with columns for Time-Table No. 4, April 30, 1950, Stations, Mile Post, and Car Capacity. Stations include Glencoe Jct., Glencoe, Blazon Jct., Radiant, Soda Springs, Formation, Panting, and Conda.

Tables for Grace, Gay, and Goshen branches. Each table shows Westward and Eastward routes with columns for Time-Table No. 4, April 30, 1950, Stations, Mile Post, and Car Capacity. Stations include Alexander YL, Grace, Fort Hall, Goshen Jct., Goshen, Gerrard, Indian, Hackman, and Lincoln Jct.

Tables for Annis, Gardner, and Thomas branches. Each table shows Westward and Eastward routes with columns for Time-Table No. 4, April 30, 1950, Stations, Mile Post, and Car Capacity. Stations include Annis Jct., Grays, Annis, Gardner Jct., Peterson, and Thomas Jct.

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

WESTWARD YELLOWSTONE BRANCH EASTWARD. Table with columns for Second Class, First Class, and Stations. Includes times for April 30, 1950, and mile posts.

Summary table for Yellowstone Branch with 'Thru Time' and 'Average speed per hour' for Westward and Eastward directions.

WESTWARD TETON VALLEY BRANCH EASTWARD. Table with columns for Second Class, First Class, and Stations. Includes times for April 30, 1950, and mile posts.

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.

WESTWARD MACKAY BRANCH EASTWARD WESTWARD ABERDEEN BRANCH EASTWARD. Table with columns for Second Class, Stations, and Mile Post. Includes times for April 30, 1950.

Summary table for Mackay and Aberdeen Branches with 'Thru Time' and 'Average speed per hour' for Westward and Eastward directions.

WESTWARD WEST BELT BRANCH EASTWARD WESTWARD EAST BELT BRANCH EASTWARD. Table with columns for Second Class, Stations, and Mile Post. Includes times for April 30, 1950.

Summary table for West Belt and East Belt Branches with 'Thru Time' and 'Average speed per hour' for Westward and Eastward directions.

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			Time-Table No. 4				Mile Post	SECOND CLASS					
	479 Mixed			April 30, 1950					480 Mixed					
	Monday Wednesday Friday			STATIONS					442 Mixed					
420	COPWY		6:00PM	6:00AM	DN-R	SHOSHONE YL	X	0.0	A 1:00AM	A 12:45PM				
39	PWY		A 6:35PM	s 6:35	D-R	RICHFIELD YL	FK	15.3	12:20AM	s 12:05PM				
29				f 6:50		PAGARI		21.7		f 11:45AM				
27				f 7:10		TIKURA		29.7		f 11:25				
59	PW			s 7:30	D	PICABO	XN	37.3		s 11:05				
30				s 8:05	D	BELLEVUE	V	52.1		s 10:25				
17	W			s 8:16	D	HAILEY	RI	57.2		s 10:05				
33	WY			A 8:45AM	D-R	KETCHUM YL	KU	69.4		9:30AM				
								(69.4)	Tuesday Thursday Saturday	Daily Except Sunday				
(0.35) 26.2			(2.45) 25.2			..... Thru Time .....			(0.40) 22.9			(3.15) 21.4		
..... Average speed per hour.....									..... Average speed per hour.....					

WESTWARD				HILL CITY BRANCH				EASTWARD						
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 4				Mile Post	SECOND CLASS					
	479 Mixed			April 30, 1950					480 Mixed					
	Monday Wednesday Friday			STATIONS										
39	PWY			6:40PM	D-R	RICHFIELD YL	FK	0.0	A 12:05AM					
30				f 7:05		BURMAH		9.4	f 11:37PM					
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	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.....									..... 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				HOMESTEAD BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time Table No. 4				Mile Post	SECOND CLASS		
	480 Mixed			April 30, 1950					442 Mixed		
	Monday Wednesday Friday			STATIONS							
P						BLAKES JCT.		0.0			
34	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			Time Table No. 4				Mile Post	SECOND CLASS					
	483 Mixed			April 30, 1950					484 Mixed					
	Daily Except Sunday			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			(1.50) 16.2			..... Thru Time .....			(1.45) 16.8					
..... Average speed per hour.....									..... Average speed per hour.....					

WESTWARD				STODDARD BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 4				Mile Post	SECOND CLASS		
	480 Mixed			April 30, 1950					484 Mixed		
	Monday Wednesday Friday			STATIONS							
COPTWYZ					DN-R	NAMPA YL	AU-Q	0.0			
20						DEAL		4.4			
46						BOWMONT		8.9			
28						MELBA		14.6			
60						STODDARD		17.1			
								(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				HOMEDALE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time Table No. 4				Mile Post	SECOND CLASS		
	480 Mixed			April 30, 1950					442 Mixed		
	Monday Wednesday Friday			STATIONS							
155	PWY				D-R	NYSSA YL	SY	0.0			
19						OVERSTREET		8.1			
20						ADRIAN		10.6			
32						NAPTON		16.9			
54	PWY				D-R	HOMEDALE	HR	24.4			
19						CLAYTONIA		31.0			
19	OPY				D-R	MARSING YL	MR	33.1			
								(33.1)			

WESTWARD				WILDER BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time Table No. 4				Mile Post	SECOND CLASS		
	483 Mixed			April 30, 1950					484 Mixed		
	Daily Except Sunday			STATIONS							
204	W				DN-R	CALDWELL YL	CW	0.0			
40						SIMPLOT YL		2.5			
21						SHELP YL		3.7			
32						DOLES YL		5.1			
43					R	WILDER		11.5			
								(11.5)			

WESTWARD				BOISE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 4				Mile Post	SECOND CLASS		
	480 Mixed			April 30, 1950					484 Mixed		
	Monday Wednesday Friday			STATIONS							
P						BOISE JCT.		0.0			
22						FAIR GROUNDS	YL	1.1			
					D-R	BOISE FREIGHT	YL	3.2			
						BARBER		8.4			
								(8.4)			





**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.	Psg.	Frt.		Str.	Psg.	Frt.	
Maximum speed.	79	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			Passing fueling stations— On main lines. On branch lines.	50	40	25
When caboose is handled in train consisting of passenger train equipment.		55					30	15
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.	60	50	25
MacArthur type engines with 57-inch drivers.		35	35				50	40
3900 class engines.		65	50				30	30
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	
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	
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	
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 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, branch lines.		10	10	

**FIRST SUBDIVISION**

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour				
	Str.	Psg.	Frt.		Str.	Psg.	Frt.		Str.	Psg.	Frt.		
Maximum speed.	75	75	50	<b>Cokeville</b> Over streets and alleys.	30	30	30	Between M.P. 148.0 and 148.3.	70	60	50		
<b>Granger</b> Between M. P. 3.4 and 3.7.	70	60	50		Between M.P. 87.4 and 87.7.	60	50		40	<b>Alexander</b> Between M.P. 152.1 and 152.4.	60	50	40
<b>Moxa</b> Between M.P. 12.2 and 12.3.	70	60	50	<b>Border</b> Between M.P. 92.9 and 93.1.	60	50	40	Over streets and alleys.	25	25	25		
<b>Hassett</b> Between M.P. 14.4 and 14.6.	70	60	50		Between M.P. 96.5 and 96.9.	70	60		50	Between M.P. 164.2 and 164.6.	70	60	50
<b>Nutria</b> Between M.P. 16.1 and 16.5.	70	60	50	<b>Pegram</b> Between M.P. 98.3 and 99.2.	60	50	40	<b>Kinport</b> Between M.P. 167.5 and 168.1.	70	60	50		
Between M.P. 18.2 and 18.3.	60	50	40		Between M.P. 99.5 and 99.7.	70	60		50	Between M.P. 168.9 and 169.3.	60	50	40
<b>Cosgriff</b> Between M.P. 21.2 and 21.5.	70	60	50	Between M.P. 102.6 and 104.9.	60	50	40	<b>Pebble</b> Between M.P. 171.2 and 171.7.	60	50	40		
Between M.P. 23.6 and 23.8.	70	60	50	<b>Harer</b> Between M.P. 105.2 and 105.4.	70	60	50		Between M.P. 171.9 and 174.8.	70	60	50	
<b>Opal</b> Between M.P. 28.7 and 29.6.	70	60	50		<b>Montpelier</b> Between M.P. 120.6 and 123.4.	60	50	40	<b>Blaser</b> Between M.P. 177.4 and 178.5.	60	50	40	
Between M.P. 31.3 and 32.3.	50	40	30	Between M.P. 125.0 and 125.3.		70	60	50		M.P. 179.0 to 180.0 (Westward).	45	35	20
Between M.P. 33.0 and 33.1.	70	60	50	Between M.P. 125.8 and 126.8.		60	50	40		M.P. 180.0 to 179.0 (Eastward).	50	40	25
<b>Waterfall</b> Between M.P. 34.6 and 34.8.	60	50	40	<b>Georgetown</b> Between M.P. 127.6 and 127.9.	70	60	50	<b>Lava Hot Springs</b> Between M.P. 180.1 and 181.6.	70	60	50		
Between M.P. 35.5 and 35.9.	50	40	30		Between M.P. 128.2 and 128.6.	60	50		40	Between M.P. 181.8 and 183.1.	60	50	40
Between M.P. 36.5 and 38.8.	50	40	25		Between M.P. 129.5 and 130.0.	60	50		40	Between M.P. 183.2 and 184.8.	70	60	50
<b>Kemmerer</b> 7000 and heavier type engines, turntable lead. Passing coal chute.	30	30	5	Between M.P. 131.6 and 132.2.	70	60	50	<b>Topaz</b> Between M.P. 185.5 and 185.7.	70	60	50		
Between M.P. 43.2 and 44.0 Watch for rocks.	25	20	20	<b>Cavanaugh</b> Between M.P. 135.5 and 135.7.	70	60	50		Between M.P. 186.0 and 187.3.	50	40	30	
Between M.P. 44.0 and 49.2.	50	40	30		<b>Manson</b> Between M.P. 138.6 and 139.2.	60	50	40	Between M.P. 187.5 and 187.9.	60	50	40	
Between M.P. 49.2 and 49.4.	40	35	25	<b>Fossil</b> Between M.P. 54.5 and 58.0.		40	35	25	Between M.P. 188.2 and 190.2.	70	60	50	
<b>Nugget</b> Between M.P. 58.0 and 59.6.	70	60	50		<b>Rose</b> Between M.P. 141.0 and 141.9.	60	50	40	<b>McCammion</b> Between M.P. 192.4 and 192.6.	60	50	40	
<b>Orr</b> Between M.P. 60.8 and 61.2.	70	60	50	Between M.P. 142.4 and 143.4.		70	60	50	Between M.P. 195.0 and 195.4.	60	50	40	
<b>Sage</b> Between M.P. 63.6 and 65.4.	60	50	40	Between M.P. 143.7 and 143.9.	60	50	40	<b>Onyx</b> Between M.P. 197.7 and 200.3.	70	60	50		
Between M.P. 66.5 and 68.2.	70	60	50	Between M.P. 144.5 and 145.3.	60	50	40		Between M.P. 200.3 and 201.1.	60	50	40	
				<b>Soda Springs</b> Over streets and alleys.	30	30	30	<b>Inkom</b> Between M.P. 202.3 and 202.6.	60	50	40		
					Between M.P. 207.1 and 208.4.	70	60		50	<b>Pocatello</b> Within platform limits of passenger depot.	6	6	6
								Between passenger depot and M.P. 216.9.	20		20	20	

SECOND SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
<b>Pocatello</b> Within platform limits of passenger depot.	6	6	6	<b>Minidoka</b> 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	<b>Adelaide</b> 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	<b>Dietrich</b> M.P. 316.3 to 315.7 (Eastward).	70	60	50	<b>Ticeska</b> Between M.P. 357.3 and 360.2.	70	60	50
<b>American Falls</b> Between M.P. 238.0 and 239.4.	70	60	50	<b>Shoshone</b> 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	<b>King Hill</b> 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
<b>Borah</b> Between M.P. 244.5 and 244.8.	70	60	50	<b>Gooding</b> Over streets and alleys.	30	30	30	Between M.P. 371.1 and 373.3.	45	40	25
<b>Wapi</b> Between M.P. 258.8 and 259.2.	70	60	50					Between M.P. 373.3 and 373.8.	20	20	20
								<b>Glenns Ferry</b>			

THIRD SUBDIVISION

<b>Glenns Ferry</b> 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	<b>Boise</b> Between M.P. B-448.4 and B-449.2.	50	40	25	<b>Washoe Spur</b> With 5000 class engines.			5
<b>Hammett</b> Between Hammett and Reverse.	65	60	40	Between M.P. B-450.4 and B-450.9.	70	60	50	<b>Ontario</b> No. 106, to exchange mail.	10		
Between M.P. 385.6 and 387.0.	60	50	40	<b>Meridian</b> No. 17, to exchange mail. No. 18, to dispatch mail.		20	40	Between Payette and Weiser, trains handling logs.			30
Between M.P. 389.8 and 390.8.	60	50	40	<b>Sonna</b> Between M.P. B-467.0 and B-467.7.	40	25	25	<b>Eaton</b> Between M.P. 523.0 and 526.0.	70	60	50
<b>Mountain Home</b> Over street crossings.	25	25	25	<b>Nampa</b> Between passenger depot and M.P. 456.3.	15	15	15	Between M.P. 526.4 and 535.8.	60	50	40
<b>Orchard</b> Between M.P. B-429.1 and B-430.0.	60	50	40	<b>Caldwell</b> Over streets and alleys.	25	25	25	Between M.P. 536.0 and 538.9.	40	25	25
<b>Leone</b> Between M.P. B-431.0 and B-433.8.	70	60	50	<b>Parma</b> Over streets and alleys.	30	30	30	<b>Huntington</b>			
Between M.P. B-433.9 and B-434.2.	60	50	40					<b>Kuna Line. Orchard</b> Between M.P. 428.4 and 428.9.	60	50	40
<b>Black's Creek</b> Between M.P. B-435.8 and B-436.2.	70	60	50					<b>Kuna</b> Between M.P. 447.3 and 450.8.	60	50	40
Between M.P. B-438.5 and B-438.8.	70	60	50					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	
	Psgr.	Frnt.		Psgr.	Frnt.		Psgr.	Frnt.
Maximum speed. Between Pocatello and Idaho Falls.....	70	50	<b>Hamer</b> Between M.P. 218.4 and 218.6.	50	40	<b>Dillon</b> Over streets and alleys.	20	20
Between Idaho Falls and Silver Bow.	60	40	<b>Dubois</b> 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	<b>Bond</b> Between M.P. 337.0 and 337.2.	40	30
<b>Pocatello</b> Within platform limits of passenger depot.	6	6	Between M.P. 239.0 and 239.2.	40	30	<b>Apex</b> Between M.P. 341.1 and 341.4.	40	30
Between passenger depot and M.P. 216.9.	20	20	<b>Highbridge</b> Between M.P. 244.5 and 246.6.	40	30	Between M.P. 342.7 and 346.3.	35	25
<b>Chubbuck</b> Between M.P. 139.9 and 140.2.	60	50	<b>Spencer</b> Between M.P. 248.5 and 248.9.	45	35	<b>Glen</b> Between M.P. 347.9 and 348.2.	40	30
<b>Tyhee</b> Between M.P. 142.3 and 142.5.	50	40	Between M.P. 249.5 and 249.6.	40	30	<b>Navy</b> Between M.P. 351.0 and 351.4.	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
<b>Gibson</b> Between M.P. 152.6 and 152.9.	50	40	Between M.P. 252.7 and 257.5.	25	20	<b>Melrose</b> Between M.P. 361.8 and 366.4, watch for rocks.	25	20
<b>Blackfoot</b> Over streets and alleys.	20	20	<b>Humphrey</b> Between M.P. 258.2 and 258.4.	35	25	<b>Maiden Rock</b> Between M.P. 366.4 and 366.6.	20	20
<b>Wapello</b> 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
<b>Firth</b> 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 367.8.	35	25
<b>Shelley</b> Over streets and alleys.	30	30	Between M.P. 269.7 and 269.9.	40	30	Between M.P. 367.8 and 368.2.	30	20
<b>Idaho Falls</b> Over streets and alleys.	12	12	Between M.P. 271.0 and 271.7.	40	30	<b>Divide</b> Between M.P. 373.5 and 374.6.	40	30
<b>West Idaho Falls</b> Between M.P. 185.5 and 185.9.	15	5	<b>Snowline</b> Between M.P. 277.4 and 279.1.	35	25	<b>Woodin</b> Between M.P. 375.2 and 377.8.	35	25
Between M.P. 187.4 and 188.7.	40	30	<b>Lima</b> Over Center Street east of depot. Westward within yard limits.	20	15	Between M.P. 379.0 and 381.1.	35	25
Between M.P. 190.7 and 190.9.	45	35	<b>Armstead</b> Between M.P. 307.7 and 308.0.	40	30	<b>Feely</b> Between M.P. 382.4 and 383.9.	25	20
<b>Roberts</b> Between M.P. 205.5 and 206.2.	50	40	Between M.P. 308.9 and 310.2.	35	25	Between M.P. 384.5 and 385.2.	35	25
<b>Tenno</b> Between M.P. 208.4 and 210.1.	50	40	Between M.P. 310.4 and 310.6.	25	20	<b>Buxton</b> Between M.P. 386.6 and 388.1.	35	25
<b>Hawgood</b> Between M.P. 213.7 and 214.0.	50	40	Between M.P. 311.0 and 311.8.	45	35	Between M.P. 389.9 and 390.2.	20	20
			<b>Grayling</b> Between M.P. 316.0 and 316.5, watch for rocks.	25	20	<b>Silver Bow</b> On interchange tracks beyond N. P. crossing, with 3500, 3600, 5000 and 7000 class engines.	5	5

BRANCHES

<b>Kemmerer Branch.</b>	15	<b>Grace Branch.</b> Maximum speed.	20	<b>Gay Branch</b> Maximum speed.	30
<b>Cumberland Branch.</b>	15	Bridge 5.33 with light MacArthur type engines.	10	Between M.P. 3.1 and 3.4.	20
<b>Glencoe Branch.</b>	15	<b>Conda Branch.</b>	15	Between M.P. 5.5 and 7.3.	20
<b>Elkol Branch.</b>	15	<b>Leefe spur.</b>	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.	Frt.		Psg.	Frt.		Psg.	Frt.
<b>Gay Branch (Continued)</b> Between M.P. 10.7 and 14.9.		20	<b>West Belt Branch</b> 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
<b>Mackay Branch</b> Between Blackfoot and M.P. 60.0.		25	<b>Annis Branch</b>		15	<b>Hill City Branch</b> Maximum speed.		25
Between M.P. 60.0 and Mackay.		20	<b>Teton Valley Branch</b> Maximum speed.	35	25	Over trestles 21.6 and 23.40 with snow plows.		15
<b>Mackay</b> On curve on low line smelter.	6		Engines 1575 to 1579, incl.	25	25	<b>Boise Branch</b> Between Boise Jet and Boise Freight.		25
<b>Gardner Branch</b>	15		Bridges 4.48, 6.96 and 19.97.	12	12	Between Boise Freight and Barber.		15
<b>Thomas Branch</b>	15		Between M.P. 19.1 and 19.4.	15	15	<b>Stoddard Branch</b>		15
<b>Aberdeen Branch</b>	25		Between M.P. 25.0 and 25.4.	15	15	<b>Idaho Northern Branch</b> Maximum speed.		30
<b>Goshen Branch</b> Maximum speed.	25		<b>Twin Falls Branch</b> Maximum speed.	50	40	Between Jenness and Bramwell.		20
Light MacArthur type engines.	20		3500 and 3800 class engines.	30	30	<b>Trains handling high cars</b> between Jenness and Bramwell.		12
<b>Yellowstone Branch</b> Between Idaho Falls and Ashton.	50	35	Bridge 20.10.	25	25	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, on west leg of wye.	10	10	Banks, westward around curve east of east passing track switch, to east switch.		5
Between Ashton and Gerrit, watch for rocks.	35	25	Rupert, over streets and alleys.	12	12	<b>Between Banks and Smiths Ferry,</b> watch for rocks.		15
Between Gerrit and Big Springs.	50	35	McMillan, on tracks leading to sugar factory, with 3500 and 3800 class engines.	10	10	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	Buhl, on mill and elevator track with MacArthur type engines.		5	Between Smiths Ferry and Cabarton, watch for rocks.		20
Rexburg, Sugar City and St. Anthony, over streets and alleys.	20	20	<b>North Side Branch</b> Maximum speed.		30	M.P. 31.4.		20
St. Anthony, over highway crossing just west of depot.	8	8	Heavy MacArthur type engines.		15	Between M.P. 33.0 and 35.4.		10
Between M.P. 55.4 and 55.6.	20	15	Between M.P. 30.0 and 30.5.		20	Bridge 36.61.		20
Between M.P. 59.4 and 66.0.	20	15	<b>Raft River Branch</b>		20	Between M.P. 99.6 and 113.6 on curves.		20
Between M.P. 72.9 and 73.3.	35	25	<b>Oakley Branch</b>		25	Between M.P. 128.2 and 128.5.		15
Between M.P. 74.0 and 74.3.	45	35	Light MacArthur type engines.		20	McCall, over street crossings.		10
Between M.P. 86.4 and 87.0.	20	15	<b>Wells Branch</b> Maximum speed.		30	<b>Wilder Branch</b>		15
Between M.P. 92.0 and 95.0.	20	15	Between M.P. 31.0 and 36.2.		25	<b>Homedale Branch</b>		25
Between M.P. 100.0 and 101.0.	20	15	Between M.P. 45.8 and 53.3.		25	<b>Oregon Eastern Branch</b> Maximum speed.		25
<b>East Belt Branch</b> Maximum speed.		25	Between M.P. 69.6 and 71.6.		25	<b>Hope</b> Between M.P. 29.5 and 33.5, watch for rocks.		20
Light MacArthur type engines between Lincoln Jet. and Orvin.		20	<b>Raft River Branch</b>		20	<b>Little Valley</b> Between M.P. 36.5 and 37.6, watch for rocks.		20
Truss bridges.		15	<b>Oakley Branch</b>		25			
			Light MacArthur type engines.		20			
			Between M.P. 31.0 and 36.2.		25			
			Between M.P. 45.8 and 53.3.		25			
			Between M.P. 69.6 and 71.6.		25			
			Between M.P. 91.2 and 91.5.		25			
			Between Herrell and Melandco.		20			
			Wells yard.		15			
			<b>Ketchum Branch</b> Maximum speed.	40	30			
			Bridge 16.04 with MacArthur type engines.	15	15			
			Between Hailey and Ketchum, over truss bridges.	15	15			

**BRANCHES (Continued)**

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
<b>Little Valley (Continued)</b> Between M.P. 37.6 and 37.7, soft spot.		10	<b>Circle Bar</b> Between M.P. 119.0 and 124.0, watch for rocks.		20	Between Concrete and M.P. 30.0. Straight track. On curves.	25	15
Between M.P. 37.7 and 38.2, watch for rocks.		20	<b>Brogan Branch</b>		20	Between M.P. 30.0 and 66.5. Straight track. On curves.	30	25
<b>Juntura</b> Between M.P. 78.6 and 80.7, watch for rocks.		20	<b>Payette Branch</b> Maximum speed.		25	Between M.P. 66.5 and New Meadows. Straight track. On curves.	25	15
Between M.P. 80.7 and 81.0, watch for rocks.		10	Payette Jct., on curve.		10	Engines running backwards.	10	10
Between M.P. 81.0 and 86.6, watch for rocks.		20	Trains handling logs between Payette and Emmett on curves.		20	Between M.P. 55.0 and 55.5.	10	10
<b>Long</b> Between M.P. 86.6 and 89.0, watch for rocks.		20	<b>New Meadows Branch</b> Motor trains. Straight track. On curves.	35	25	<b>Homestead Branch</b> Maximum speed, watch for rocks.		20
<b>Dunnean</b> Between M.P. 103.5 and 106.5.		20	Between Weiser and Concrete. Straight track. On curves.	30	25	On curves.		15
Bridge 106.14.		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;  
N—night operator;  
DN—day and night operator;  
R—train register;  
YL—yard limits.

The following letters placed in columns provided in time-table indicate:  
C—coal;  
I—interlocking;  
O—oil;  
P—dispatcher's telephone;  
T—turntable;  
W—water;  
X—cross-over;  
Y—wye;  
Z—track scales;  
AI—automatic interlocking signals;  
CS—center siding;  
ES—eastward siding;  
WS—westward siding;  
RCS—remote control switch.

**Standard clocks are located as shown below:**

Kemmerer	Telegraph Office	Nampa	Roundhouse Office
Montpelier	Engineers' Register Room	Nampa	Train Dispatcher's Office
Montpelier	Telegraph Office	Nampa	East End Switch Shanty
Blackfoot	Telegraph Office	Nampa	West End Switch Shanty
Idaho Falls	Telegraph Office	Nyssa	Telegraph Office
Idaho Falls	Yard Office	Marsing	Telegraph Office
Idaho Falls	Enginemens' 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, Passenger Station	Wells	Telegraph Office
Pocatello	Yard Telegraph Office	Ketchum	Telegraph Office
Pocatello	Switchmen's Locker Room	Emmett	Telegraph Office
Pocatello	Engine Crew Dispatcher's Office	Banks	Telegraph Office
Pocatello	Train Crew Dispatcher's Office	McCall	Telegraph Office
Pocatello	West End Yardmaster's Office	Burns	Telegraph Office
Pocatello	Tower Locker Room	Council	Telegraph Office
Minidoka	Telegraph Office	New Meadows	Telegraph Office
Shoshone	Telegraph Office	Burley	Telegraph Office
Glenns Ferry	Telegraph Office	Twin Falls	Telegraph Office
Glenns Ferry	Roundhouse Register Room	Twin Falls	Freight Office
Glenn Ferry	Yard Office	Buhl	Telegraph Office
Nampa	Telegraph Office	Huntington	Yard Office
Nampa	Central Yard Switch Shanty	Huntington	Telegraph Office

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
30"	120.	41"	87.8	52"	69.2	1' 3"	57.1	1' 20"	45.	2' 45"	21.8
31"	116.1	42"	85.7	53"	67.9	1' 4"	56.2	1' 25"	42.3	3'	20.
32"	112.5	43"	83.7	54"	66.6	1' 5"	55.3	1' 30"	40.	3' 30"	17.1
33"	109.1	44"	81.8	55"	65.4	1' 6"	54.5	1' 35"	37.9	4'	15.
34"	105.9	45"	80.	56"	64.2	1' 7"	53.7	1' 40"	36.	5'	12.
35"	102.9	46"	78.3	57"	63.1	1' 8"	52.9	1' 45"	34.3	6'	10.
36"	100.	47"	76.6	58"	62.	1' 9"	52.1	1' 50"	32.7	7'	8.6
37"	97.3	48"	75.	59"	61.	1' 10"	51.4	1' 55"	31.3	8'	7.5
38"	94.7	49"	73.5	1'	60.	1' 11"	50.7	2'	30.	10'	6.
39"	92.3	50"	72.	1' 1"	59.	1' 12"	50.	2' 15"	26.6		
40"	90.	51"	70.6	1' 2"	58.	1' 15"	48.	2' 30"	24.		