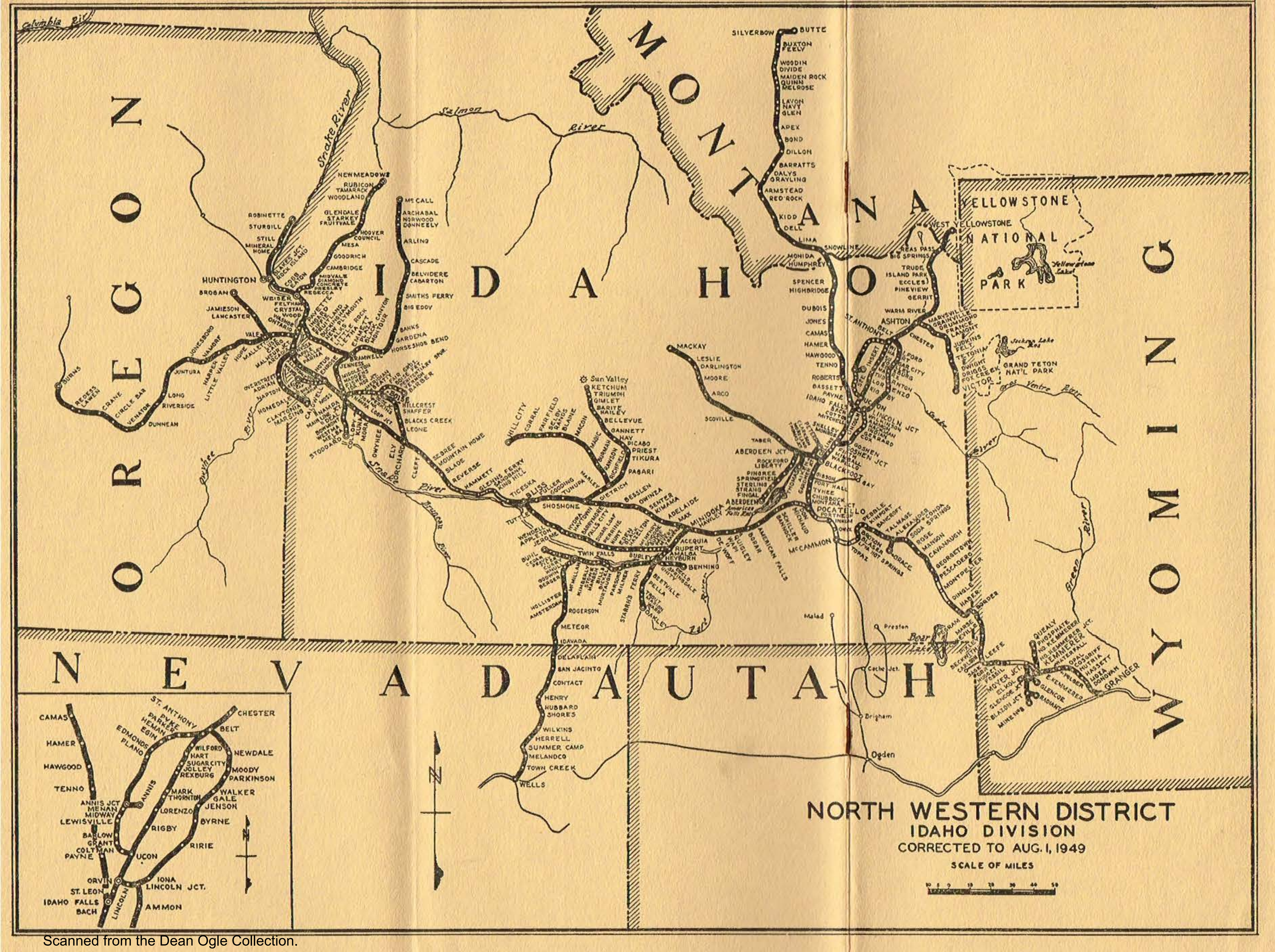

NORTH WESTERN DISTRICT
IDAHO DIVISION
CORRECTED TO AUG. 1, 1949
SCALE OF MILES

UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT

IDAHO DIVISION
TIME-TABLE
No. 5

Effective Sunday,

June 18, 1950

At 12:01 A. M. Mountain Time

Be Careful Today

FOR EMPLOYES ONLY

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

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.
T. A. Ogee, Jr., 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.
E. C. Bullis, Assistant Chief Dispatcher	Nampa, Ida.
H. H. Harbaugh, Assistant Chief Dispatcher	Nampa, Ida.
W. M. Berner, 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 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.

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

NAME	TITLE	PLACE	TERRITORY
Douglas L. Gamette	**Medical Director.**	**Los Angeles**	**System.**
Harold H. Hughart	**District Surgeon.**	**Pocatello**	**Idaho Division.**
Wm. L. Clothier	Oculist	Pocatello	Vicinity Pocatello.
Richard G. Crandall	Surgeon	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.
David C. Miller	Surgeon	Pocatello	Vicinity Pocatello.
Frank L. Harms	Surgeon	Aberdeen	Aberdeen Jct. to Aberdeen.
Newton H. Farrell	Surgeon	American Falls	Shoshone to Pocatello.
Lowell G. Merrill	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 Jct.
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.
John W. Davis	Surgeon	Burley	Rupert, Oakley, Hansen.
Chas. A. Terhune	Surgeon	Burley	Rupert to Oakley and Hansen.
John H. Weare	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.
Newell 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. Smail	Surgeon	Jerome	Rupert to Bliss.
Robert O. Hummer	Surgeon	Kemmerer	Granger to Cokeville.
A. Edgar Robison	Surgeon	Lava Hot Springs	Soda Springs and Inkom.
Don S. Numbers	Surgeon	McCall	Idaho Northern Branch.
Carl D. Lusty	Surgeon	Meridian	Meridian and vicinity.
Harry H. King	Surgeon	Montpelier	Cokeville to McCammon.
R. B. 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.
Thomas E. Mangum, Jr.	Surgeon	Nampa	Mountain Home to Caldwell.
John C. Sutherland	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.
Harold F. Holsinger	Surgeon	Wendell	Wendell and vicinity.
Marion S. McGrath	Surgeon	Weiser	Midvale to Payette and Rock Island.

WESTWARD CONDENSED TIME-TABLE EASTWARD

		FIRST CLASS						Distance from Granger via Boise	Time-Table No. 5 June 18, 1950	FIRST CLASS							
		19 Psgr.	65 Psgr.	11 Psgr.	105 Streamliner Passenger	457 Psgr.	17 Psgr.			66 Psgr.	12 Psgr.	458 Psgr.	106 Streamliner Passenger	18 Psgr.	20 Psgr.		
		Daily	Daily	Daily	Daily	Daily	Daily		STATIONS								
				6.15	**2.15**		3.55	0.0	GRANGER		A 9.30		A **12.42**	A **10.30**			
				11.20	**6.05**		10.00	213.9	POCATELLO		4.25		8.55	**5.25**			
				2.35	**8.35**		**1.50**	373.8	GLENNS FERRY		12.30		6.10	**1.25**			
				4.20	**9.50**		**3.40**	448.4	BOISE		**10.35**		5.00	11.30			
				7.10	**11.45**		**6.40**	550.1	M.T. HUNTINGTON M.T.		**7.45**		3.05	8.20			
				6.20	**10.45**		**5.50**		P.T. P.T.		**6.35**		2.05	7.10			
				9.05	1.10		**8.50**	649.7	LA GRANDE		**4.00**		**11.45**	4.25			
				11.45	3.20		12.10	723.9	PENDLETON		**1.25**		**9.38**	1.50			
				11.55	3.30		12.20	727.5	RIETH		**1.05**		**9.23**	1.15			
		9.30	**7.20**					948.3	SPOKANE	A 7.40					A 7.00		
		11.48	**9.45**					844.4	AYER	5.00					4.23		
		1.20	**11.15**					791.1	WALLULA	3.40					3.05		
		2.20	12.01					764.0	UMATILLA	2.30					2.05		
		4.35		**2.25**	5.35		3.40	855.4	THE DALLES		10.25		**7.17**	**10.35**	**11.50**		
		A 7.00	A 1.10 Pendleton	A **4.40**	A 7.30	8.00	A 6.15	939.5	PORTLAND	12.25 Pendleton	8.10	A **9.30**	**5.30**	**8.30**	**9.45**		
						10.27		1030.6	CENTRALIA			**7.20**					
						11.56		1084.6	TACOMA			**6.07**					
						A **1.05**		1122.7	SEATTLE			**5.00**					
										Daily	Daily	Daily	Daily	Daily	Daily		
		(9.30) 38.7	(5.50) 38.7	(23.25) 40.1	(18.15) 51.5	(5.05) 36.0	(27.20) 34.4		......Thru Time...... Average speed per hour	(7.15) 31.1	(24.20) 38.6	(4.30) 40.7	(18.12) 51.6	(25.00) 37.6	(9.15) 39.8		

WESTWARD CONDENSED TIME-TABLE EASTWARD

FIRST CLASS				Distance from McCammon	Time-Table No. 5 June 18, 1950	FIRST CLASS			
31 Passenger	33 Passenger	35 Passenger	29 Passenger			32 Passenger	34 Passenger	30 Passenger	36 Passenger
Daily	Daily	Daily	Daily		STATIONS				
10.10	3.55		12.20	0.0	McCAMMON	A 5.00	A **6.05**	A 3.55	
A **10.45**	5.15	1.45	1.35	22.7	POCATELLO	4.30	**5.35**	3.25	A 1.35
	6.08	2.30	2.20	46.9	BLACKFOOT		**4.00**	1.55	12.50
	7.20	3.30	3.10	73.3	IDAHO FALLS		**3.15**	1.15	12.05
	A 8.55	5.10		124.3	ASHTON		**1.15**		**10.10**
				169.9	VICTOR				
		A 7.30		180.4	WEST YELLOWSTONE				**7.30**
			A 9.30	285.8	BUTTE			**7.00**	
						Daily	Daily	Daily	Daily
(0.35) 38.9	(5.00) 24.9	(5.45) 27.4	(9.10) 31.2		............Thru Time............ ....Average speed per hour.......	(0.30) 45.4	(4.50) 25.7	(8.55) 32.1	(6.05) 25.9

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

MILEAGE

Main Line	848.07
Branches	1370.28
Grand Total	2227.35

WESTWARD

FIRST SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6(A). Page 23.	SECOND CLASS				FIRST CLASS						Time-Table No. 5 June 18, 1950
	263 Time Freight	251 Time Freight	257 Time Freight	277 Time Freight	11 Passenger	31 Passenger	105 Streamliner Passenger	17 Passenger	33 Passenger	29 Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	**STATIONS**
150 RCS IPWY	10.00AM		2.45AM		6.15PM		2.15PM	3.55AM			DN-R **GRANGER YL** GN 4.1
70 P	10.08		2.53		6.19		2.19	3.59			DONOVAN 3.6
114 P	10.14		2.59		6.23		2.22	4.03			MOXA 4.8
75 P	10.21		3.06		6.28		2.26	4.08			HASSETT 2.9
117 P	10.26		3.11		6.31		2.29	4.11			NUTRIA 4.8
83 P	10.34		3.19		6.36		2.33	4.16			COSGRIFF 4.3
125 P	10.41		3.26		6.40		2.37	s 4.22			DN OPAL OW 4.8
77 P	10.49		3.34		6.45		2.41	4.28			FOLGER 4.3
130 PW	10.56		3.41		6.50		2.45	4.33			WATERFALL 5.4
	11.06		3.51		**6.57**^{262}		2.51	4.40			EAST KEMMERER **YL** 0.7
CPTWXZ	11.15		4.00		s 7.04		f 2.53	s 4.50			DN **KEMMERER YL** Z 2.6
WS 71 ES 70 PXY	11.22		4.07		7.08		2.56	4.55			**MOYER JCT. YL** 8.0
WS 72 ES 76 PW XY	**11.47**^{106}		**4.30**^{264}		7.21		3.07	f 5.10			DN FOSSIL **YL** FI 5.7
98 PW	11.57AM		4.40		7.28		3.14	5.18			NUGGET 3.6
77 P	12.05PM		4.48		7.32		3.18	5.22			ORR 3.5
113 P	12.11		4.54		7.35		3.21	s 5.27			SAGE 4.2
68 P	12.18		5.01		7.39		3.25	5.33			CARLSON 4.0
124 P	12.24		5.07		7.43		3.29	5.38			BECKWITH 6.1
74 P	12.32		5.15		7.48		3.34	5.44			PIXLEY 6.1
WS 128 ES 125 PW	12.42		5.25		s 7.56		3.39	s 5.55			DN COKEVILLE CK 4.7
77 P	12.50		5.33		8.01		3.43	6.02			MARSE 3.9
124 P	12.56		5.39		8.05		3.47	6.06			BORDER 5.6
74 PW	1.04		5.47		8.11		3.52	s 6.14			PEGRAM 5.2
92 P	1.12		5.55		**8.17**^{18}		3.57	6.22			HARER 5.1
60 P	1.21		6.04		8.23		4.02	6.28			DINGLE 7.0
COPTWYZ	1.45 2.20		**6.25**^{17} **7.00**		8.35 8.45		s 4.10	**6.40**^{257} **6.50**			DN-R **MONTPELIER YL** MX 6.3
80 P	2.32		7.12		8.53		4.17	6.58			PESCADERO 5.5
109 PW	2.40		7.20		8.59		4.23	7.05			GEORGETOWN 5.1
127 P	2.47		7.27		9.05		4.28	7.11			CAVANAUGH 4.2
104 P	2.53		7.33		9.09		4.32	7.16			MANSON 3.9
77 P	**2.59**^{262}		7.39		9.13		4.36	7.21			ROSE 6.0
186 PWY	3.08		7.48		f 9.22		4.42	s 7.34			DN **SODA SPRINGS** SD 5.6
113 PW	3.16		7.56		9.29		4.47	s 7.45			**ALEXANDER** 4.6
116 P	3.23		8.03		9.34		4.51	7.51			TALMAGE 5.6
368 CPWY	3.35		8.15		f 9.43		4.56	s 8.03			DN BANCROFT **YL** BN 3.8
116 P	3.41		8.21		9.48		5.00	8.08			KINPORT 4.7
174 P	3.48		8.28		9.53		5.04	8.13			PEBBLE 4.5
104 P	3.55		8.35		9.58		5.08	8.18			BROXON 2.6
102 PW	4.01		8.41		10.01		5.11	8.21			BLASER 2.6
30 PX	4.09		8.49		f10.07		5.15	s 8.28			DN LAVA HOT SPGS. XY 4.3
CS 162 P	4.17		8.57		10.13		5.20	8.35			TOPAZ 6.9
226 IPWXY	4.30	10.30AM	9.10	1.20AM	10.23	10.10PM	5.28	s 8.48	3.55AM	12.20AM	DN **McCAMMON YL** MC 10.7
WS 51 ES 91 PWX	4.46	10.46	9.26	1.36	10.35	f10.23	5.39	f 9.02	f 4.08	12.33	D INKOM KO 5.8
					10.41	10.29	5.44	9.09	4.14	12.39	PORTNEUF 6.2
RCS COPTWYZ	A 5.20PM	A11.20AM	A10.05AM	A 2.30AM	A10.55PM	A10.45PM	A 5.55PM	A 9.25AM	A 4.30AM	A12.55AM	DN-R **POCATELLO YL** H PO CA
											(213.9)
	(7.20) 29.2	(0.50) 27.2	(7.20) 29.2	(1.10) 19.5	(4.40) 45.8	(0.35) 38.9	(3.40) 58.3	(5.30) 38.9	(0.35) 38.9	(0.35) 38.9	............Thru Time............ ......Average speed per hour......

BLOCK SIGNALS: Granger to Pocatello. Double Track: East Kemmerer to Fossil; Dingle to Pescadero; Blaser to Pocatello.

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. 5 June 18, 1950	Mile Post	FIRST CLASS						SECOND CLASS			
		30 Passenger	12 Passenger	32 Passenger	106 Streamliner Passenger	18 Passenger	34 Passenger	262 Time Freight	278 Stock Special	270 Time Freight	264 Time Freight
STATIONS											
DN-R **GRANGER YL** GN 4.1	0.0		Af 9.30AM		A 12.42PM	A 10.30PM		A 8.10PM			A 6.20AM
DONOVAN 3.6	4.1		9.24		12.37	10.24		7.58			6.07
MOXA 4.8	7.7		9.20		12.34	10.20		7.51			6.00
HASSETT 2.9	12.5		9.15		12.30	10.15		7.43			5.52
NUTRIA 4.8	15.4		9.12		12.27	10.12		7.38			5.47
COSGRIFF 4.3	20.2		9.07		12.23	10.07		7.30			5.39
DN OPAL OW 4.8	24.5		f 9.02		12.19	10.02		7.23			5.32
FOLGER 4.3	29.3		8.56		12.15	9.57		7.15			5.24
WATERFALL 5.4	33.6		8.51		12.11	9.52		7.07			5.16
EAST KEMMERER **YL** 0.7	39.0		8.44		12.05	9.45		**6.57**^{11}			5.06
DN **KEMMERER YL** Z 2.6	39.7		s 8.42		f 12.03PM	s 9.43		6.50			5.01
MOYER JCT. YL 8.0	42.3		8.34		11.58AM	9.35		6.41			4.53
DN FOSSIL **YL** FI 5.7	50.3		f 8.19		**11.47**^{263}	9.20		6.18			**4.30**^{257}
NUGGET 3.6	56.0		8.11		11.40	9.12		6.03			4.13
ORR 3.5	59.6		8.06		11.36	9.07		5.55			4.05
SAGE 4.2	63.1		f 8.02		11.33	9.03		5.48			3.58
CARLSON 4.0	67.3		7.57		11.29	8.58		5.40			3.50
BECKWITH 6.1	71.3		7.53		11.25	8.54		5.33			3.43
PIXLEY 6.1	77.4		7.47		11.20	8.49		5.25			3.35
DN COKEVILLE CK 4.7	83.5		s 7.40		11.15	s 8.42		5.15			3.25
MARSE 3.9	88.2		7.31		11.10	8.34		5.05			3.15
BORDER 5.6	92.1		7.27		11.07	8.30		4.59			3.09
PEGRAM 5.2	97.7		f 7.21		11.02	8.24		4.51			3.01
HARER 5.1	102.9		7.14		10.57	**8.17**^{11}		4.43			2.53
DINGLE 7.0	108.0		7.08		10.52	8.09		4.35			2.45
DN-R **MONTPELIER** MX **YL** 6.3	115.0		7.00 6.50		s 10.45	8.00 7.50		4.20 3.45			2.30 1.55
PESCADERO 5.5	121.3		6.38		10.33	7.38		3.27			1.37
GEORGETOWN 5.1	126.8		6.31		10.28	7.31		3.18			1.28
CAVANAUGH 4.2	131.9		6.26		10.23	7.25		3.11			1.21
MANSON 3.9	136.1		6.22		10.19	7.20		3.05			1.15
ROSE 6.0	140.0		6.18		10.15	7.16		**2.59**^{263}			1.09
DN **SODA SPRINGS** SD 5.6	146.0		s 6.09		10.09	s 7.07		2.47			12.57
ALEXANDER 4.6	151.6		5.56		10.03	s 6.52		2.36			12.46
TALMAGE 5.6	156.2		5.50		9.58	6.45		2.25			12.35
DN BANCROFT **YL** BN 3.8	161.8		s 5.42		9.53	f 6.37		2.10			12.20
KINPORT 4.7	165.6		5.32		9.48	6.31		1.59			12.09
PEBBLE 4.5	170.3		5.27		9.43	6.25		1.51			12.01AM
BROXON 2.6	174.8		5.22		9.38	6.19		1.43			11.53PM
BLASER 2.6	177.4		5.19		9.35	6.15		1.36			11.46
DN LAVA HOT SPGS. XY 4.3	180.0		s 5.14		9.31	f 6.10		1.28			11.38
TOPAZ 6.9	184.3		5.05		9.26	6.02		1.13			11.23
DN **McCAMMON YL** MC 10.7	191.2	A 3.55AM	s 4.56	As 5.00AM	9.19	5.53	As 6.05PM	12.55	A 2.20PM	A 8.50PM	11.05
D INKOM KO 5.8	201.9	3.41	4.40	s 4.46	9.08	5.40	f 5.51	12.35	1.55	8.25	10.45
PORTNEUF 6.2	207.7	3.35	4.34	4.39	9.02	5.34	5.44				
DN-R **POCATELLO YL** H PO CA	213.9	3.25AM	4.25AM	4.30AM	8.55AM	5.25PM	5.35PM	12.10PM	1.30PM	8.00PM	10.20PM
(213.9)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
............Thru Time............ ......Average speed per hour......		(0.30) 45.4	(5.05) 42.1	(0.30) 45.4	(3.47) 56.6	(5.05) 42.1	(0.30) 45.4	(8.00) 26.7	(0.50) 27.2	(0.50) 27.2	(8.00) 26.7

BLOCK SIGNALS: Granger to Pocatello. Double Track: East Kemmerer to Fossil; Dingle to Pescadero; Blaser to Pocatello.

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

SECOND SUBDIVISION

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		FIRST CLASS 11 Passenger Daily	 105 Streamliner Passenger Daily	 17 Passenger Daily	 49 Mixed Daily	Time-Table No. 5 June 18, 1950 STATIONS	Mile Post	FIRST CLASS 12 Passenger	 106 Streamliner Passenger	 18 Passenger	 50 Mixed	
COPTWYZ		11.20PM	6.05PM	10.00AM	3.30AM	CENTRALIZED TRAFFIC CONTROL DOUBLE TRACK DN-R H-CA **POCATELLO YL** PO 10.4	213.9	A 3.55AM	A 8.45AM	A 5.05PM	A11.25PM	
151 P		11.35	6.20	10.15	f 3.45	MICHAUD 5.8	224.3	3.33	8.30	4.45	f10.58	
125 P		11.41		10.21	3.53	BANNOCK 8.4	230.1	3.28		4.40	10.48	
147 PW		s11.50	6.31	s10.32	s 4.06	DN AMERICAN FALLS AF 3.8	238.5	s 3.19	8.19	s 4.30	s10.35	
125 P		11.55PM	6.36	10.38	4.12	BORAH 7.8	242.3	3.11	8.14	4.18	10.24	
125 P		12.02AM	6.42	10.46	4.20	QUIGLEY 5.9	250.1	3.04	8.08	4.10	10.13	
125 PW		12.07	6.47	10.52	f 4.26	WAPI 3.8	256.0	2.59	8.03	4.04	f10.05	
125 P		12.10	6.50	10.55	4.30	DEWOFF 7.5	259.8	2.54	8.00	4.00	9.58	
125 P		12.16	6.56	11.02	4.37	HAWLEY 5.1	267.3	2.46	7.54	3.52	9.48	
469 COPWY		s12.25	7.01	s11.20	A 4.50AM	DN **MINIDOKA YL** RT 3.8	272.4	s 2.40	7.49	s 3.45	9.40PM	
125 P		12.29	7.05	11.25		MAX 8.1	276.2	2.30	7.44	3.34		
125 P		12.36	7.12	11.32		ADELAIDE 4.7	284.3	2.22	7.37	3.27		
125 PW		12.40	7.16	11.36		KIMAMA 6.7	289.0	2.18	7.33	3.22		
125 P		12.46	7.22	11.42		SENTER 7.8	295.7	2.11	7.27	3.15		
125 P		12.53	7.28	11.49		OWINZA 5.8	303.5	2.03	7.21	3.08		
125 P		12.58		11.54		BESSLEN 4.6	309.3	1.57		3.02		
121 P		1.02	7.36	f11.58AM		DOUBLE TRACK D DIETRICH HD 7.6	313.9	1.52	7.13	2.57		
420 COPWY		s 1.15	s 7.45	s12.15PM		DN **SHOSHONE YL** X 9.3	321.5	s 1.40	s 7.05	s 2.45		
125 P		**1.26**^{12}	7.54	12.26		TUNUPA 6.7	330.8	**1.26**^{11}	6.53	2.28		
186 PW		s 1.35	8.00	s12.37		DN GOODING GD 6.7	337.5	s 1.16	6.47	s 2.20		
125 P		1.42	8.06	12.45		FULLER 6.3	344.2	1.08	6.41	2.08		
250 PWY		s 1.50	8.11	s12.56		DN **BLISS** IS 6.8	350.5	1.02	6.36	2.00		
230 PY		1.57	8.17	1.04		DOUBLE TRACK TICESKA 9.5	357.3	12.54	6.30	1.52		
125 PWX		2.13	8.26	f 1.21		KING HILL 7.0	366.8	12.39	6.19	1.35		
COPTWY		A 2.25AM	As8.35PM	A 1.40PM		DN-R GF **GLENNS FERRY YL**	373.8	12.30AM	6.10AM	1.25PM		
						(159.9)		Daily	Daily	Daily	Daily	
		(3.05) 51.9	(2.30) 64.0	(3.40) 43.6	(1.20) 43.9	..........Thru Time.......... .....Average speed per hour.....	....	(3.25) 46.8	(2.35) 61.9	(3.40) 43.6	(1.45) 33.4	

WESTWARD

KUNA LINE

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			 257 Time Freight Daily	Time-Table No. 5 June 18, 1950 STATIONS	Mile Post	SECOND CLASS 262 Time Freight			
195 CIPWY				5.05AM	BLOCK SIGNALS DN **ORCHARD YL** OD 7.8	423.0	A10.25PM			
84 P				5.17	ELY 3.9	430.8	10.10			
105 P				5.22	OWYHEE 7.9	434.7	10.00			
77 P				5.32	MORA 4.1	442.6	9.41			
116 P				5.37	D KUNA KA 5.1	446.7	9.30			
84 P				5.44	COLLOPY 4.8	451.8	9.15			
COPTWYZ				A 6.00AM	DN-R **NAMPA YL** AU-Q-D	456.6	9.00PM			
					(33.6)		Daily			
				(0.55) 36.6	..........Thru Time.......... .....Average speed per hour.....	....	(1.25) 23.7			

On Kuna Line, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
Between Orchard and Nampa, all extra trains will run via Kuna Line unless otherwise instructed.
For conditional stops to discharge or pick up revenue passengers, see page 2.
For stations not shown on schedule pages, see page 17.

WESTWARD

THIRD SUBDIVISION

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS 257 Time Freight Daily	FIRST CLASS	 105 Streamliner Passenger Daily	 17 Passenger Daily	 11 Passenger Daily	Time-Table No. 5 June 18, 1950 STATIONS	Mile Post	FIRST CLASS 106 Streamliner Passenger	 18 Passenger	 12 Passenger		SECOND CLASS 262 Time Freight
COPTWY	3.30AM		8.35PM	1.50PM	2.35AM	BLOCK SIGNALS DOUBLE TRACK DN-R GF **GLENNS FERRY YL** 8.9	373.8	As6.10AM	A 1.15PM	A12.20AM		A11.55PM
CS115 PW	3.50		8.45	2.02	2.47	HAMMETT 10.8	382.7	5.59	f12.57	12.02AM		11.31
CS127 PY	4.20		8.59	2.20	3.05	DN REVERSE **YL** RV 8.1	393.5	5.48	12.41	11.46PM		11.11
256 PWY	4.35		9.06	s 2.35	s 3.18	DN MOUNTAIN HOME MZ 5.9	401.6	5.41	s12.30	s11.35		10.56
154 P	4.43		9.11	2.42	3.24	SEBREE 5.2	407.5	5.36	12.20	11.25		10.47
141 P	4.50		9.15	2.47	3.29	CLEFT 10.3	412.7	5.32	12.15	11.20		10.40
195 CIPWY	A 5.05AM		9.24	2.58	s 3.41	DN **ORCHARD YL** OD 7.3	423.0	5.24	12.05PM	11.10		10.25PM
78 P			9.31	3.06	3.50	LEONE 5.6	B-430.3	5.17	11.55AM	11.00		
79 P			9.36	3.13	3.56	BLACK'S CREEK 5.8	B-435.9	5.12	11.48	10.52		
78 P			9.42	3.20	4.02	SHAFER 6.7	B-441.7	5.06	11.40	10.44		
109 PWY	VIA KUNA LINE		s 9.50	3.30 3.40	4.10 4.20	DN BOISE **YL** BG 2.3	B-448.4	s 5.00	11.30 11.20	10.35 10.25		VIA KUNA LINE
P			9.53	3.45	4.30	**BOISE JCT.** 0.7	B-450.7	4.53	11.16	10.17		
35 P			9.54	3.46	4.31	PERKINS 3.2	B-451.4	4.52	11.15	10.16		
31 P			9.57	3.50	4.34	BEATTY 2.7	B-454.6	4.49	11.12	10.12		
77 P			10.00	3.53	s **4.46**^{106}	D MERIDIAN MD 3.4	B-457.3	**4.46**^{11}	11.09	10.08		
25 P			**10.03**^{12}	3.57	4.51	SONNA 7.2	B-460.7	4.43	11.05	**10.03**^{105}		
OPTWYZ	6.00AM		s10.16	4.10 4.20	5.05 5.15	DN-R **NAMPA YL** AU-Q D 4.2	456.6	s 4.36	10.55 10.45	9.48 9.38		A 9.00PM
57 P	6.06		10.20	4.26	5.20	MOSS 4.8	460.8	4.25	10.36	9.32		8.50
204 PW	6.14		10.25	s 4.38	s 5.29	DN **CALDWELL YL** CW 3.6	465.6	4.21	s10.30	s 9.26		8.42
122 P	6.19		10.28	4.43	5.33	ENROSE 3.3	469.2	4.17	10.14	9.18		8.37
139 P	6.23		10.31	s 4.49	5.36	D NOTUS U 8.3	472.5	4.14	10.11	9.15		8.33
104 P	6.34		10.38	s 5.02	5.44	DN PARMA MA 7.6	480.8	4.07	s10.03	9.08		8.22
155 PWY	6.44		10.45	s 5.14	s 5.54	DN **NYSSA YL** SY 8.4	488.4	4.00	s 9.52	s 9.00		8.12
PY	6.56			5.22	6.02	**MALHEUR JCT. YL** 1.9	496.8		9.38	8.48		8.00
444 COPY	7.01		10.56	s 5.33	s 6.10	DN **ONTARIO YL** ON 3.8	498.7	3.49	s 9.35	s 8.45		7.55
190 PW	7.08		11.02	s 5.45	s 6.20	DN **PAYETTE YL** AY 6.8	502.5	3.43	s 9.20	s 8.34		7.41
84 P	7.18		11.08	5.52	6.27	CRYSTAL 6.6	509.3	3.37	9.08	8.24		7.31
233 PWY	7.28		11.16	s 6.05	s 6.38	DN **WEISER YL** SR 6.1	515.9	3.31	s 9.00	s 8.17		7.21
77 P	7.37		11.22	6.12	6.44	EATON 3.7	522.0	3.24	8.44	8.07		7.12
115 P	7.42		11.26	6.17	6.48	COBB 8.3	525.7	3.21	8.40	8.03		7.07
116 P	7.56		11.36	6.28	6.58	ROCK ISLAND 3.1	534.0	3.12	8.30	7.54		6.53
P						**BLAKES JCT.** 1.7	537.1					
OPTWYZ	A **8.20**^{18}AM		s A11.45PM	A **6.40**^{262}PM	A 7.10AM	DN-R **YL** HU **HUNTINGTON**	538.8	3.05AM	**8.20**^{257}AM	7.45PM		**6.40**^{17}PM
						(176.3)		Daily	Daily	Daily		Daily
	(4.50) 34.1		(3.10) 55.7	(4.50) 36.5	(4.35) 38.5	..........Thru Time.......... .....Average speed per hour.....	....	(3.05) 57.2	(4.55) 35.5	(4.35) 38.5		(5.15) 31.4

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 and 18, and not less than fifteen minutes by second-class, extra trains, and yard engines.

Between Orchard and Nampa, all extra trains will run via Kuna Line unless otherwise instructed.

For conditional stops to discharge or pick up revenue passengers, see page 2.

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

Between the end of Centralized Traffic Control territory at Glenns Ferry and the end of double track at Reverse:

The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254. When necessary to provide single track operation on double track, and for operation of trains against the current of traffic, and for operation of work trains, train order authority must be obtained.

The movement of trains will be supervised by the train dispatcher, and oral and message instructions issued by him must be complied with.

When instructed by the train dispatcher to clear a train or trains, the following will govern:

No. 105 and No. 106 must be cleared not less than five minutes by first-class trains and not less than fifteen minutes by second-class, extra trains and yard engines; other first-class trains must be cleared not less than ten minutes by second-class and extra trains.

A train must not leave Glenns Ferry or Reverse until it has been ascertained whether all first-class trains due in the same direction have left.

WESTWARD FOURTH SUBDIVISION EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		SECOND CLASS		FIRST CLASS				Time-Table No. 5 June 18, 1950	Mile Post	FIRST CLASS			SECOND CLASS	
		251 Time Freight Daily	277 Time Freight Daily	33 Passenger Daily	35 Passenger Daily	29 Passenger Daily		STATIONS		36 Passenger	30 Passenger	34 Passenger	252 Time Freight	278 Stock Special
	COPTWYZ	3.15PM	3.30AM	5.15AM	1.45AM	**1.35**^{36}AM	BLOCK SIGNALS	DN-R **POCATELLO** YL H CA PO 2.8	133.9	A **1.35**^{29}AM	A 2.55AM	A 4.45PM	A 9.00PM	A11.00AM
	P	3.30	3.45	5.25	1.57	1.45		**MONTANA JCT.** 3.7	136.7	1.16	2.30	4.28	8.03	10.33
129	P	3.36	3.51	f 5.29	2.02	1.49		TYHEE 5.3	140.4	1.12	2.20	f 4.24	7.56	10.26
72	PW	3.44	3.59	s 5.37	**2.10**^{30}	f 1.55		D **FORT HALL** FH 5.3	145.7	1.05	**2.10**^{35}	s 4.17	7.48	10.18
74	P	**4.08**^{34}	4.08	f 5.43	2.17	**2.02**^{30}		GIBSON 7.1	151.0	12.58	**2.02**^{29}	f **4.08**^{251}	7.40	10.10
ES 95 WS 82	CPWY	4.20	4.20	s 6.08	s 2.30	s 2.20		DN **BLACKFOOT** YL BF 5.9	158.1	s12.50	s 1.53	s 4.00	7.25	9.55
74	P	4.30	4.30	f 6.16	2.37	2.27		WAPELLO 5.4	164.0	12.34	1.40	f 3.46	7.10	9.40
74	PW	4.38	4.38	s 6.24	2.44	f 2.34		D FIRTH FR 0.4	169.4	12.27	1.35	s 3.39	7.00	9.30
	PY							**GOSHEN JCT.** 5.7	169.8					
105	P	4.48	4.48	s 6.34	f 2.52	f 2.42		DN SHELLEY SY 3.8	175.5	f12.19	s 1.28	s 3.30	6.50	9.20
73	P	4.54	4.54	f 6.39	2.57	2.47		COTTON 3.8	179.3	12.13	1.22	f 3.23	6.43	9.13
99	P	5.00	5.00	6.43	3.01	2.51		BACH YL 1.4	183.1	12.09	1.18	3.19	6.35	9.05
	COPTWYZ	5.25	6.10	A 7.00AM	A 3.15AM	s 3.10		DN-R **IDAHO FALLS** YL AX 6.7	184.5	12.05AM	s 1.15	3.15PM	6.30	9.00
53	P	**5.45**^{252}	6.30			f 3.23		PAYNE 5.3	191.2		f12.56		**5.45**^{251}	7.50
53	P	5.53	6.40			f 3.29		BASSETT 5.5	196.5		f12.50		5.30	7.40
57	PW	6.02	6.50			s 3.38		D ROBERTS AR 5.0	202.0		s12.43		5.20	7.30
55	P	6.11	7.00			3.45		TENNO 5.1	207.0		12.35		5.10	7.20
51	P	6.20	**7.10**^{278}			3.51		HAWGOOD 5.4	212.1		12.29		5.00	**7.10**^{277}
53	P	6.29	7.20			s 3.58		HAMER 5.6	217.5		s12.23		4.50	6.55
52	PY	6.39	7.32			s 4.06		CAMAS 5.1	223.1		s12.15		4.40	6.45
50	P	6.48	7.45			4.13		JONES 6.7	228.2		12.09		4.28	6.33
ES 51 WS 63	CPWY	7.15	8.20			s 4.32		DN DUBOIS YL BO 8.0	234.9		s12.01AM		4.15	6.20
52	P	7.33	8.38			4.43		HIGHBRIDGE 5.6	242.9		11.45PM		3.50	5.55
54	PW	7.45	8.50			s 4.53	Block Signals	D SPENCER RC 9.5	248.5		s11.37		3.35	5.40
ES 55 WS 58	PW	8.11	9.16			s **5.12**^{278}		HUMPHREY 6.7	258.0		s11.18		3.10	**5.12**^{29}
65	PY	8.30	9.35			s 5.25		D MONIDA MO 8.1	264.7		s11.08		2.50	4.45
54	PW	8.47	9.52			f 5.37		SNOWLINE 7.1	272.8		f10.55		2.30	4.25
	COPTWY	**9.15**^{30} **10.35**	10.15AM 12.15PM			5.55 6.05		DN-R **LIMA** YL RD 8.1	279.9		**10.45**^{251} **10.35**		2.00 1.00	4.00 3.00
52	P	10.55	**12.35**^{252}			s 6.17		D DELL DE 6.0	288.0		s10.20		**12.35**^{277}	2.15
53	P	11.07	12.50			f 6.25		KIDD 13.0	294.0		f10.11		12.20PM	2.00
80	P	11.29	1.12			s 6.47		D ARMSTEAD AD 5.9	307.0		s 9.55		11.50AM	1.30
51	P	11.43	1.27			f 6.56		GRAYLING 7.5	312.9		f 9.40		11.35	1.15
68	P	11.58PM	1.42			f 7.06		BARRATTS 7.6	320.4		f 9.29		11.20	1.00
69	CPW	**12.40**^{278}AM	3.00			s 7.16		DN DILLON YL DN 6.4	328.0		s 9.18		11.00	**12.40**^{251}
39	P	12.55	3.13			f 7.31		BOND 5.9	334.4		f 9.01		10.16	12.15
48	P	1.11	3.30			f 7.39		APEX 8.4	340.3		f 8.53		10.05	12.05AM
51	PY	1.40	3.55			f 7.55		NAVY 10.2	348.7		f 8.37		9.47	11.47PM
65	CPW	2.10	4.25			s 8.10		D MELROSE VI 6.0	358.9		s 8.22		9.25	11.25
41	P	2.30	4.45			f 8.20		QUINN 5.2	364.9		f 8.05		9.05	11.06
42	P	2.45	5.00			s 8.29		D DIVIDE J 4.2	370.1		s 7.55		8.52	10.53
69	P	2.55	5.10			f **8.38**^{252}		WOODIN 6.4	374.3		f 7.47		**8.38**^{29}	10.42
23	P	3.15	5.30			f 8.50		FEELY 3.9	380.7		f 7.37		7.57	10.27
52	P	3.26	5.42			f 8.58		BUXTON 5.4	384.6		f 7.29		7.45	10.15
	PWY	A 4.00AM	A 6.00PM			A s 9.10AM		DN-R **SILVER BOW** YL SB 7.0	390.0		s 7.20PM		7.30AM	10.00PM
Between Silver Bow and Butte, trains will be governed by time-table and rules of Northern Pacific Ry. Time shown at Butte is for information only.														
		A 5.00 AM	A 9.00 PM			A 9.30 AM		DN **BUTTE** YL BY (263.1)	397.0		7.00 PM		7.00 AM	9.30 PM
										Daily	Daily	Daily	Daily	Daily
		(13.45) 19.1	(17.30) 15.0	(1.45) 28.9	(1.30) 33.7	(7.55) 33.2		.........Thru Time......... ....Average speed per hour....		(1.30) 33.7	(7.55) 33.2	(1.30) 33.7	(14.00) 18.8	(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

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 5 June 18, 1950 STATIONS	Mile Post
	CPTWZ	DN-R **KEMMERER** YL Z 1.0	0.0
		NO. KEMMERER JCT. YL 1.4	1.0
		NO. KEMMERER YL 2.7	2.4
		PHOSPHATE YL 4.1	5.1
22		**QUEALY** YL	9.2
		(9.2)	

WESTWARD CUMBERLAND BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 5 June 18, 1950 STATIONS	Mile Post
WS 71 ES 70	PY	**MOYER JCT.** YL 4.8	0.0
53		**GLENCOE JCT.** YL 4.5	4.8
		BLAZON JCT. 3.7	9.3
16		**MINE NO. 8** YL	13.0
		(13.0)	

WESTWARD ELKOL BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 5 June 18, 1950 STATIONS	Mile Post
53	**GLENCOE JCT.** YL 3.9	0.0
	ELKOL	3.9
	(3.9)	

WESTWARD GLENCOE BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 5 June 18, 1950 STATIONS	Mile Post
53	**GLENCOE JCT.** 1.9	0.0
59	**GLENCOE**	1.9
	(1.9)	

WESTWARD BLAZON BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 5 June 18, 1950 STATIONS	Mile Post
	BLAZON JCT. 1.4	0.0
	RADIANT	1.4
	(1.4)	

WESTWARD CONDA BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 5 June 18, 1950 STATIONS	Mile Post
186	PWY	DN **SODA SPRINGS** SD 2.8	0.0
6		FORMATION (Spur) 2.8	2.8
6		PANTING 1.4	5.6
19	Y	**CONDA**	7.0
		(7.0)	

WESTWARD GRACE BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 5 June 18, 1950 STATIONS	Mile Post
113	PW	**ALEXANDER** YL 6.0	0.0
16		D **GRACE** GA	6.0
		(6.0)	

WESTWARD GAY BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 5 June 18, 1950 STATIONS	Mile Post
73	PW	D **FORT HALL** FH 9.1	0.0
42		M.P. 9.1 11.7	9.1
132	YZ	**GAY**	20.8
		(20.8)	

WESTWARD GOSHEN BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 5 June 18, 1950 STATIONS	Mile Post
	PY	**GOSHEN JCT.** 4.8	0.0
19		GOSHEN 5.8	4.8
22		GERRARD 1.8	10.6
11		INDIAN 2.8	12.4
14		HACKMAN 6.4	15.2
	P	**LINCOLN JCT.**	21.6
		(21.6)	

WESTWARD ANNIS BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 5 June 18, 1950 STATIONS	Mile Post
	ANNIS JCT. 0.5	0.0
4	GRAYS (Spur) 2.1	0.5
7	**ANNIS** (Spur)	2.6
	(2.6)	

WESTWARD GARDNER BRANCH EASTWARD

Car capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 5 June 18, 1950 STATIONS	Mile Post
	GARDNER JCT. 3.2	0.0
23	PETERSON 0.2	3.2
	END OF TRACK	3.4
	(3.4)	

WESTWARD THOMAS BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 5 June 18, 1950 STATIONS	Mile Post
	THOMAS JCT. 4.4	0.0
12	THOMAS (Spur) 0.2	4.4
	END OF TRACK	4.6
	(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 2.	SECOND CLASS		FIRST CLASS		Time-Table No. 5 June 18, 1950	Mile Post	FIRST CLASS		SECOND CLASS	
	477	491	33	35			34	36	492	478
	Local Freight	Mixed	Passenger	Passenger			Passenger	Passenger	Mixed	Local Freight
	Daily Except Sunday	Daily Except Sunday	Daily	Daily	STATION					
COPTWYZ	9.15AM	7.55AM	7.20AM	3.30AM	DN-R **IDAHO FALLS YL** AK	0.0	A 2.50PM	A11.45PM	A 2.00PM	A 8.00PM
17 PY	9.25	Af8.05AM	7.26	3.36	3.0 **ORVIN YL**	3.0	2.33	11.35	f 1.50	7.10
60 PW	9.40		s 7.34	3.42	4.6 D **UCON** UN	7.6	s 2.25	11.28	1.40PM	7.00
54 P	10.05		s 7.45	s 3.53	6.2 D RIGBY RG	13.8	s 2.15	s11.18	Via West Belt Branch	6.45
36 W	10.20		f 7.51	3.59	4.3 LORENZO	18.1	s 2.08	11.08		5.45
27 P	10.40		s 7.56	4.03	2.6 THORNTON	20.7	s 2.03	11.04		5.35
67 P	11.10		s 8.06	s 4.13	5.3 D REXBURG RX	26.0	s 1.55	s10.56		5.15
51 P	11.25		s 8.13	4.18	3.8 D SUGAR CITY SC	29.8	s 1.48	10.45		4.15
36 PY					1.1 HART	30.9				
118 PWY	11.40AM		s 8.25	s 4.30	5.9 D **ST. ANTHONY YL** SH	36.8	s 1.38	s10.34	A10.50AM	3.50
P					1.5 **BELT YL**	38.3			10.40AM	
43 P	12.05PM		f 8.35	4.38	4.5 CHESTER	42.8	s 1.27	10.22		2.45
46 COPWY	A12.30PM		A 8.55AM	s 5.10	8.2 DN-R **ASHTON YL** HN	51.0	1.15PM	s10.10		2.30PM
					1.5 INGLING	52.5		9.55		
28 P				f 5.27	5.7 WARM RIVER	58.2		f 9.35		
15 P				f 5.53	8.7 GERRIT	66.9		f 9.07		
22				f 6.09	8.8 ECCLES	75.7		f 8.52		
15 P				f 6.19	4.9 ISLAND PARK	80.6		f 8.43		
29 P				s 6.30	4.8 TRUDE	85.4		s 8.34		
26 PWY				s 6.44	5.3 BIG SPRINGS	90.7		s 8.20		
22 PY				7.01	6.5 REAS PASS	97.2		f 7.55		
29 COPWY				A 7.30AM	9.9 D-R **WEST YELLOWSTONE YL** WS	107.1		7.30PM		
					(107.1)		Daily	Daily	Daily Except Sunday	Daily Except Sunday
	(3.15) 15.7	(0.10) 18.0	(1.35) 32.2	(4.00) 26.8	............Thru Time........ ....Average speed per hour....		(1.35) 32.2	(4.15) 25.2	(3.20) 14.3	(5.30) 9.3

WESTWARD TETON VALLEY BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	FIRST CLASS	Time-Table No. 5 June 18, 1950	Mile Post	FIRST CLASS	SECOND CLASS
	481	47			48	482
	Local Freight	Passenger			Passenger	Local Freight
	Monday Wednesday Friday	Daily	STATIONS			
46 COPWY	7.00AM	5.20AM	DN-R **ASHTON YL** HN	0.0	A 9.55PM	A 1.20PM
19	7.10	f 5.24	1.8 MARYSVILLE **YL**	1.8	f 9.45	12.50
33	7.25	f 5.32	4.2 GRAINVILLE	6.0	f 9.37	12.35
19 PW	7.40	s 5.38	2.6 D DRUMMOND MD	8.6	s 9.32	12.25
11	7.55	f 5.46	4.2 FRANCE	12.8	f 9.24	12.05PM
33 P	8.05	s 5.53	3.0 LAMONT	15.8	s 9.18	11.55AM
20	8.38	s 6.17	10.5 FELT	26.3	s 8.55	11.20
22 PWY	8.53	s 6.27	4.0 D TETONIA NA	30.3	s 8.47	11.05
		f 6.32	2.4 DWIGHT	32.7	f 8.41	
31	9.12	s 6.42	4.5 D DRIGGS DI	37.2	s 8.33	10.40
19 PWY	A 9.35AM	A 7.00AM	8.4 D-R **VICTOR YL** VR	45.6	8.15PM	10.00AM
			(45.6)		Daily	Monday Wednesday Friday
	(2.35) 17.6	(1.40) 27.3	..........Thru Time............... ....Average speed per hour........		(1.40) 27.3	(3.20) 13.7

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

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 5 June 18, 1950	Mile Post	SECOND CLASS	
	421	409			422	410
	Mixed	Mixed			Mixed	Mixed
	Daily Except Sunday	Daily Except Sunday	STATIONS			
CPWY	8.15AM	7.30AM	DN-R **BLACKFOOT YL** BF	0.0	A 2.20PM	A 3.55PM
			2.6 **GARDNER JCT.**	2.6		
9	f 8.25	f 7.42	1.7 CLARKSON	4.3	f 2.00	f 3.42
30	f 8.30	f 7.47	1.4 MORELAND	5.7	f 1.55	f 3.37
			0.2 **THOMAS JCT.**	5.9		
P	A 8.35AM	f 7.51	1.2 **ABERDEEN JCT. YL**	7.1	1.45PM	f 3.33
32 PW		f 8.24	13.0 TABER	20.1		f 3.00
20 PY		f 9.15	19.6 **SCOVILLE**	39.7		f 2.10
37 PWY		s10.05	19.4 D ARCO **YL** RO	59.1		s 1.20
21 P		s10.27	7.6 MOORE	66.7		s12.48
10		s10.45	5.9 DARLINGTON	72.6		s12.30
5		s11.00	4.7 LESLIE	77.3		s12.15PM
68 PWY		A11.25AM	8.0 D-R **MACKAY YL** MY	85.3		11.50AM
			(85.3)		Daily Except Sunday	Daily Except Sunday
	(0.20) 21.3	(3.55) 21.7	..........Thru Time.......... ..Average speed per hour......		(0.35) 12.2	(4.05) 20.9

WESTWARD ABERDEEN BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 5 June 18, 1950	Mile Post	SECOND CLASS
	421			422
	Mixed			Mixed
	Daily Except Sunday	STATIONS		
P	8.35AM	**ABERDEEN JCT. YL**	0.0	A 1.45PM
32	f 8.48	4.3 ROCKFORD	4.3	f 1.30
17	f 8.53	1.6 LIBERTY	5.9	f 1.20
29 P	s 9.13	4.3 D PINGREE PG	10.2	f12.58
31 P	f 9.33	6.3 SPRINGFIELD	16.5	f12.40
17 P	s 9.50	3.2 STERLING	19.7	s12.25PM
32 PWY	A10.25AM	8.5 D-R **ABERDEEN YL** BN	28.2	11.50AM
		(28.2)		Daily Except Sunday
	(1.50) 15.4	............Thru Time........ ....Average speed per hour....		(1.55) 14.7

WESTWARD WEST BELT BRANCH EASTWARD

Car capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 5 June 18, 1950	Mile Post	SECOND CLASS
			492
			Mixed
	STATIONS		
60 PW	D-R **UCON** UN	0.0	A 1.40PM
21 P	8.8 LEWISVILLE	8.8	f 1.10
50 P	1.7 D MENAN MN	10.5	s 1.00
	1.0 **ANNIS JCT.**	11.5	
52 PW	13.5 PLANO	25.0	f12.12
18	1.7 EDMONDS	26.7	f12.05PM
11 P	2.6 EGIN	29.3	f11.56AM
30	2.3 HEMAN	31.6	f11.46
14 P	1.9 PARKER	33.5	f11.40
118 PWY	5.2 D-R **ST. ANTHONY YL** SH	38.7	11.15AM
	(38.7)		Daily Except Sunday
	............Thru Time................ ....Average speed per hour........		(2.25) 16.0

WESTWARD EAST BELT BRANCH EASTWARD

Car capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 5 June 18, 1950	Mile Post
	491		
	Mixed		
	Daily Except Sunday	STATIONS	
17 PY	8.05AM	**ORVIN**	0.0
21	f 8.15	2.3 LINCOLN	2.3
P		0.8 **LINCOLN JCT.**	3.1
46 P	s 8.27	2.6 IONA	5.7
21 PW	s 9.05	10.7 D RIRIE RK	16.4
13 P	f 9.18	5.0 BYRNE	21.4
11 P	f 9.30	4.2 JENSON	25.6
23 P	f 9.40	2.6 WALKER	28.2
40 P	f 9.52	4.2 PARKINSON	32.4
10 P	f 9.58	1.9 MOODY	34.3
12 P	s10.20	3.8 D NEWDALE NE	38.1
P	A10.40AM	6.3 **BELT YL**	44.4
		(44.4)	
	(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. 5 June 18, 1950			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
		Daily Except Sunday	Daily Except Sunday	Daily	Daily		STATIONS						
469	CPWY	12.30PM	3.00AM	4.10PM	5.10AM	DN-R	**MINIDOKA YL** 8.2	RT	0.0	A 3.20PM	A 9.20PM	A11.00AM	A 1.30AM
75	P	12.45	3.17	f 4.25	f 5.23		ACEQUIA 5.3		8.2	f 2.55	f 8.59	10.35	11.10PM
206	PWY	1.00	3.40	s 4.40	s 5.45	DN-R	**RUPERT YL** 6.1	MS	13.5	s 2.45	s 8.50	10.20	10.55
32	P	1.11	3.52	s 4.48	s 5.53		HEYBURN 2.1		19.6	s 2.30	f 8.35	10.05	10.40
94	OPWY	1.25	4.10	s 5.00	s 6.13	DN	**BURLEY YL** 4.1	BU	21.7	s 2.25	s 8.30	10.00	10.35
76	P	1.35	4.20	f 5.08	f 6.21		STARRH'S FERRY 7.7		25.8	f 2.12	f 8.12	9.45	10.15
58	P	**2.00** 574	4.35	f 5.19	f 6.31		MILNER 7.9		33.5	f **2.00** 439	f 8.00	9.30	10.00
73	PW	2.15	4.50	s 5.33	s 6.44	D	MURTAUGH 3.7	MU	41.4	s 1.45	s 7.47	9.15	9.45
53	P	2.25	4.59	5.39	6.50		BICKEL 3.9		45.1	1.37	7.39	9.05	9.35
30							BILLS 0.7		49.0				
41	P	2.40	5.10	s 5.48	s 6.58	D	HANSEN 3.6	NS	49.7	s 1.29	s 7.32	8.55	9.25
60	P	2.53	5.18	s 5.57	s 7.06	D	KIMBERLY 3.1	KY	53.3	s 1.18	s 7.22	8.45	9.15
29	P			6.02	7.11		McMILLAN **YL** 2 5		56.4				
	COPWYZ	A 4.00PM	A 7.00AM	6.10 6.25	7.20 7.40	DN-R	**TWIN FALLS YL** 4.4	NA	58.9	1.05 12.50	7.10 6.55	8.30AM	9.00PM
42				f 6.35	f 7.47		CURRY 2.6		63.3	f12.40	f 6.46		
60	P			s **6.41** 50	s 7.52	D	FILER 2.6	FR	65.9	s12.35	s **6.41** 573		
45				f 6.47	f 7.56		PEAVEY 2.8		68.5	f12.28	f 6.35		
41				f 6.52	f 8.00		CEDAR 2.5		71.3	f12.24	f 6.30		
	OPWY			A 7.00PM	A 8.10AM	DN-R	**BUHL YL**	BO	73.8	12.20PM	6.25PM		
							(73.8)			Daily	Daily	Daily Except Sunday	Daily Except Sunday
		(3.30) 16.8	(4.00) 14.7	(2.50) 26.0	(3.00) 24.6		................Thru Time................ ....Average speed per hour..........			(3.00) 24.6	(2.55) 25.3	(2.30) 23.6	(4.30) 13.1

WESTWARD OAKLEY BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.			Time-Table No. 5 June 18, 1950			Mile Post	
				STATIONS			
94	OPWY		DN-R	**BURLEY YL** 4.3	BU	0.0	
30				BEETVILLE 0.9		4.3	
25				PELLA 11.1		5.2	
25				TROUT 1.5		16.3	
60				MARION 4.0		17.8	
20	Y		D-R	**OAKLEY**	OA	21.8	
				(21.8)			

WESTWARD RAFT RIVER BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.			Time-Table No. 5 June 18, 1950			Mile Post	
				STATIONS			
94	OPWY		DN-R	**BURLEY YL** 4.7	BU	0.0	
16				EVANS 4.4		4.7	
16				DECLO 0.5		9.1	
				END OF TRACK		9.6	
				(9.6)			

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

Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.

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

WESTWARD NORTH SIDE BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.			SECOND CLASS			Time-Table No. 5 June 18, 1950			Mile Post	SECOND CLASS			
			471	473	465					466	472	474	
			Local Freight	Local Freight	Mixed					Mixed	Local Freight	Local Freight	
			Daily Except Sunday	Daily Except Sunday	Daily Except Sunday		STATIONS						
206	PWY		9.00PM		5.55AM	DN-R	**RUPERT YL** 4.4	MS	0.0	A 1.55PM	A 8.00PM		
34	P						MYERS **YL** 1.5		4.4				
73	P		9.35		s 6.07	D	PAUL **YL** 2.0	DJ	5.9	s 12.35	7.30		
20					f 6.11		BUDGE 8.0		7.9	f 12.26			
54			10.05		f 6.27		SCHODDE 3.9		15.9	f 12.10	6.40		
21					f 6.36		McHENRY 4.2		19.8	f 12.02PM			
22			11.01		s 6.46	D	HAZELTON 4.1	AZ	24.0	s 11.55AM	6.10		
63	W		11.45PM		s 6.56	D	EDEN 6.7	DX	28.1	s 11.45	5.40		
54			12.10AM		f 7.11		PERRINE 5.8		34.8	f 11.28	5.00		
27					f 7.24		FALLS CITY 7.3		40.6	f 11.17			
54	CWY		A 1.00AM	7.00PM	s 7.50	DN	JEROME **YL** 8.8	JO	47.9	s 11.01	4.00PM	A12.01AM	
54				8.00	s 8.10	D	WENDELL 9.5	ND	56.7	s 10.36		11.30PM	
54				8.30	s 8.30		TUTTLE 7.4		66.2	s 10.15		10.55	
250	PWY			A 9.30PM	A 8.45AM	DN-R	**BLISS YL**	IS	73.6	10.00AM		10.30PM	
							(73.6)			Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	
			(4.00) 12.0	(2.30) 10.3	(2.50) 26.0		...............Thru Time............... ....Average speed per hour..........			(3.55) 18.8	(4.00) 12.0	(1.31) 17.0	

WESTWARD WELLS BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		SECOND CLASS				Time-Table No. 5 June 18, 1950			Mile Post	SECOND CLASS			
					439					440			
					Mixed					Mixed			
					Daily Except Sunday		STATIONS						
	COPWYZ				7.00PM	DN-R	**TWIN FALLS YL** 10.9	NA	0.0	A 8.00AM			
31					f 7.25		BERGER 8.5		10.9	f 7.15			
31					s 7.45		HOLLISTER 9.4		19.4	s 6.55			
21	PWY				s 8.10	D	ROGERSON 9.9	RG	28.8	s 6.30			
38					f 8.35		METEOR 11.4		38.7	f 6.03			
34					f 9.05		IDAVADA 6.0		50.1	f 5.36			
34	PW				f 9.19		DELAPLAIN 4.6		56.1	f 5.22			
34					f 9.35		SAN JACINTO 8.1		60.7	f 5.12			
34	P				s 9.55	D	CONTACT 6.3	CN	68.8	s 4.55			
33	CPW				f10.10		HENRY 5.8		75.1	f 4.38			
34					f10.25		HUBBARD 5.8		80.9	f 4.26			
33					f10.40		SHORES 6.9		86.7	f 4.14			
48	PWY				f11.00		WILKINS 3.7		93.6	f 3.59			
37					f11.10		HERRELL 5.2		97.3	f 3.49			
44	PY				s11.30		SUMMER CAMP 6.4		102.5	s 3.33			
44					f11.50PM		MELANDCO 7.2		108.9	f 3.04			
35					f12.05AM		TOWN CREEK 7.3		116.1	f 2.47			
	PWY				A12.30AM	DN-R	**WELLS YL**	HU	123.4	2.30AM			
							(123.4)			Daily Except Monday			
					(5.30) 22.4		................Thru Time................ ....Average speed per hour..........			(5.30) 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 441 Mixed Daily Except Sunday		Time-Table No. 5 June 18, 1950 STATIONS		Mile Post	SECOND CLASS 442 Mixed
420	COPWY	6.00AM	DN-R	**SHOSHONE YL**	X	0.0	A12.45PM
39	PWY	s 6.35	D-R	15.3 **RICHFIELD YL**	FK	15.3	s12.05PM
29		f 6.50		6.4 PAGARI		21.7	f11.45AM
27		f 7.10		8.0 TIKURA		29.7	f11.25
59	PW	s 7.30	D	7.6 PICABO	XN	37.3	s11.05
30		s 8.05	D	14.8 BELLEVUE	V	52.1	s10.25
17	W	s 8.16	D	5.1 HAILEY	RI	57.2	s10.05
33	WY	A 8.45AM	D-R	12.2 **KETCHUM YL**	KU	69.4	9.30AM
				(69.4)			Daily Except Sunday
		(2.45)		Thru Time			(3.15)
		25.2		Average speed per hour			21.4

WESTWARD HILL CITY BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.			Time-Table No. 5 June 18, 1950 STATIONS		Mile Post
39	PWY	D-R	**RICHFIELD YL**	FK	0.0
30			9.4 BURMAH		9.4
42	P		12.1 MAGIC		21.5
31			9.7 MACON		31.2
31	P		2.8 BLAINE		34.0
17			5.7 SELBY		39.7
43	PW	D	4.1 FAIRFIELD	FD	43.8
32			7.9 CORRAL		51.7
57	WY	D-R	6.1 **HILL CITY YL**	HC	57.8
			(57.8)		

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.			Time Table No. 5 June 18, 1950 STATIONS		Mile Post
	P		**BLAKES JCT**		0.0
34	PT	D-R	32.9 **ROBINETTE YL**	RQ	32.9
			(32.9)		

WESTWARD HOMEDALE BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.			Time Table No. 5 June 18, 1950 STATIONS		Mile Post
155	PWY	D-R	**NYSSA YL**	SY	0.0
19			8.1 OVERSTREET		8.1
20			2.5 ADRIAN		10.6
32			6.3 NAPTON		16.9
54	PWY	D-R	7.5 HOMEDALE	HR	24.4
19			6.6 CLAYTONIA		31.0
19	OPY	D-R	2.1 **MARSING YL**	MR	33.1
			(33.1)		

WESTWARD PAYETTE BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		SECOND CLASS 483 Mixed Daily Except Sunday		Time Table No. 5 June 18, 1950 STATIONS		Mile Post	SECOND CLASS 484 Mixed
190	OPW	7.00AM	DN-R	**PAYETTE YL**	AY	0.0	A 2.45PM
20		f 7.10		3.9 EIFFIE		3.9	f 2.30
43	P	s 7.30	D	1.2 FRUITLAND	FU	5.1	s 2.25
20		f 7.40		1.7 BUCKINGHAM		6.8	f 2.06
33	P	s 8.00	D	4.3 NEW PLYMOUTH	NP	11.1	s 1.55
13		f 8.27		10.5 LETHA		21.6	f 1.23
96	PWY	A 8.50AM	D-R	8.1 **EMMETT YL**	MF	29.7	1.00PM
				(29.7)			Daily Except Sunday
		(1.50)		Thru Time			(1.45)
		16.2		Average speed per hour			16.8

WESTWARD WILDER BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.			Time Table No. 5 June 18, 1950 STATIONS		Mile Post
204	W	DN-R	**CALDWELL YL**	CW	0.0
40			2.5 SIMPLOT **YL**		2.5
21			1.2 SHELP **YL**		3.7
32			1.4 DOLES **YL**		5.1
43		R	6.4 **WILDER**		11.5
			(11.5)		

WESTWARD STODDARD BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.			Time-Table No. 5 June 18, 1950 STATIONS		Mile Post
	OPTWYZ	DN-R	**NAMPA YL**	D AU-Q	0.0
20			4.4 DEAL		4.4
46			4.5 BOWMONT		8.9
28			5.7 MELBA		14.6
60			2.5 STODDARD		17.1
			2.9 **END OF TRACK**		20.0
			(20.0)		

WESTWARD BOISE BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.			Time-Table No. 5 June 18, 1950 STATIONS		Mile Post
	P		**BOISE JCT.**		0.0
22			1.1 FAIR GROUNDS **YL**		1.1
	PTWZ	D-R	2.1 BOISE FREIGHT **YL**	BD	3.2
			5.2 **BARBER**		8.4
			(8.4)		

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 IDAHO NORTHERN BRANCH Eastward

Car Capacity of Sidings etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 5	Mile Post	SECOND CLASS
	485 Mixed	June 18, 1950		486 Mixed
	Daily Except Sunday	STATIONS		
OPTWYZ	8.30AM	D DN-R **NAMPA YL** AU-Q	0.0	A 4.30PM
		0.7 **IDA. NOR. JCT. YL**	0.7	
25	f 8.40	1.7 FISCHER	2.4	4.25
14	s 9.00	6.9 MIDDLETON	9.3	s 4.05
15	f 9.20	9.6 JENNESS	18.9	f 3.40
96 PWY	s10.20	8.1 D-R **EMMETT YL** MF	27.0	s 3.10
42	f10.40	4.8 PLAZA	31.8	f 2.35
43 P	s11.20	9.3 MONTOUR	41.1	s 1.55
32 P	s11.55AM	8.6 D HORSESHOE BEND **YL** HB	49.7	s 1.30
32	486 f12.40PM	5.4 GARDENA	55.1	485 f12.40
35 OPTW	s 1.30	9.0 D BANKS **YL** AB	64.1	s12.05PM
25 PW	f 2.20	11.3 BIG EDDY	75.4	f10.55AM
31 PWY	s 3.00	7.6 SMITHS FERRY **YL**	83.0	s10.25
15 P	f 3.35	9.7 CABARTON	92.7	f 9.50
32 W	f 3.45	2.8 BELVIDERE	95.5	f 9.40
32 PY	s 4.30	3.7 D CASCADE **YL** CD	99.2	s 9.30
31	f 5.00	11.8 ARLING	111.0	f 8.00
33 W	s 5.30	8.4 D DONNELLY FY	119.4	s 7.35
14	f 5.45	5.3 NORWOOD	124.7	f 7.22
53 OPWY	A 6.15PM	8.1 D-R **McCALL YL** NE	132.8	7.00AM
		(132.8)		Daily Except Sunday
	(9.45) 13.6	............Thru Time........ ....Average speed per hour....		(9.30) 14.0

Westward NEW MEADOWS BRANCH Eastward

Car Capacity of sidings, etc., See Rule 6(A), See Page 23.	FIRST CLASS	Time-Table No. 5	Mile Post	FIRST CLASS
	557 Motor Passenger	June 18, 1950		558 Motor Passenger
	Daily Except Sunday	STATIONS		
233 OP TWY	9.20AM	DN-R **WEISER YL** SR	0.0	A 4.50PM
12	9.33	6.0 REBECCA	6.0	4.35
48	f10.00	13.1 CONCRETE	19.1	f 4.05
26 P	s10.32	12.7 D MIDVALE MI	31.8	s 3.33
35 P	s10.56	8.7 D CAMBRIDGE RA	40.5	s 3.13
3 W	s11.19	9.3 GOODRICH	49.8	s 2.51
18	f11.35	6.8 MESA	56.6	f 2.35
42 OPWY	s11.44	3.6 D-R COUNCIL **YL** CN	60.2	s 2.27
7	f11.47AM	1.4 HOOVER **YL**	61.6	f 2.19
6	f12.10PM	10.4 GLENDALE	72.0	f 1.50
15	f12.32	8.0 WOODLAND	80.0	f 1.34
43	f12.42	4.1 RUBICON **YL**	84.1	f 1.24
146 PWY	A 1.00PM	5.6 D-R **NEW MEADOWS YL** DS	89.7	1.10PM
		(89.7)		Daily Except Sunday
	(3.40) 24.5	............Thru Time........ ....Average speed per hour....		(3.40) 24.5

WESTWARD OREGON EASTERN BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 5	Mile Post	SECOND CLASS	
	493 Mixed	459 Mixed	June 18, 1950		460 Mixed	494 Mixed
	Tuesday Thursday Saturday	Daily Except Sunday	STATIONS			
444 COP WY	11.15AM	10.15AM	DN-R **ONTARIO YL** ON	0.0	A 4.00PM	A 4.15PM
PY	11.25	f10.25	1.9 **MALHEUR JCT. YL**	1.9	3.40	4.00
38	f11.40	f10.40	5.0 LUSE	6.9	f 3.25	f 3.47
24	f11.50AM	f10.50	3.1 MALLETT	10.0	f 3.15	f 3.39
134 PWY	A12.05PM	s11.10	5.5 D-R **VALE YL** VA	15.5	s 3.00	3.25PM
46		f11.35AM	8.0 HOPE	23.5	f 2.20	
52		f12.05PM	11.3 LITTLE VALLEY	34.8	f 1.50	
53 P		s12.30	7.2 HARPER	42.0	s 1.25	
50		460 f12.55	9.2 NAMORF	51.2	459 f12.55	
27		f 1.22	11.0 JONESBORO	62.2	f12.28PM	
53 PWY		s 1.55	11.4 D JUNTURA JN	73.6	s11.50AM	
50		f 2.40	13.0 LONG	86.6	f11.10	
49 PW		s 3.05	6.1 RIVERSIDE	92.7	s10.50	
31		f 3.30	10.1 DUNNEAN	102.8	f10.25	
32 PW		f 3.55	7.4 VENATOR	110.2	f10.05	
32		f 4.15	7.7 CIRCLE BAR	117.9	f 9.45	
31 PW		s 4.45	8.7 CRANE	126.6	s 9.15	
31		f 5.35	16.9 REDESS	143.5	f 8.32	
23 OP WYZ		A 6.15PM	13.3 D-R **BURNS YL** BR	156.8	8.00AM	
			(156.8)		Daily Except Sunday	Tuesday Thursday Saturday
	(0.50) 18.6	(8.00) 19.6	............Thru Time........ ....Average speed per hour....		(8.00) 19.6	(0.50) 18.6

WESTWARD BROGAN BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 5	Mile Post	SECOND CLASS	
		493 Mixed	June 18, 1950		494 Mixed	
		Tuesday Thursday Saturday	STATIONS			
134 PWY		12.30PM	D-R **VALE YL** VA	0.0	A 3.15PM	
29		f 1.22	17.3 JAMIESON	17.3	f 2.20	
31 PWY		A 1.45PM	6.0 **BROGAN YL**	23.3	2.00PM	
			(23.3)		Tuesday Thursday Saturday	
		(1.15) 18.6	.......Thru Time............ ....Average speed per hour....		(1.15) 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
First Subdivision			
Leefe....................	64.8	Spur 2.4 Mi. Y	Both
Onyx.....................	197.5	14 P	West
Inkom Ballast Quarry....	202.9	140 P	East
Second Subdivision			
Don......................	219.6	43 PX	Both
Schiller..................	226.5	11	Both
Coates....................	369.5	8 P	West
Sand Bank...............	370.9	42 PX	Both
Third Subdivision			
Hillcrest.................	B-445.1	14 P	Both
Apple Valley............	485.9	26	Both
Arcadia..................	491.7	45 P	Both
Washoe Spur............	500.9	32	West
Wood.....................	506.2	10	Both
Feltham..................	512.7	23	Both
Fourth Subdivision			
Chubbuck................	138.2	40	Both
Kimball..................	166.6	20	Both
Jason Spur..............	175.4	60	West
Mitchell..................	176.9	22	Both
Red Rock.... (1)........	302.8	28	Both
Dalys........(1)........	316.4	19 P	Both
Glen.........(1)........	347.8	8	West
Lavon........(1)........	351.7	None	None
Maiden Rock.(1)........	366.0	None	None
Goshen Branch			
Cox......................	9.2	11	West
Ammon..................	18.1	34	West
Wilkinson...............	21.0	3	West
Yellowstone Branch			
St. Leon.................	3.7	16	East
Mark.....................	22.2	24	Both
Jolley....................	27.6	10	Both
Wilford..................	32.9	7	East
Pineview................	72.5	5 P	Both
Teton Valley Branch			
Judkins.......(2)........	22.3	6 6	East Both
Fox Creek....(2)........	42.3	12	Both
Aberdeen Branch			
Strang........(3)........	23.6	6	Both
Fingal....................	26.0	9	Both
Mackay Branch			
Collins.......(4)........	2.1	10	West
Aiken........(4)........	3.8	10 10	Both East
West Belt Branch			
Coltman......(5)........	2.8	19 P	East
Grant........(5)........	4.8	18 P	East
Barlow...................	7.0	17	East
Midway..................	9.4	31 19	Both West
Pyke.........(5)........	35.3	5	West
East Belt Branch			
Gale spur...............	27.5	10	East
Twin Falls Branch			
Amalga..................	17.3	12	East
Parsons.....(6)........	35.5	18 P	Both
Stowe....................	52.1	12	West
Oakley Branch			
Warr.....................	19.4	12	Both

Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 23	Switch Connection
Raft River Branch			
Unity....................	3.1	36	Both
Springdale..............	6.0	22	Both
North Side Branch			
Travers.....(7)........	3.5	18	Both
Black....................	26.9	30	Both
Hunt........(7)........	31.5	8	Both
Sugar Loaf..............	38.3	12	Both
Barrymore...(7)........	42.6	13	Both
Haytown................	44.7	7	Both
Hydra....................	45.8	7	Both
Appleton....(7)........	52.9	12	Both
King.....................	58.1	17	Both
Wells Branch			
Knull.......(8)........	5.6	7	Both
Godwin.....(8)........	7.0	8	Both
Amsterdam..(8)........	23.2	9	West
Ketchum Branch			
Marley......(9)........	10.9	3	Both
Priest.......(10)........	33.9	6 6	East West
Hay.........(10)........	41.8	6	Both
Gannett.....(10)........	44.3	10	Both
Barite.......(10)........	60.0	12	Both
Gimlet......(10)........	63.2	30	East
Triumph....(10)........	67.6	16	Both
Hill City Branch			
Rawson..................	4.5	13	Both
Rands....................	36.8	9	Both
Homestead Branch			
Home....................	14.0	4 P	East
Mineral..................	15.3	10 W	East
Still......................	16.2	2	East
Sturgill..................	27.1	15	East
Payette Branch			
Ingard...................	3.3	8	Both
Falks.........(11)......	17.2	5	East
Little Rock..............	18.9	10	Both
Wilder Branch			
Greenleaf................	7.0	9	West
Allendale................	9.7	13	Both
Stoddard Branch			
Westma..................	11.6	5	East
Boise Branch			
Penitentiary Spur.......	5.0	10	East
Vernon..................	6.3	10	West
Idaho Northern Branch			
Maddens......(12)......	6.1	5	East
Bramwell......(12)......	22.2	5	East
Black Canyon.(12)......	33.0	5	East
Archabal......(12)......	127.4	9	Both
Oregon Eastern Branch			
Cairo.........(13).......	3.7	14	Both
Lawen........(14).......	138.4	3	East
New Meadows Branch			
Presley.......(15).......	11.7	9	Both
Diamond.....(15).......	26.7	4 W	West
Fruitvale.....(16).......	66.5	3	Both
Starkey......(15).......	69.3	5	West
Tamarack....(16).......	81.9	29	Both
Brogan Branch			
Lancaster...............	11.4	4	East

(1) Flag stop for Nos. 29–30.
(2) Flag stop for Nos. 47–48.
(3) Flag stop for Nos. 421–422.
(4) Flag stop for Nos. 409–410.
(5) Flag stop for No. 492.
(6) Flag stop for Nos. 49–50–573–574.
(7) Flag stop for Nos. 465–466.
(8) Flag stop for Nos. 439–440.
(9) Flag stop for Nos. 441–442–479–480.
(10) Flag stop for Nos. 441–442.
(11) Flag stop for Nos. 483–484.
(12) Flag stop for Nos. 485–486.
(13) Flag stop for Nos. 459–460–493–494.
(14) Flag stop for Nos. 459–460.
(15) Flag stop for Nos. 557–558.
(16) Regular stop for Nos. 557–558.

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 nut 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		
	Str.	Psgr.	Frt.
Maximum speed.	79	75	50
Diesel-electric helper locomotive.	60	60	
Mountain type engines.		70	50
Inspection bus cars.		40	40
Battery motor car 01886.		50	
When caboose is handled in train consisting of passenger train equipment.		55	
MacArthur type engines with 63-ioch drivers.		55	50
MacArthur type engines with 57-inch drivers.		35	35
3900 class engiues.		65	50
3800 class engines.		60	50
4000, 9000 and 2-10-2 type engines.		50	50
Ten Wheeler type engines 1573, 1575, 1577 to 1580.		55	40
Other Ten Wheeler and Consolidation type engines.		35	35
Mallet type engines, 3500 to 3599, incl., and 3670 to 3674, incl.		35	35
0-6-0 and 0-8-0 type yard engines.		20	20
Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35
Diesel-electric locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern). Backing up pulling train. Backing up light.	40	40	40 40
Diesel switch engines in road service.	35	35	35
Steam engines running backward.	20	20	20
Trains handling scale test cars— On main line, Twin Falls Branch and between Idaho Falls and Ashton. On other branch lines.			30 20
Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 6

Location	Miles Per Hour		
	Str.	Psgr.	Frt.
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.			30 25 20 15
Passing fueling stations— On main lines. On branch lines.	50	40 30	25 15
Within yard limits— Protected by continuous block signal system. Not protected by contiuuuus block signal system. On branch lines.	60 50 30	50 40 30	25 25 15
When using cross-overs and turn-outs: 9000 class engines; Forward movement. Back-up movement. All other classes engines; Forward movement. Back-up movement.	15 10	10 6 15 10	10 6 15 10
Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch.	20	20	20
When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
Tracks other than main tracks.	15	15	15
On wye tracks.	6	6	6
Jordan spreaders and other machines of spreader type, when in operation.			15
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		
	Str.	Psgr.	Frt.
Maximum speed.	75	75	50
Granger Between M. P. 3.4 and 3.7.	70	60	50
Moxa Between M.P. 12.2 and 12.3.	70	60	50
Hassett Between M.P. 14.4 and 14.6.	70	60	50
Nutria Between M.P. 16.1 and 16.5.	70	60	50
Between M.P. 18.2 and 18.3.	60	50	40
Cosgriff Between M.P. 21.2 and 21.5.	70	60	50
Between M.P. 23.6 and 23.8.	70	60	50
Opal Between M.P. 28.7 and 29.6.	70	60	50
Between M.P. 31.3 and 32.3.	50	40	30
Between M.P. 33.0 and 33.1.	70	60	50
Waterfall Between M.P. 34.6 and 34.8.	60	50	40
Between M.P. 35.5 and 35.9.	50	40	30
Between M.P. 36.5 and 38.8.	50	40	25
Kemmerer 7000 and heavier type engines, turntable lead. Passing coal chute.	30	30	5 25
Between M.P. 43.2 and 44.0 Watch for rocks.	25	20	20
Between M.P. 44.0 and 49.2.	50	40	30
Between M.P. 49.2 and 49.4.	40	35	25
Fossil Between M.P. 54.5 and 58.0.	40	35	25
Nugget Between M.P. 58.0 and 59.6.	70	60	50
Orr Between M.P. 60.8 and 61.2.	70	60	50
Sage Between M.P. 63.6 and 65.4.	60	50	40
Between M.P. 66.5 and 68.2.	70	60	50
Cokeville Over streets and alleys.	30	30	30
Between M.P. 87.4 and 87.7.	60	50	40
Border Between M.P. 92.9 and 93.1.	60	50	40
Between M.P. 96.5 and 96.9.	70	60	50
Pegram Between M.P. 98.3 and 99.2.	60	50	40
Between M.P. 99.5 and 99.7.	70	60	50
Between M.P. 102.6 and 104.9.	60	50	40
Harer Between M.P. 105.2 and 105.4.	70	60	50
Montpelier Between M.P. 120.6 and 123.4.	60	50	40
Between M.P. 125.0 and 125.3.	70	60	50
Between M.P. 125.8 and 126.8.	60	50	40
Georgetown Between M.P. 127.6 and 127.9.	70	60	50
Between M.P. 128.2 and 128.6.	60	50	40
Between M.P. 129.5 and 130.0.	60	50	40
Between M.P. 131.6 and 132.2.	70	60	50
Cavanaugh Between M.P. 135.5 and 135.7.	70	60	50
Manson Between M.P. 138.6 and 139.2.	60	50	40
Rose Between M.P. 141.0 and 141.9.	60	50	40
Between M.P. 142.4 and 143.4.	70	60	50
Between M.P. 143.7 and 143.9.	60	50	40
Between M.P. 144.5 and 145.3.	60	50	40
Soda Springs Over streets and alleys.	30	30	30
Between M.P. 148.0 and 148.3.	70	60	50
Alexander Between M.P. 152.1 and 152.4.	60	50	40
Bancroft Over streets and alleys.	25	25	25
Between M.P. 164.2 and 164.6.	70	60	50
Kinport Between M.P. 167.5 and 168.1.	70	60	50
Between M.P. 168.9 and 169.3.	60	50	40
Pebble Between M.P. 171.2 and 171.7.	60	50	40
Between M.P. 171.9 and 174.8.	70	60	50
Broxon Between M.P. 176.4 and 176.7.	70	60	50
Blaser Between M.P. 177.4 and 178.5.	60	50	40
M.P. 179.0 to 180.0 (Westward).	45	35	20
M.P. 180.0 to 179.0 (Eastward).	50	40	25
Lava Hot Springs Between M.P. 180.1 and 181.6.	70	60	50
Between M.P. 181.8 and 183.1.	60	50	40
Between M.P. 183.2 and 184.8.	70	60	50
Topaz Between M.P. 185.5 and 185.7.	70	60	50
Between M.P. 186.0 and 187.3.	50	40	30
Between M.P. 187.5 and 187.9.	60	50	40
Between M.P. 188.2 and 190.2.	70	60	50
McCammon Between M.P. 192.4 and 192.6.	60	50	40
Between M.P. 195.0 and 195.4.	60	50	40
Onyx Between M.P. 197.7 and 200.3.	70	60	50
Between M.P. 200.3 and 201.1.	60	50	40
Inkom Between M.P. 202.3 and 202.6.	60	50	40
Between M.P. 207.1 and 208.4.	70	60	50
Pocatello 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		
	Str.	Psgr.	Frt.
Pocatello Within platform limits of passenger depot.	6	6	6
Between passenger depot and M.P. 216.9.	20	20	20
On enginehouse lead and tracks.			6
American Falls Between M.P. 238.0 and 239.4.	70	60	50
Bridge 239.75.	40	25	25
Between M.P. 240.0 and 240.3.	40	40	25
Between M.P. 240.4 and 241.3.	70	60	50
Borah Between M.P. 244.5 and 244.8.	70	60	50
Wapi Between M.P. 258.8 and 259.2.	70	60	50
Minidoka Between M.P. 272.4 and 273.0.	20	20	20
Adelaide Between M.P. 285.8 and 286.2.	70	60	50
Dietrich M.P. 316.3 to 315.7 (Eastward).	70	60	50
Shoshone Over Greenwood Street.	15	15	15
Between M.P. 320.7 and 322.2.	20	20	20
Between M.P. 323.2 and 323.8.	70	60	50
Between M.P. 325.0 and 326.5.	70	60	50
Gooding Over streets and alleys.	30	30	30
Between M.P. 340.7 and 341.1.	60	50	40
Between M.P. 342.2 and 343.3.	60	50	40
Ticeska Between M.P. 357.3 and 360.2.	70	60	50
Between M.P. 360.2 and 360.8.	60	50	40
Between M.P. 360.8 and 365.8.	70	60	50
King Hill Between M.P. 367.5 and 368.2.	70	60	50
Between M.P. 369.0 and 370.9.	60	50	40
Between M.P. 371.1 and 373.3.	45	40	25
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. 376.5 and 377.6.	60	50	40
Between M.P. 378.7 and 379.3.	45	40	25
Hammett Between Hammett and Reverse.	65	60	40
Between M.P. 385.6 and 387.0.	60	50	40
Between M.P. 389.8 and 390.8.	60	50	40
Mountain Home Over street crossings.	25	25	25
Orchard Between M.P. B-429.1 and B-430.0.	60	50	40
Leone Between M.P. B-431.0 and B-433.8.	70	60	50
Between M.P. B-433.9 and B-434.2.	60	50	40
Black's Creek Between M.P. B-435.8 and B-436.2.	70	60	50
Between M.P. B-438.5 and B-438.8.	70	60	50
Between M.P. B-439.5 and B-440.3.	50	40	25
Between M.P. B-440.4 and B-446.2.	60	50	40
Boise Between M.P. B-448.4 and B-449.2.	50	40	25
Between M.P. B-450.4 and B-450.9.	70	60	50
Meridian No. 17, to exchange mail. No. 18, to dispatch mail.		20 40	
Sonna Between M.P. B-467.0 and B-467.7.	40	25	25
Nampa Between passenger depot and M.P. 456.3.	15	15	15
Caldwell Over streets and alleys.	25	25	25
Parma Over streets and alleys.	30	30	30
Between M.P. 482.8 and 483.0.	70	60	50
Between M.P. 484.6 and 485.2.	70	60	50
Washoe Spur With 5000 class engines.			5
Ontario No. 106, to exchange mail.	10		
Between Payette and Weiser, trains handling logs.			30
Eaton Between M.P. 523.0 and 526.0.	70	60	50
Between M.P. 526.4 and 535.8.	60	50	40
Between M.P. 536.0 and 538.9.	40	25	25
Huntington			
Kuna Line. **Orchard** Between M.P. 428.4 and 428.9.	60	50	40
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	
	Psgr.	Frt.
Maximum speed. Between Pocatello and Idaho Falls......................	70	50
Between Idaho Falls and Silver Bow.	60	40
Between Idaho Falls and Silver Bow. McArthur type engines with 63 inch drivers.	50	40
Pocatello Within platform limits of passenger depot.	6	6
Between passenger depot and M.P. 216.9.	20	20
Chubbuck Between M.P. 139.9 and 140.2.	60	50
Tyhee Between M.P. 142.3 and 142.5.	50	40
Between M.P. 143.4 and 143.5.	50	40
Gibson Between M.P. 152.6 and 152.9.	50	40
Blackfoot Over streets and alleys.	20	20
Wapello Between M.P. 166.8 and 167.0.	60	50
Firth Between M.P. 169.7 and 170.0.	60	50
Shelley Over streets and alleys.	30	30
Idaho Falls Over streets and alleys.	12	12
West Idaho Falls Between M.P. 185.5 and 185.9.	15	5
Between M.P. 187.4 and 188.7.	40	30
Between M.P. 190.7 and 190.9.	45	35
Roberts Between M.P. 205.5 and 206.2.	50	40
Tenno Between M.P. 208.4 and 210.1.	50	40
Hawgood Between M.P. 213.7 and 214.0.	50	40
Hamer Between M.P. 218.4 and 218.6.	50	40
Dubois Between M.P. 236.0 and 236.6.	35	25
Between M.P. 237.8 and 238.0.	40	30
Between M.P. 239.0 and 239.2.	40	30
Highbridge Between M.P. 244.5 and 246.6.	40	30
Spencer Between M.P. 248.5 and 248.9.	45	35
Between M.P. 249.5 and 249.6.	40	30
Between M.P. 251.0 and 251.4.	40	30
Between M.P. 252.7 and 257.5.	25	20
Humphrey Between M.P. 258.2 and 258.4.	35	25
Between M.P. 258.6 and 259.2.	45	35
Between M.P. 262.9 and 267.6.	35	25
Between M.P. 269.7 and 269.9.	40	30
Between M.P. 271.0 and 271.7.	40	30
Snowline Between M.P. 277.4 and 279.1.	35	25
Lima Over Center Street east of depot.	20	15
Westward within yard limits.	25	15
Armstead Between M.P. 307.7 and 308.0	40	30
Between M.P. 308.9 and 310.2.	35	25
Between M.P. 310.4 and 310.6.	25	20
Between M.P. 311.0 and 311.8.	45	35
Grayling Between M.P. 316.0 and 316.5, watch for rocks.	25	20
Dalys Between M.P. 316.5 and 318.7.	35	25
Dillon Over streets and alleys.	20	20
Between M.P. 328.6 and 329.2.	35	25
Bond Between M.P. 337.0 and 337.2.	40	30
Apex Between M.P. 341.1 and 341.4.	40	30
Between M.P. 342.7 and 346.3.	35	25
Glen Between M.P. 347.9 and 348.2.	40	30
Navy Between M.P. 351.0 and 354.4.	35	25
Between M.P. 357.2 and 357.7.	40	30
Melrose Between M.P. 361.8 and 366.4, watch for rocks.	25	20
Maiden Rock Between M.P. 366.4 and 366.6.	20	20
Curve M.P. 366.5, with 5000 and 5300 class engines.	10	10
Between M.P. 366.7 and 367.8.	35	25
Between M.P. 367.8 and 368.2.	30	20
Divide Between M.P. 373.5 and 374.6.	40	30
Woodin Between M.P. 375.2 and 377.8.	35	25
Between M.P. 379.0 and 381.1.	35	25
Feely Between M.P. 382.4 and 383.9.	25	20
Between M.P. 384.5 and 385.2.	35	25
Buxton Between M.P. 386.6 and 388.1.	35	25
Between M.P. 389.9 and 390.2.	20	20
Silver Bow On interchange tracks beyond N. P. crossing, with 3500, 3600, 5000 and 7000 class engines.	5	5

BRANCHES

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

BRANCHES (Continued)

Location	Miles Per Hour	
	Psgr.	Frt.
Gay Branch (Continued) Between M.P. 10.7 and 14.9.		20
Between M.P. 16.9 and 17.1.		20
Mackay Branch Between Blackfoot and M.P. 60.0.		25
Between M.P. 60.0 and Mackay.		20
Mackay On curve on low line smelter.		6
Gardner Branch		15
Thomas Branch		15
Aberdeen Branch		25
Goshen Branch Maximum speed.		25
Light MacArthur type engines.		20
Yellowstone Branch Between Idaho Falls and Ashton.	50	35
Between Idaho Falls and Ashton with MacArthur type engines.	40	30
Between Ashton and Gerrit, watch for rocks.	35	25
Between Gerrit and Big Springs.	50	35
Between Big Springs and West Yellowstone, watch for rocks.	35	25
Rexburg, Sugar City and St. Anthony, over streets and alleys.	20	20
St. Anthony, over highway crossing just west of depot.	8	8
Between M.P. 55.4 and 55.6.	20	15
Between M.P. 59.4 and 66.0.	20	15
Between M.P. 72.9 and 73.3.	35	25
Between M.P. 74.0 and 74.3.	45	35
Between M.P. 86.4 and 87.0.	20	15
Between M.P. 92.0 and 95.0.	20	15
Between M.P. 100.0 and 101.0.	20	15
East Belt Branch Maximum speed.		25
Light MacArthur type engines between Lincoln Jct. and Orvin.		20
Truss bridges.		15

Location	Miles Per Hour	
	Psgr.	Frt.
West Belt Branch Maximum speed.		25
Truss bridges.		15
Annis Branch		15
Teton Valley Branch Maximum speed.	35	25
Engines 1575 to 1579, incl.	25	25
Bridges 4.48, 6.96 and 19.97.	12	12
Between M.P. 19.1 and 19.4.	15	15
Between M.P. 25.0 and 25.4.	15	15
Twin Falls Branch Maximum speed.	50	40
3500 and 3800 class engines.	30	30
Bridge 20.10.	25	25
Rupert, on west leg of wye.	10	10
Rupert, over streets and alleys.	12	12
McMillan, on tracks leading to sugar factory, with 3500 and 3800 class engines.	10	10
Buhl, on mill and elevator track with MacArthur type engines.		5
North Side Branch Maximum speed.		30
Heavy MacArthur type engines.		15
Between M.P. 30.0 and 30.5.		20
Raft River Branch		20
Oakley Branch		25
Light MacArthur type engines.		20
Wells Branch Maximum speed.		30
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
Ketchum Branch Maximum speed.	40	30
Bridge 16.04 with MacArthur type engines.	15	15
Between Hailey and Ketchum, over truss bridges.	15	15

Location	Miles Per Hour	
	Psgr.	Frt.
Bellevue, over streets and alleys.	12	12
Between M.P. 63.1 and 64.6.	30	20
Hill City Branch Maximum speed.		25
Over trestles 21.6 and 23.40 with snow plows.		15
Boise Branch Between Boise Jct and Boise Freight.		25
Between Boise Freight and Barber.		15
Stoddard Branch		15
Idaho Northern Branch Maximum speed.		30
Between Jenness and Bramwell.		20
Trains handling high cars between Jenness and Bramwell.		12
Between Plaza and Banks. Watch for rocks between Black Canyon and Banks.		25
Banks, westward around curve east of east passing track switch, to east switch.		5
Between Banks and Smiths Ferry, watch for rocks.		15
Trains handling logs or high cars between Banks and M.P. 81.0.		12
Between Smiths Ferry and Cabarton, watch for rocks.		20
M.P. 31.4.		20
Between M.P. 33.0 and 35.4.		10
Bridge 36.61.		20
Between M.P. 99.6 and 113.6 on curves.		20
Between M.P. 128.2 and 128.5.		15
McCall, over street crossings.		10
Wilder Branch		15
Homedale Branch		25
Oregon Eastern Branch Maximum speed.		25
Hope Between M.P. 29.5 and 33.5, watch for rocks.		20
Little Valley Between M.P. 36.5 and 37.6, watch for rocks.		20

BRANCHES (Continued)

Location	Miles Per Hour	
	Psgr.	Frt.
Little Valley(Continued) Between M.P. 37.6 and 37.7, soft spot.		10
Between M.P. 37.7 and 38.2, watch for rocks.		20
Juntura Between M.P. 78.6 and 80.7, watch for rocks.		20
Between M.P. 80.7 and 81.0, watch for rocks.		10
Between M.P. 81.0 and 86.6, watch for rocks.		20
Long Between M.P. 86.6 and 89.0, watch for rocks.		20
Dunnean Between M.P. 103.5 and 106.5.		20
Bridge 106.14.		15

Location	Miles Per Hour	
	Psgr.	Frt.
Circle Bar Between M.P. 119.0 and 124.0, watch for rocks.		20
Brogan Branch		20
Payette Branch Maximum speed.		25
Payette Jct., on curve.		10
Trains handling logs between Payette and Emmett on curves.		20
New Meadows Branch Motor trains.		
Straight track.	35	
On curves.	25	
Between Weiser and Concrete.		
Straight track.	30	25
On curves.	25	20

Location	Miles Per Hour	
	Psgr.	Frt.
Between Concrete and M.P. 30.0.		
Straight track.	25	15
On curves.	20	10
Between M.P. 30.0 and 66.5.		
Straight track.	30	25
On curves.	20	15
Between M.P. 66.5 and New Meadows.		
Straight track.	25	15
On curves.	20	10
Engines running backwards.	10	10
Between M.P. 55.0 and 55.5.	10	10
Homestead Branch Maximum speed, watch for rocks.		20
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;
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
Montpelier	Engineers' Register Room
Montpelier	Telegraph Office
Blackfoot	Telegraph Office
Idaho Falls	Telegraph Office
Idaho Falls	Yard Office
Idaho Falls	Enginemens' Register Room
Lima	Telegraph Office
Silver Bow	Telegraph Office
Ashton	Telegraph Office
West Yellowstone	Telegraph Office
Pocatello	Train Dispatcher's Office
Pocatello	Passenger Conductors' Register Room, Passenger Station
Pocatello	Yard Telegraph Office
Pocatello	Switchmen's Locker Room
Pocatello	Engine Crew Dispatcher's Office
Pocatello	Train Crew Dispatcher's Office
Pocatello	West End Yardmaster's Office
Pocatello	Tower Locker Room
Minidoka	Telegraph Office
Shoshone	Telegraph Office
Glenns Ferry	Telegraph Office
Glenns Ferry	Roundhouse Register Room
Glenn Ferry	Yard Office
Nampa	Telegraph Office
Nampa	Central Yard Switch Shanty
Nampa	Roundhouse Office
Nampa	Train Dispatcher's Office
Nampa	East End Switch Shanty
Nampa	West End Switch Shanty
Nyssa	Telegraph Office
Marsing	Telegraph Office
Ontario	Telegraph Office
Payette	Telegraph Office
Weiser	Telegraph Office
Boise Freight	Yard Telegraph Office
Boise Freight	Roundhouse Office
Jerome	Telegraph Office
Wells	Telegraph Office
Ketchum	Telegraph Office
Emmett	Telegraph Office
Banks	Telegraph Office
McCall	Telegraph Office
Burns	Telegraph Office
Council	Telegraph Office
New Meadows	Telegraph Office
Burley	Telegraph Office
Twin Falls	Telegraph Office
Twin Falls	Freight Office
Buhl	Telegraph Office
Huntington	Yard Office
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.		