



**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, Asst. Chief Train Dispatcher**.....Pocatello, Ida.  
**R. R. Johnson, Asst. Chief Train Dispatcher**.....Pocatello, Ida.  
**H. L. Crawford, Asst. Chief Train Dispatcher**.....Pocatello, Ida.  
**H. J. Bailey, Asst. Chief Train Dispatcher**.....Pocatello, Ida.  
**J. Bowen, Asst. Chief Train Dispatcher**.....Pocatello, Ida.

**Third Subdivision and Branches**

**R. T. Petty, Chief Train Dispatcher**.....Nampa, Ida.  
**E. C. Bullis, Asst. Chief Train Dispatcher**.....Nampa, Ida.  
**H. H. Harbaugh, Asst. Chief Train Dispatcher**.....Nampa, Ida.  
**W. M. Berner, Asst. Chief Train Dispatcher**.....Nampa, Ida.

**CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS**

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

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

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

**WESTWARD CONDENSED TIME-TABLE EASTWARD**

FIRST CLASS							Distance from Granger via Boise	Time-Table No. 6 August 13, 1950	FIRST CLASS						
19 Pgr.	61 Pgr.	11 Pgr.	105 Streamliner Passenger	457 Pgr.	17 Pgr.	25 Mail and Express			12 Pgr.	458 Pgr.	106 Streamliner Passenger	20 Pgr.	18 Pgr.	26 Mail and Express	62 Pgr.
Daily	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		9.50	1.20	POCATELLO	4.25		8.55		5.25	A 9.15	
			2.35	8.35		1.25	4.55	GLENN'S FERRY	12.30		6.10		1.50	5.00	
			4.20	9.50		3.10	7.05	BOISE	10.35		5.00		12.10	2.40	
			6.55	11.45		5.55	10.15	M.T. HUNTINGTON P.T.	7.45		3.05		9.40	11.40	
			6.05	10.45		5.05	9.25	P.T.	6.35		2.05		8.30	10.25	
			8.50	1.10		8.05	12.20	LA GRANDE	4.00		11.45		5.55	7.05	
			11.20	3.20		11.20	3.15	PENDLETON	1.25		9.38		3.15	4.25	
			11.30	3.30		11.30	3.25	RIETH	1.05		9.23		2.35	3.45	
		Moscow						SPOKANE			A 7.00			Moscow A 8.50	
9.00	6.45							AYER			4.23			5.15	
12.45	12.35							WALLULA			3.05			3.15	
1.50	1.20							UMATILLA			2.05			12.50	
4.05		1.50	5.35		3.40	6.25		THE DALLES	10.25		7.17	11.50	12.05	12.30	
A 6.30	A 2.30 Pendleton	A 4.00	A 7.30		8.00	A 6.15	A 9.00	PORTLAND	8.10	A 9.15	5.30	9.45	10.00	10.10 11.30 Pendleton	
					9.53			CENTRALIA			7.05				
					11.05			TACOMA			5.52				
					A 11.59			SEATTLE			4.45				
									Daily	Daily	Daily	Daily	Daily	Daily	
(9.30) 38.7	(7.45) 29.3	(22.45) 41.3	(18.15) 51.5	(3.59) 46.0	(27.20) 34.4	(20.40) 35.1		..... Thru Time .....	(24.20) 33.6	(4.30) 40.7	(18.12) 51.6	(9.15) 39.8	(23.30) 40.0	(22.05) 32.9	(9.20) 24.4
Average speed per hour															

**WESTWARD CONDENSED TIME-TABLE EASTWARD**

FIRST CLASS				Distance from McCammon	Time-Table No. 6 August 13, 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							
				180.4	WEST YELLOWSTONE							
			A 9.30	235.9	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 .....	(0.30) 45.4	(4.50) 25.7	(8.55) 32.1	(6.05) 25.9			
Average speed per hour												

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

EASTWARD

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) under Time-Table No. 6 August 13, 1950.

Time-Table No. 6 August 13, 1950

STATIONS list including DN-R GRANGER YL GN, DONOVAN, MOXA, HASSETT, NUTRIA, COSGRIFF, OPAL, FOLGER, WATERFALL, EAST KEMMERER YL, MOYER JCT. YL, FOSSIL YL FI, COKEVILLE CK, MARSE, BORDER, PEGRAM, HARER, DINGLE, MONTPELIER YL MX, PESCADERO, GEORGETOWN, CAVANAUGH, MANSON, ROSE, SODA SPRINGS SD, ALEXANDER, TALMAGE, BANCROFT YL BN, KINPORT, PEBBLE, BROXON, BLASER, LAVA HOT SPGS. XY, TOPAZ, McCAMMON YL MC, INKOM KO, PORTNEUF, POCATELLO YL H CA.

BLOCK SIGNALS

Double Track

Double Track

Double Track

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.

Table with columns for Mile Post, Time Freight, and Passenger for various stations (30, 12, 32, 106, 18, 34, 262, 278, 270, 264) under Time-Table No. 6 August 13, 1950.

Time-Table No. 6 August 13, 1950

STATIONS list including DN-R GRANGER YL GN, DONOVAN, MOXA, HASSETT, NUTRIA, COSGRIFF, OPAL, FOLGER, WATERFALL, EAST KEMMERER YL, MOYER JCT. YL, FOSSIL YL FI, COKEVILLE CK, MARSE, BORDER, PEGRAM, HARER, DINGLE, MONTPELIER YL MX, PESCADERO, GEORGETOWN, CAVANAUGH, MANSON, ROSE, SODA SPRINGS SD, ALEXANDER, TALMAGE, BANCROFT YL BN, KINPORT, PEBBLE, BROXON, BLASER, LAVA HOT SPGS. XY, TOPAZ, McCAMMON YL MC, INKOM KO, PORTNEUF, POCATELLO YL H CA.

BLOCK SIGNALS

Double Track

Double Track

Double Track

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					
FIRST CLASS					Time-Table No. 6 August 13, 1950	Mile Post	FIRST CLASS								
11 Passenger Daily	105 Streamliner Passenger Daily	17 Passenger Daily	49 Mixed Daily	25 Mail and Express Daily			12 Passenger	106 Streamliner Passenger	18 Passenger	26 Mail and Express	50 Mixed				
STATIONS															
COPTWYZ	11.20PM	6.05PM	9.50AM	3.30AM	1.20AM	DN-R POCATELLO YL PO	213.9	A 3.55AM	A 8.45AM	A 5.05PM	A 9.15PM	A 11.25PM			
151 P	11.35	6.20	10.05	3.45	1.35	10.4 MICHAUD	224.3	3.33	8.30	4.48	8.36	10.58			
125 P	11.41		10.11	3.53	1.41	5.8 BANNOCK	230.1	3.28		4.43	8.30	10.48			
147 PW	11.50	6.31	10.21	4.06	1.50	8.4 DN AMERICAN FALLS AF	238.5	3.19	8.19	4.34	8.20	10.35			
125 P	11.55PM	6.36	10.26	4.12	1.55	3.8 BORAH	242.3	3.11	8.14	4.27	8.08	10.24			
125 P	12.02AM	6.42	10.34	4.20	2.02	7.8 QUIGLEY	250.1	3.04	8.08	4.19	8.00	10.13			
125 PW	12.07	6.47	10.39	4.26	2.07	5.9 WAPI	256.0	2.59	8.03	4.13	7.54	10.05			
125 P	12.10	6.50	10.42	4.30	2.10	2.8 DEWOLF	259.8	2.54	8.00	4.09	7.50	9.58			
125 P	12.16	6.56	10.49	4.37	2.16	7.5 HAWLEY	267.3	2.46	7.54	4.01	7.42	9.48			
409 COPWY	12.25	7.01	11.05	4.50AM	2.25	5.1 DN MINIDOKA YL RT	272.4	2.40	7.49	3.55	7.35	9.40PM			
125 P	12.29	7.05	11.09		2.30 <sup>12</sup>	3.8 MAX	276.2	2.30 <sup>25</sup>	7.44	3.45	7.20				
125 P	12.36	7.12 <sup>26</sup>	11.16		2.38	8.1 ADELAIDE	284.3	2.22	7.37	3.38	7.12 <sup>105</sup>				
125 PW	12.40	7.16	11.20		2.42	4.7 KIMAMA	289.0	2.18	7.33	3.34	6.57				
125 P	12.46	7.22	11.26		2.48	6.7 SENIER	295.7	2.11	7.27	3.28	6.50				
125 P	12.53	7.28	11.33		2.55	7.8 OWINZA	303.5	2.03	7.21	3.21	6.43				
125 P	12.58		11.38		3.00	5.8 BESSEN	309.3	1.57		3.16	6.38				
121 P	1.02	7.36	11.42		3.07	4.6 D DIETRICH HD	313.9	1.52	7.13	3.11	6.32				
420 COPWY	1.15	7.45	11.55AM		3.25	7.6 DN SHOSHONE YL X	321.5	1.40	7.05	3.00	6.20				
125 P	1.26 <sup>12</sup>	7.54	12.06PM		3.36	9.3 TUNUPA	330.8	1.26 <sup>11</sup>	6.53	2.45	5.59				
186 PW	1.35	8.00	12.16		3.47	6.7 DN GOODING GD	337.5	1.16	6.47	2.37	5.52				
125 P	1.42	8.06	12.23		3.55	6.7 FULLER	344.2	1.08	6.41	2.28	5.42				
250 PWY	1.48	8.11	12.33		4.05	6.3 DN BLISS IS	350.5	1.02	6.36	2.22	5.35				
230 PY	1.55	8.17	12.40		4.12	6.8 TICESKA	357.3	12.54	6.30	2.15	5.25				
125 PWX	2.12	8.26	12.56		4.30	9.5 KING HILL	368.8	12.39	6.19	1.59	5.10				
COPTWYZ	A 2.25AM	A 8.35PM	A 1.15PM		A 4.45AM	7.0 DN-R GLENNS FERRY YL	373.8	12.30AM	6.10AM	1.50PM	5.00PM				
					(3.05) 51.9	Thru Time.....					(3.25) 46.8	(2.35) 61.9	(3.15) 49.2	(4.15) 37.6	(1.45) 33.4
					Average speed per hour.....						46.8	61.9	49.2	37.6	33.4

WESTWARD				KUNA LINE				EASTWARD							
SECOND CLASS				Time-Table No. 6 August 13, 1950	Mile Post	SECOND CLASS									
			257 Time Freight Daily			262 Time Freight									
STATIONS															
105 CIPWY			5.05AM	DN	ORCHARD YL	OD	423.0	A	10.25PM						
84 P			5.17		ELY		430.8		10.10						
105 P			5.22		OWYHEE		434.7		10.00						
77 P			5.32		MORA		442.6		9.41						
110 P			5.37		KUNA	KA	446.7		9.30						
84 P			5.44		COLLOPY		451.3		9.15						
COPTWYZ			A 6.00AM	DN-R	NAMPA YL	AU-Q-D	456.6		9.00PM						
										(0.55) 30.6	Thru Time.....				(1.25) 23.7
										Average speed per hour.....					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					
SECOND CLASS					Time-Table No. 6 August 13, 1950	Mile Post	FIRST CLASS								
257 Time Freight Daily	105 Streamliner Passenger Daily	17 Passenger Daily	25 Mail and Express Daily	11 Passenger Daily			106 Streamliner Passenger	18 Passenger	26 Mail and Express	12 Passenger	262 Time Freight				
STATIONS															
COPTWY	3.30AM	8.35PM	1.25PM	4.55AM	2.35AM	373.8	As 6.10AM	A 1.40PM	A 4.45PM	A 12.20AM	A 11.55PM				
CS115 PW	3.50	8.45	1.37	5.07	2.47	382.7	5.59	1.27	4.20	12.02AM	11.31				
CS127 PY	4.20	8.59	1.55	5.24	3.05	393.5	5.48	1.12	4.01	11.46PM	11.11				
256 PWY	4.35	9.06	2.08	5.41 <sup>105</sup>	3.18	401.6	5.41 <sup>25</sup>	1.02	3.50	11.35	10.56				
154 P	4.43	9.11	2.14	5.50	3.24	407.5	5.36	12.55	3.38	11.25	10.47				
141 P	4.50	9.15	2.19	5.56	3.29	412.7	5.32	12.50	3.32	11.20	10.40				
195 CIPWY	A 5.05AM	9.24	2.30	6.10	3.40	423.0	5.24	12.40	3.20	11.10	10.25PM				
78 P		9.31	2.38	6.19	3.48	B-430.3	5.17	12.31	3.08	11.00					
79 P		9.36	2.44	6.26	3.54	B-435.9	5.12	12.25	3.00	10.52					
78 P		9.42	2.50 <sup>20</sup>	6.32	4.00	B-441.7	5.06	12.18	2.50 <sup>17</sup>	10.44					
109 PWY	VIA KUNA LINE	9.50	3.00	6.45	4.10	B-448.4	5.00	12.05PM	2.40	10.35	VIA KUNA LINE				
P		9.53	3.13	7.15	4.23	B-450.7	4.53	11.59AM	2.24	10.17					
35 P		9.54	3.14	7.16	4.24	B-451.4	4.52	11.58	2.23	10.16					
31 P		9.57	3.17	7.19	4.27	B-454.6	4.49	11.55	2.20	10.12					
77 P		10.00	3.21	7.24	4.31	B-457.3	4.46	11.52	2.17	10.08					
25 P		10.03 <sup>12</sup>	3.25	7.28	4.43 <sup>100</sup>	B-460.7	4.43 <sup>11</sup>	11.49	2.10	10.03 <sup>105</sup>					
OPTWYZ	6.00AM	10.16	3.40	7.40	4.55	456.6	4.36	11.40	2.00	9.48	A 9.00				
57 P	6.06	10.20	3.55	7.55	5.10	460.8	4.25	11.22	1.43	9.32	8.50				
204 PW	6.14	10.25	4.05	8.06	5.19	465.6	4.21	11.17	1.37	9.26	8.42				
22 P	6.19	10.28	4.09	8.10	5.23	469.2	4.17	11.08	1.27	9.18	8.37				
139 P	6.23	10.31	4.14	8.14	5.26	472.5	4.14	11.05	1.24	9.15	8.33				
104 P	6.34	10.38	4.25	8.25	5.33	480.8	4.07	10.57	1.14	9.08	8.22				
155 PWY	6.44	10.45	4.35	8.37	5.42	488.4	4.00	10.49	1.01	9.00	8.12				
PY	6.56		4.44	8.45	5.50	496.8		10.38	12.48	8.48	8.00				
444 COPY	7.01	10.56	4.53	8.54	5.57	498.7	3.49	10.35	12.45	8.45	7.55				
190 PW	7.08	11.02	5.03	9.05	6.07	502.5	3.43	10.25	12.30	8.34	7.41				
84 P	7.18	11.08	5.10	9.12	6.14	509.3	3.37	10.17	12.20	8.24	7.31				
233 PWY	7.28	11.16	5.20	9.27	6.23	515.9	3.31	10.10	12.13	8.17	7.21				
77 P	7.37	11.22	5.27	9.34	6.29	522.0	3.24	10.02	12.02PM	8.07	7.12				
115 P	7.42	11.26	5.31	9.39	6.33	525.7	3.21	9.58	11.58AM	8.03	7.07				
116 P	7.56	11.36	5.41	9.49 <sup>18</sup>	6.42	534.0	3.12	9.49 <sup>25</sup>	11.49	7.54	6.53				
P						537.1									
OPTWYZ	A 8.20AM	A 11.45PM	A 5.55PM	A 10.15AM	A 6.55AM	538.8	3.05AM	9.40AM	11.40AM	7.45PM	6.40PM				
					(4.50) 34.1	Thru Time.....					(3.05) 57.2	(4.00) 44.1	(5.05) 34.7	(4.35) 38.6	(5.15) 31.4
					Average speed per hour.....						57.2	44.1	34.7	38.6	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, 18, 25 and 26 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 Glens 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 train, 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 Glens 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.	FIRST CLASS					Time-Table No. 6 August 13, 1950	Mile Post	FIRST CLASS			SECOND CLASS	
	251	277	33	35	29			36	30	34	252	278
	Time Freight Daily	Time Freight Daily	Passenger Daily	Passenger Daily	Passenger Daily			Passenger	Passenger	Passenger	Time Freight	Stock Special
	<b>STATIONS</b>											
	COPTWYZ	3-15PM	3-30AM	5-15AM	1-45AM	1.35AM	133.9	A 1.35AM	A 2-55AM	A 4-45PM	A 9-00PM	A 11-00AM
	P	3-30	3-45	5-25	1-57	1-45	136.7	1-16	2-30	4-28	8-03	10-33
129	P	3-36	3-51	5-29	2-02	1-49	140.4	1-12	2-20	4-24	7-56	10-26
73	PW	3-44	3-59	5-37	2-10	1-55	145.7	1-05	2-10	4-17	7-48	10-18
74	P	4-08 <sup>34</sup>	4-08	5-43	2-17	2-02 <sup>30</sup>	151.0	12-58	2-02 <sup>29</sup>	4-08 <sup>251</sup>	7-40	10-10
ES 95 WS 82	CPWY	4-20	4-20	6-08	2-30	2-20	158.1	12-50	1-53	4-00	7-25	9-55
74	P	4-30	4-30	6-16	2-37	2-27	164.0	12-34	1-40	3-46	7-10	9-40
74	PW	4-38	4-38	6-24	2-44	2-34	169.4	12-27	1-35	3-39	7-00	9-30
	PY						169.8					
105	P	4-48	4-48	6-34	2-52	2-42	175.5	12-19	1-28	3-30	6-50	9-20
73	P	4-54	4-54	6-39	2-57	2-47	179.3	12-13	1-22	3-23	6-43	9-13
99	P	5-00	5-00	6-43	3-01	2-51	183.1	12-09	1-18	3-19	6-35	9-05
	COPTWYZ	5-25	6-10	7-00AM	3-15AM	3-10	184.5	12-05AM	1-15	3-15PM	6-30	9-00
53	P	5-45 <sup>252</sup>	6-30			3-23	191.2	12-56		5-45 <sup>251</sup>	7-50	
53	P	5-53	6-40			3-29	196.5	12-50		5-30	7-40	
57	PW	6-02	6-50			3-38	202.0	12-43		5-20	7-30	
55	P	6-11	7-00			3-45	207.0	12-35		5-10	7-20	
51	P	6-20	7-10 <sup>278</sup>			3-51	212.1	12-29		5-00	7-10 <sup>277</sup>	
53	P	6-29	7-20			3-58	217.5	12-23		4-50	6-55	
52	PY	6-39	7-32			4-06	223.1	12-15		4-40	6-45	
50	P	6-48	7-45			4-13	228.2	12-09		4-28	6-33	
ES 51 WS 63	CPWY	7-15	8-20			4-32	234.9	12-01AM		4-15	6-20	
52	P	7-33	8-38			4-43	242.9	11-45PM		3-50	5-55	
54	PW	7-45	8-50			4-53	248.5	11-37		3-35	5-40	
ES 55 WS 58	PW	8-11	9-16			5-12 <sup>278</sup>	258.0	11-18		3-10	5-12 <sup>20</sup>	
65	PY	8-30	9-35			5-25	264.7	11-08		2-50	4-45	
54	PW	8-47	9-52			5-37	272.8	10-55		2-30	4-25	
	COPTWY	9-15 <sup>30</sup>	10-15AM			5-55	279.9	10-45 <sup>251</sup>		2-00	4-00	
		10-35	12-15PM			6-05		10-35		1-00	3-00	
52	P	10-55	12-35 <sup>252</sup>			6-17	288.0	10-20		12-35 <sup>277</sup>	2-15	
53	P	11-07	12-50			6-25	294.0	10-11		12-20PM	2-00	
80	P	11-29	1-12			6-47	307.0	9-55		11-50AM	1-30	
51	P	11-43	1-27			6-56	312.9	9-40		11-35	1-15	
68	P	11-58PM	1-42			7-06	320.4	9-29		11-20	1-00	
69	CPW	12-40 <sup>278</sup>	3-00			7-16	328.0	9-18		11-00	12-40 <sup>251</sup>	
39	P	12-55	3-13			7-31	334.4	9-01		10-16	12-15	
48	P	1-11	3-30			7-39	340.3	8-53		10-05	12-05AM	
51	PY	1-40	3-55			7-55	348.7	8-37		9-47	11-47PM	
65	CPW	2-10	4-25			8-10	358.9	8-22		9-25	11-25	
41	P	2-30	4-45			8-20	364.9	8-05		9-05	11-06	
42	P	2-45	5-00			8-29	370.1	7-55		8-52	10-53	
69	P	2-55	5-10			8-38 <sup>252</sup>	374.3	7-47		8-38 <sup>29</sup>	10-42	
23	P	3-15	5-30			8-50	380.7	7-37		7-57	10-27	
52	P	3-26	5-42			8-58	384.6	7-29		7-45	10-15	
	PWY	A 4-00AM	A 6-00PM			9-10AM	390.0	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 397.0		7.00 PM		7.00 AM	9.30 PM
					(263.1)		Daily	Daily	Daily	Daily
	(13.45)	(17.30)	(1.45)	(1.30)			(1.30)	(7.55)	(1.30)	(14.00)
	19.1	15.0	28.9	33.7			33.7	33.2	33.7	18.8

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

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

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

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 6 August 13, 1950			Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 6 August 13, 1950			Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 6 August 13, 1950			Mile Post
	WESTWARD	STATIONS	EASTWARD			WESTWARD	STATIONS	EASTWARD			WESTWARD	STATIONS	EASTWARD	
		CPTWZ	DN-R KEMMERER YL Z			0.0	WS 71 ES 70 PY				MOYER JCT. YL	0.0	53	
		NO. KEMMERER JCT. YL	1.0			GLENCoe JCT. YL	4.8			ELKOL	3.9			
		NO. KEMMERER YL	2.4			BLAZON JCT.	9.3			(3.9)				
		PHOSPHATE YL	5.1	16		MINE NO. 8 YL	13.0							
22		QUEALY YL	9.2											
		(9.2)												

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 6 August 13, 1950			Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 6 August 13, 1950			Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 6 August 13, 1950			Mile Post
	WESTWARD	STATIONS	EASTWARD			WESTWARD	STATIONS	EASTWARD			WESTWARD	STATIONS	EASTWARD	
			GLENCoe JCT.			0.0					BLAZON JCT.	0.0	186 PWY	
53		GLENCoe	1.9			RADIANT	1.4	6	FORMATION (Spur)	2.8				
		(1.9)				(1.4)		6	PANTING	5.6				
								19 Y	CONDA	7.0				
									(7.0)					

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 6 August 13, 1950			Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 6 August 13, 1950			Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 6 August 13, 1950			Mile Post
	WESTWARD	STATIONS	EASTWARD			WESTWARD	STATIONS	EASTWARD			WESTWARD	STATIONS	EASTWARD	
		113 PW	ALEXANDER YL			0.0					FORT HALL FH	0.0		
16		GRACE GA	6.0		42	M.P. 9.1	9.1	19		GOSHEN	4.8			
		(6.0)			132 YZ	GAY	20.8	22		GERRARD	10.6			
						(20.8)		11		INDIAN	12.4			
								14		HACKMAN	15.2			
								P		LINCOLN JCT.	21.6			
										(21.6)				

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 6 August 13, 1950			Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 6 August 13, 1950			Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 6 August 13, 1950			Mile Post
	WESTWARD	STATIONS	EASTWARD			WESTWARD	STATIONS	EASTWARD			WESTWARD	STATIONS	EASTWARD	
		4	ANNIS JCT.			0.0					GARDNER JCT.	0.0		
		GRAYS (Spur)	0.5	23		PETERSON	3.2	12		THOMAS (Spur)	4.4			
		ANNIS (Spur)	2.6			END OF TRACK	3.4			END OF TRACK	4.6			
		(2.6)				(3.4)				(4.6)				

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

WESTWARD		YELLOWSTONE BRANCH				EASTWARD							
Car Capacity of Sidings, etc. See Rule 6(A), Page 2.	SECOND CLASS		FIRST CLASS		Time-Table No. 6 August 13, 1950	Mile Post	FIRST CLASS		SECOND CLASS				
	477	491	33	35			34	36	492	478			
	Local Freight Daily Except Sunday	Mixed Daily Except Sunday	Passenger Daily	Passenger Daily			Passenger	Passenger	Mixed	Local Freight			
					STATIONS								
	COPTWYZ	9.15AM	7.55AM	7.20AM	3.30AM	DN-R	IDAHO FALLS YL	AK	0.0	A 2.50PM	A 11.45PM	A 2.00PM	A 8.00PM
	17 PY	9.25	7.05AM	7.26	3.36		ORVIN YL		3.0	2.33	11.35	1.50	7.10
	60 PW	9.40		7.34	3.42	D	UCON UN		7.6	2.25	11.28	1.40PM	7.00
	54 P	10.05		7.45	3.53	D	RIGBY RG		13.8	2.15	11.18		6.45
	36 W	10.20		7.51	3.59		LORENZO		18.1	2.08	11.08		5.45
	27 P	10.40		7.56	4.03		THORNTON		20.7	2.03	11.04		5.35
	67 P	11.10		8.06	4.13	D	REXBURG RX		26.0	1.55	10.56		5.15
	51 P	11.25		8.13	4.18	D	SUGAR CITY SC		29.8	1.48	10.45		4.15
	36 PY						HART		30.9				
	118 PWY	11.40AM		8.25	4.30	D	ST. ANTHONY YL SH		36.8	1.38	10.34	A 10.50AM	3.50
	P						BELT YL		38.3			10.40AM	
	43 P	12.05PM		8.35	4.38		CHESTER		42.8	1.27	10.22		2.45
	46 COPWY	A 12.30PM		8.55AM	5.10	DN-R	ASHTON YL HN		51.0	1.15PM	10.10		2.30PM
							INGLING		52.5		9.55		
	28 P			5.27			WARM RIVER		58.2		9.35		
	15 P			5.53			GERRIT		66.9		9.07		
	22			6.09			ECCLES		75.7		8.52		
	15 P			6.19			ISLAND PARK		80.6		8.43		
	20 P			6.30			TRUDE		85.4		8.34		
	26 PWY			6.44			BIG SPRINGS		90.7		8.20		
	22 PY			7.01			REAS PASS		97.2		7.55		
	20 COPWY			7.30AM		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 .....		(1.35) 32.2	(4.15) 25.2	(3.20) 14.3	(5.30) 9.3	..... Average speed per hour .....

WESTWARD		TETON VALLEY BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 2.	SECOND CLASS		FIRST CLASS		Time-Table No. 6 August 13, 1950	Mile Post	FIRST CLASS		SECOND CLASS	
	481	47	48	482			48	482		
	Local Freight Monday Wednesday Friday	Passenger Daily	Passenger	Local Freight			Passenger	Local Freight		
					STATIONS					
	46 COPWY	7.00AM	5.20AM	DN-R	ASHTON YL	HN	0.0	A 9.55PM	A 1.20PM	
	19	7.10	5.24		MARYSVILLE YL		1.8	9.45	12.50	
	33	7.25	5.32		GRAINVILLE		6.0	9.37	12.35	
	19 PW	7.40	5.38	D	DRUMMOND	MD	8.8	9.32	12.25	
	11	7.55	5.46		FRANCE		12.8	9.24	12.05PM	
	33 P	8.05	5.53		LAMONT		15.8	9.18	11.55AM	
	20	8.38	6.17		FELT		26.3	8.55	11.20	
	22 PWY	8.53	6.27	D	TETONIA	NA	30.3	8.47	11.05	
			6.32		DWIGHT		32.7	8.41		
	31	9.12	6.42	D	DRIGGS	DI	37.2	8.33	10.40	
	19 PWY	A 9.35AM	A 7.00AM	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 .....		(1.40) 27.3	(3.20) 13.7	..... Average speed per hour .....		

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
 Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.  
 No. 33 stop daily, except Sunday and holidays, to dispatch mail at Lorenzo and Chester.  
 For stations not shown on schedule pages.—See page 17.

WESTWARD		MACKAY BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 2.	SECOND CLASS		SECOND CLASS		Time-Table No. 6 August 13, 1950	Mile Post	SECOND CLASS		SECOND CLASS	
	421	409	422	410			421	422		
	Mixed Daily Except Sunday	Mixed Daily Except Sunday	Mixed Daily Except Sunday	Mixed Daily Except Sunday			Mixed Daily Except Sunday	Mixed Daily Except Sunday		
					STATIONS					
	CPWY	8.15AM	7.30AM	DN-R	BLACKFOOT YL	BF	0.0	A 2.20PM	A 3.55PM	
					GARDNER JCT.		2.6			
					CLARKSON		4.3	2.00	3.42	
					MORELAND		6.7	1.55	3.37	
					THOMAS JCT.		5.9			
	P	A 8.35AM	7.51		ABERDEEN JCT. YL		7.1	1.45PM	3.33	
	32 PW		8.24		TABER		20.1		3.00	
	20 PY		9.15		SCOVILLE		39.7		2.10	
	37 PWY		10.05	D	ARCO YL	RO	59.1		1.20	
	21 P		10.27		MOORE		66.7		12.48	
	10		10.45		DARLINGTON		72.6		12.30	
	5		11.00		LESLIE		77.3		12.15PM	
	68 PWY		11.25AM	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 .....		(0.35) 12.2	(4.05) 20.9	..... Average speed per hour .....		

WESTWARD		WEST BELT BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 2.	SECOND CLASS		SECOND CLASS		Time-Table No. 6 August 13, 1950	Mile Post	SECOND CLASS		SECOND CLASS		
	492	491	492	491			492	491			
	Mixed Daily Except Sunday	Mixed Daily Except Sunday	Mixed Daily Except Sunday	Mixed Daily Except Sunday			Mixed Daily Except Sunday	Mixed Daily Except Sunday			
					STATIONS						
	60 PW			D-R	UCON	UN	0.0	A 1.40PM	17 PY	8.05AM	
	21 P				LEWISVILLE		8.8	1.10	21	8.15	
	50 P			D	MENAN	MN	10.5	1.00			
					ANNIS JCT.		11.5		46 P	8.27	
	52 PW				PLANO		25.0	12.12	21 PW	9.05	
	18				EDMONDS		26.7	12.05PM	13 P	9.18	
	11 P				EGIN		29.3	11.56AM	11 P	9.30	
	30				HEMAN		31.6	11.46	23 P	9.40	
	14 P				PARKER		33.5	11.40	40 P	9.52	
	118 PWY			D-R	ST. ANTHONY YL	SH	38.7	11.15AM	10 P	9.58	
					(38.7)			Daily Except Sunday	12 P	10.20	
									P	10.40AM	
										(44.4)	
					..... Thru Time .....		(2.25) 16.0	..... Average speed per hour .....	(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. 6 August 13, 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			
STATIONS													
469	CPWY	12.20PM	3.00AM	4.10PM	5.10AM	DN-R	MINIDOKA YL	RT	0.0	A 3.10PM	A 9.20PM	A 11.00AM	A 1.30AM
75	P	12.35	3.17	f 4.25	f 5.23		ACEQUIA		8.2	f 2.45	f 8.59	10.35	11.10PM
206	PWY	12.50	3.40	s 4.40	s 5.45	DN-R	RUPERT YL	MS	13.5	s 2.35	s 8.50	10.20	10.55
32	P	1.01	3.52	s 4.48	s 5.53		HEYBURN		19.6	s 2.20	f 8.35	10.05	10.40
94	OPWY	1.15	4.10	s 5.00	s 6.13	DN	BURLEY YL	BU	21.7	s 2.15	s 8.30	10.00	10.35
76	P	1.25	4.20	f 5.08	f 6.21		STARRH'S FERRY		25.8	f 2.02	f 8.12	9.45	10.15
58	P	1.50 <sup>574</sup>	4.35	f 5.19	f 6.31		MILNER		33.5	f 1.50 <sup>439</sup>	f 8.00	9.30	10.00
73	PW	2.05	4.50	s 5.33	s 6.44	D	MURTAUGH	MU	41.4	s 1.35	s 7.47	9.15	9.45
53	P	2.15	4.59	5.39	6.50		BICKEL		45.1	1.27	7.39	9.05	9.35
30							BILLS		49.0				
41	P	2.30	5.10	s 5.48	s 6.58	D	HANSEN	NS	49.7	s 1.19	s 7.32	8.55	9.25
60	P	2.43	5.18	s 5.57	s 7.06	D	KIMBERLY	KY	53.3	s 1.08	s 7.22	8.45	9.15
29	P			6.02	7.11		McMILLAN YL		56.4				
	COPWYZ	A 4.00PM	A 7.00AM	6.10	7.20	DN-R	TWIN FALLS YL	NA	58.9	12.55	7.10	8.30AM	9.00PM
42				f 6.35	f 7.47		CURRY		63.3	f 12.40	f 6.46		
60	P			s 6.41 <sup>50</sup>	s 7.52	D	FILER	FR	65.9	s 12.35	s 6.41 <sup>573</sup>		
45				f 6.47	f 7.56		PEAVEY		68.5	f 12.28	f 6.35		
41				f 6.52	f 8.00		CEDAR		71.3	f 12.24	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
		(3.40)	(4.00)	(2.50)	(3.00)		Thru Time	(2.50)	(2.55)	(2.30)	(4.30)		
		16.1	14.7	26.0	24.6		Average speed per hour	26.0	25.3	23.6	13.1		

WESTWARD				OAKLEY BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 6 August 13, 1950		Mile Post	Time-Table No. 6 August 13, 1950		Mile Post					
	STATIONS										
	94	OPWY		DN-R	BURLEY YL		BU	0.0			
30			BEEVILLE		4.3						
25			PELLA		5.2						
25			TROUT		16.3						
60			MARION		17.8						
20	Y	D-R	OAKLEY	OA	21.8						
			(21.8)								

  

WESTWARD				RAFT RIVER BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 6 August 13, 1950		Mile Post	Time-Table No. 6 August 13, 1950		Mile Post					
	STATIONS										
	94	OPWY		DN-R	BURLEY YL		BU	0.0			
16			EVANS		4.7						
16			DECLO		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. 6 August 13, 1950		Mile Post	SECOND CLASS		Time-Table No. 6 August 13, 1950		Mile Post	SECOND CLASS	
	471	473	465	466		472	474					
	Local Freight	Local Freight	Mixed	Mixed		Local Freight	Local Freight					
STATIONS												
206	PWY		9.00PM		5.55AM	DN-R	RUPERT YL	MS	0.0	A 1.55PM	A 8.00PM	
34	P						MYERS YL		4.4			
73	P		9.35		6.07	D	PAUL YL	DJ	5.9	s 12.35	7.30	
20				f 6.11			BUDGE		7.9	f 12.26		
54			10.05		6.27		SCHODDE		15.9	f 12.10	6.40	
21				f 6.36			McHENRY		19.8	f 12.02PM		
22			11.01		6.46	D	HAZELTON	AZ	24.0	s 11.55AM	6.10	
63	W		11.45PM		6.56	D	EDEN	DX	28.1	s 11.45	5.40	
54			12.10AM		7.11		PERLINE		34.8	f 11.28	5.00	
27				f 7.24			FALLS CITY		40.6	f 11.17		
54	CWY		A 1.00AM	7.00PM	7.50	DN	JEROME YL	JO	47.9	s 11.01	4.00PM	A 12.01AM
54				8.00	8.10	D	WENDELL	ND	56.7	s 10.36		11.30PM
54				8.30	8.30		TUTTLE		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)	(2.30)	(2.50)		Thru Time	(3.55)	(4.00)	(1.31)		
			12.0	10.3	26.0		Average speed per hour	18.8	12.0	17.0		

WESTWARD				WELLS BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 6 August 13, 1950		Mile Post	SECOND CLASS		Time-Table No. 6 August 13, 1950		Mile Post	SECOND CLASS	
	439	440	440	440								
	Mixed	Mixed	Mixed	Mixed								
STATIONS												
	COPWYZ			7.00PM	DN-R	TWIN FALLS YL	NA	0.0	A 8.00AM			
31				f 7.25		BERGER		10.9	f 7.15			
31				s 7.45		HOLLISTER		19.4	s 6.55			
21	PWY			s 8.10	D	ROGERSON	RG	28.8	s 6.30			
38				f 8.35		METEOR		38.7	f 6.03			
34				f 9.05		IDAVADA		50.1	f 5.36			
34	PW			f 9.19		DELAPLAIN		56.1	f 5.22			
34				f 9.35		SAN JACINTO		60.7	f 5.12			
34	P			s 9.55	D	CONTACT	CN	68.8	s 4.55			
33	CPW			f 10.10		HENRY		75.1	f 4.38			
34				f 10.25		HUBBARD		80.9	f 4.26			
33				f 10.40		SHORES		86.7	f 4.14			
48	PWY			f 11.00		WILKINS		93.6	f 3.59			
37				f 11.10		HERRELL		97.3	f 3.49			
44	PY			s 11.30		SUMMER CAMP		102.5	s 3.33			
44				f 11.50PM		MELANDCO		108.9	f 3.04			
35				f 12.05AM		TOWN CREEK		116.1	f 2.47			
	PWY			A 12.30AM	DN-R	WELLS YL	HU	123.4	2.30AM			
						(123.4)			Daily Except Monday			
				(5.30)		Thru Time	(5.30)					
				22.4		Average speed per hour	22.4					

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

**WESTWARD KETCHUM BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 6 August 13, 1950	Mile Post	SECOND CLASS		
		441 Mixed Daily Except Sunday				442 Mixed		
				<b>STATIONS</b>				
420 COPWY		6.00AM	DN-R	SHOSHONE YL X	0.0	A12.45PM		
39 PWY		6.35	D-R	15.3 RICHFIELD YL FK	15.3	12.05PM		
29		6.50		6.4 PAGARI	21.7	11.45AM		
27		7.10		8.0 TIKURA	29.7	11.25		
59 PW		7.30	D	7.6 PICABO XN	37.3	11.05		
30		8.05	D	14.8 BELLEVUE V	52.1	10.25		
17 W		8.16	D	5.1 HAILEY RI	57.2	10.05		
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. 6 August 13, 1950			Mile Post
			<b>STATIONS</b>	
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 WESTWARD HOMEDALE BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time Table No. 6 August 13, 1950			Mile Post
			<b>STATIONS</b>	
P		BLAKES JCT		0.0
34 PT		32.9 D-R ROBINETTE YL RQ		32.9
		(32.9)		

  

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time Table No. 6 August 13, 1950			Mile Post
			<b>STATIONS</b>	
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 WESTWARD WILDER BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time Table No. 6 August 13, 1950			Mile Post
	SECOND CLASS 483 Mixed Daily Except Sunday		SECOND CLASS 484 Mixed	
			<b>STATIONS</b>	
190 OPW	7.00AM	DN-R	PAYETTE YL AY	0.0
20	f 7.10		3.9 EIFFIE	3.9
43 P	s 7.30	D	1.2 FRUITLAND FU	5.1
20	f 7.40		1.7 BUCKINGHAM	6.8
33 P	s 8.00	D	4.3 NEW PLYMOUTH NP	11.1
13	f 8.27		10.5 LETHA	21.6
96 PWY	A 8.50AM	D-R	8.1 EMMETT YL MF	29.7
			(29.7)	Daily Except Sunday

  

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time Table No. 6 August 13, 1950			Mile Post
			<b>STATIONS</b>	
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)	

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

**WESTWARD STODDARD BRANCH EASTWARD WESTWARD BOISE BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 6 August 13, 1950			Mile Post
			<b>STATIONS</b>	
OPTWYZ		DN-R	NAMPA YL 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)	

  

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 6 August 13, 1950			Mile Post
			<b>STATIONS</b>	
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. 6 August 13, 1950	Mile Post	SECOND CLASS	
	485 Mixed Daily Except Sunday	486 Mixed			485 Mixed Daily Except Sunday	486 Mixed
	STATIONS				STATIONS	
OPTWYZ	8:30AM	DN-R NAMP A YL AU-Q	0.0	A 4:30PM		
		IDA. NOR. JCT. YL	0.7			
25	8:40	FISCHER	2.4	4:25		
14	9:00	MIDDLETON	9.3	4:05		
15	9:20	JENNESS	18.9	3:40		
96 PWY	10:20	D-R EMMETT YL MF	27.0	3:10		
42	10:40	PLAZA	31.8	2:35		
43 P	11:20	MONTOUR	41.1	1:55		
32 P	11:55AM	D HORSESHOE BEND YL HB	49.7	1:30		
32	12:40 <sup>486</sup>	GARDENA	55.1	12:40 <sup>485</sup>		
35 OPTW	1:30	D BANKS YL AB	64.1	12:05PM		
25 PW	2:20	BIG EDDY	75.4	10:55AM		
31 PWY	3:00	SMITHS FERRY YL	83.0	10:25		
15 P	3:35	CABARTON	92.7	9:50		
32 W	3:45	BELVIDERE	95.5	9:40		
32 PY	4:30	D CASCADE YL CD	99.2	9:30		
31	5:00	ARLING	111.0	8:00		
33 W	5:30	D DONNELLY FY	119.4	7:35		
14	5:45	NORWOOD	124.7	7:22		
53 OPWY	6:15PM	D-R McCALL YL NE	132.8	7:00AM		
		(132.8)				Daily Except Sunday
	(9.45)	Thru Time	(9.30)			
	13.6	Average speed per hour	14.0			

**Westward NEW MEADOWS BRANCH Eastward**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 6 August 13, 1950		Mile Post
	STATIONS		
233 OP TWY	DN-R WEISER YL SR	0.0	
12	REBECCA	6.0	
48	CONCRETE	19.1	
26 P	D MIDVALE MI	31.8	
35 P	D CAMBRIDGE RA	40.5	
3 W	GOODRICH	49.8	
18	MESA	56.6	
42 OPWY	D-R COUNCIL YL CN	60.2	
7	HOOVER YL	61.6	
6	GLENDALE	72.0	
15	WOODLAND	80.0	
43	RUBICON YL	84.1	
146 PWY	D-R NEW MEADOWS YL DS	89.7	
	(89.7)		

**WESTWARD OREGON EASTERN BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 6 August 13, 1950	Mile Post	SECOND CLASS	
	459 Mixed Daily Except Sunday	493 Mixed Tuesday Thursday Saturday			460 Mixed	494 Mixed
	STATIONS				STATIONS	
444 COP WY	1:00PM	11:15AM	DN-R ONTARIO YL ON	0.0	A 4:00PM	A 4:15PM
PY	1:10	11:25	MALHEUR JCT. YL	1.9	3:40	4:00
38	1:25	11:40	LUSE	6.9	3:25	3:47
24	1:35	11:50AM	MALLETT	10.0	3:15	3:39
134 PWY	1:55	12:05PM	D-R VALE YL VA	15.5	3:00	3:25PM
46	2:20 <sup>460</sup>		HOPE	23.5	2:20 <sup>459</sup>	
52	2:50		LITTLE VALLEY	34.8	1:50	
53 P	3:15		HARPER	42.0	1:25	
50	3:40		NAMORF	51.2	12:55	
27	4:07		JONESBORO	62.2	12:28PM	
53 PWY	4:40		D JUNTURA JN	73.6	11:50AM	
50	5:25		LONG	86.6	11:10	
49 PW	5:50		RIVERSIDE	92.7	10:50	
31	6:15		DUNNEAN	102.8	10:25	
32 PW	6:40		VENATOR	110.2	10:05	
32	7:00		CIRCLE BAR	117.9	9:45	
31 PW	7:30		CRANE	126.6	9:15	
31	8:20		REDESS	143.5	8:32	
23 OP WYZ	9:00PM		D-R BURNS YL BR	156.8	8:00AM	
			(156.8)			Daily Except Sunday Tuesday Thursday Saturday
	(8.00)	(0.50)	Thru Time	(8.00)	(0.50)	
	19.6	18.6	Average speed per hour	19.6	18.6	

**WESTWARD BROGAN BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 6 August 13, 1950	Mile Post	SECOND CLASS	
	493 Mixed Tuesday Thursday Saturday	494 Mixed			493 Mixed	494 Mixed
	STATIONS				STATIONS	
134 PWY	12:30PM	D-R VALE YL VA	0.0	A 3:15PM		
29	1:22	JAMIESON	17.3	2:20		
31 PWY	1:45PM	BROGAN YL	23.3	2:00PM		
		(23.3)				Tuesday Thursday Saturday
	(1.15)	Thru Time	(1.15)			
	18.6	Average speed per hour	18.6			

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

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

**STATIONS NOT SHOWN ON SCHEDULE PAGES**

Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 23	Switch Connection	Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 23	Switch Connection
<b>First Subdivision</b>				<b>Raft River Branch</b>			
Leefe.....	64.8	Spur 2.4 Mi. Y	Both	Unity.....	3.1	36	Both
Onyx.....	197.5	14 P	West	Springdale.....	6.0	22	Both
Inkom Ballast Quarry.....	202.9	140 P	East	<b>North Side Branch</b>			
<b>Second Subdivision</b>				Travers..... (7).....	3.5	18	Both
Don.....	219.6	43 PX	Both	Black.....	26.9	30	Both
Schiller.....	226.5	11	Both	Hunt..... (7).....	31.5	8	Both
Coates.....	369.5	8 P	West	Sugar Loaf.....	38.3	12	Both
Sand Bank.....	370.9	42 PX	Both	Barrymore..... (7).....	42.6	13	Both
<b>Third Subdivision</b>				Haytown.....	44.7	7	Both
Hillcrest.....	B-445.1	14 P	Both	Hydra.....	45.8	7	Both
Apple Valley.....	485.9	26	Both	Appleton..... (7).....	52.9	12	Both
Arcadia.....	491.7	45 P	Both	King.....	58.1	17	Both
Washoe Spur.....	500.9	32	West	<b>Wells Branch</b>			
Wood.....	506.2	10	Both	Knoll..... (8).....	5.6	7	Both
Feltham.....	512.7	23	Both	Godwin..... (8).....	7.0	8	Both
<b>Fourth Subdivision</b>				Amsterdam..... (8).....	23.2	9	West
Chubbuck.....	138.2	40	Both	<b>Ketchum Branch</b>			
Kimball.....	166.6	20	Both	Marley..... (9).....	10.9	3	Both
Jason Spur.....	175.4	60	West	Priest..... (10).....	33.9	6	East
Mitchell.....	176.9	22	Both	Hay..... (10).....	41.8	6	Both
Red Rock..... (1).....	302.8	28	Both	Gannett..... (10).....	44.3	10	Both
Dalys..... (1).....	316.4	19 P	Both	Barite..... (10).....	60.0	12	Both
Glen..... (1).....	347.8	8	West	Gimlet..... (10).....	63.2	30	East
Lavon..... (1).....	351.7	None	None	Triumph..... (10).....	67.6	16	Both
Maiden Rock..... (1).....	366.0	None	None	<b>Hill City Branch</b>			
<b>Goshen Branch</b>				Rawson.....	4.5	13	Both
Cox.....	9.2	11	West	Rands.....	36.8	9	Both
Ammon.....	18.1	34	West	<b>Homestead Branch</b>			
Wilkinson.....	21.0	3	West	Home.....	14.0	4 P	East
<b>Yellowstone Branch</b>				Mineral.....	15.3	10 W	East
St. Leon.....	3.7	16	East	Still.....	16.2	2	East
Mark.....	22.2	24	Both	Sturgill.....	27.1	15	East
Jolley.....	27.6	10	Both	<b>Payette Branch</b>			
Wilford.....	32.9	7	East	Ingard.....	3.3	8	Both
Pineview.....	72.5	5 P	Both	Falks..... (11).....	17.2	5	East
<b>Teton Valley Branch</b>				Little Rock.....	18.9	10	Both
Judkins..... (2).....	22.3	6	East	<b>Wilder Branch</b>			
Fox Creek..... (2).....	42.3	12	Both	Greenleaf.....	7.0	9	West
<b>Aberdeen Branch</b>				Allendale.....	9.7	13	Both
Strang..... (3).....	23.6	6	Both	<b>Stoddard Branch</b>			
Fingal.....	26.0	9	Both	Westma.....	11.6	5	East
<b>Mackay Branch</b>				<b>Boise Branch</b>			
Collins..... (4).....	2.1	10	West	Penitentiary Spur.....	5.0	10	East
Aiken..... (4).....	3.8	10	Both	Vernon.....	6.3	10	West
<b>West Belt Branch</b>				<b>Idaho Northern Branch</b>			
Coltman..... (5).....	2.8	19 P	East	Maddens..... (12).....	6.1	5	East
Grant..... (5).....	4.8	18 P	East	Bramwell..... (12).....	22.2	5	East
Barlow.....	7.0	17	East	Black Canyon..... (12).....	33.0	5	East
Midway.....	9.4	31	Both	Archabal..... (12).....	127.4	9	Both
Pyke..... (5).....	35.3	5	West	<b>Oregon Eastern Branch</b>			
<b>East Belt Branch</b>				Cairo..... (13).....	3.7	14	Both
Gale spur.....	27.5	10	East	Lawen..... (14).....	138.4	3	East
<b>Twin Falls Branch</b>				<b>New Meadows Branch</b>			
Amalga.....	17.3	12	East	Presley.....	11.7	9	Both
Parsons..... (6).....	35.5	18 P	Both	Diamond.....	26.7	4 W	West
Stowe.....	52.1	12	West	Fruitvale.....	66.5	3	Both
<b>Oakley Branch</b>				Starkey.....	69.3	5	West
Warr.....	19.4	12	Both	Tamarack.....	81.9	29	Both
				<b>Brogan Branch</b>			
				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.

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

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

**Designation "Psgr."**—Train with steam locomotive and all passenger train equipment; train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.

**Designation "Frt."** —Train with freight cars; train with caboose only; locomotive without cars.

When Diesel-electric passenger locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified under "Psgr." trains will govern.

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

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

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

**GENERAL**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	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		
Inspection bus cars.		40	40		20		
Battery motor car 01886.		50			15		
When caboose is handled in train consisting of passenger train equipment.		55			50	40	25
MacArthur type engines with 63-inch drivers.		55	50		30	30	15
MacArthur type engines with 57-inch drivers.		35	35		60	50	25
3900 class engines.		65	50		50	40	25
3800 class engines.		60	50		30	30	15
4000, 9000 and 2-10-2 type engines.		50	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.			
Ten Wheeler type engines 1573, 1575, 1577 to 1580.		55	40		10	10	
Other Ten Wheeler and Consolidation type engines.		35	35		6	6	
Mallet type engines, 3500 to 3599, incl., and 3670 to 3674, incl.		35	35	15	15	15	
0-6-0 and 0-8-0 type yard engines.		20	20	10	10	10	
Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			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.			
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		20	20	20
Diesel switch engines in road service.	35	35	35		25	20	20
Steam engines running backward.	20	20	20	15	15	15	
Trains handling scale test cars— On main line, Twin Falls Branch and between Idaho Falls and Ashton. On other branch lines.			30	6	6	6	
Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20	Jordan spreaders and other machines of spreader type, when in operation.			15
			6		15	15	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	15	15
				Through tunnels, branch lines.		10	10

**FIRST SUBDIVISION**

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour				
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	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	Between M.P. 164.2 and 164.6.	70	60	50		
<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	<b>Bancroft</b> Over streets and alleys.	25	25	25
<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	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>Kinport</b> Between M.P. 167.5 and 168.1.	70	60	50		
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. 169.9 and 170.3.	60	50	40		
<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>Pebble</b> Between M.P. 171.2 and 171.7.	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	Between M.P. 171.9 and 174.8.	70	60	50	
Between M.P. 33.0 and 33.1.	70	60	50	Between M.P. 125.8 and 126.8.	60	50	40	<b>Broxon</b> Between M.P. 176.4 and 176.7.	70	60	50		
<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>Blaser</b> Between M.P. 177.4 and 178.5.	60	50	40		
Between M.P. 35.5 and 35.9.	50	40	30		Between M.P. 128.2 and 128.6.	60	50		40	M.P. 179.0 to 180.0 (Westward).	45	35	20
Between M.P. 36.5 and 38.8.	50	40	25		Between M.P. 129.5 and 130.0.	60	50		40	M.P. 180.0 to 179.0 (Eastward).	50	40	25
<b>Kemmerer</b> 7000 and heavier type engines, turntable lead. Passing coal chute.	30	30	25	Between M.P. 131.6 and 132.2.	70	60	50	<b>Lava Hot Springs</b> Between M.P. 180.1 and 181.6.	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. 181.8 and 183.1.	60	50	40		
Between M.P. 44.0 and 49.2.	50	40	30		Between M.P. 182.2 and 184.8.	70	60	50	<b>Topaz</b> Between M.P. 185.5 and 185.7.	70	60	50	
Between M.P. 49.2 and 49.4.	40	35	25		Between M.P. 185.7 and 185.7.	70	60	50	Between M.P. 186.0 and 187.3.	50	40	30	
<b>Fossil</b> Between M.P. 54.5 and 58.0.	40	35	25	<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		
<b>Nugget</b> Between M.P. 58.0 and 59.6.	70	60	50		Between M.P. 188.2 and 190.2.	70	60	50	<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. 195.0 and 195.4.	60	50	40	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	<b>Rose</b> Between M.P. 141.0 and 141.9.	60	50	40	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. 142.4 and 143.4.	70	60	50	Between M.P. 200.3 and 201.1.	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. 144.5 and 145.3.	60	50	40	Between M.P. 201.1 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	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.	Psg.	Frt.		Str.	Psg.	Frt.		Str.	Psg.	Frt.
<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. 253.8 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.</b> <b>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	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
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 354.4.	35	25
Between M.P. 143.4 and 143.5.	50	40	Between M.P. 251.0 and 251.4.	40	30	Between M.P. 357.2 and 357.7.	40	30
<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.	20	15	Between M.P. 379.0 and 381.1.	35	25
Between M.P. 190.7 and 190.9.	45	35	Westward within yard limits.	25	15	<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	<b>Armstead</b> Between M.P. 307.7 and 308.0.	40	30	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. 308.9 and 310.2.	35	25	<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. 310.4 and 310.6.	25	20	Between M.P. 389.9 and 390.2.	20	20
			Between M.P. 311.0 and 311.8.	45	35	<b>Silver Bow</b> On interchange tracks beyond N. P. crossing, with 3500, 3600, 5000 and 7000 class engines.	5	5
			<b>Grayling</b> Between M.P. 316.0 and 316.5, watch for rocks.	25	20			
			<b>Dalys</b> Between M.P. 316.5 and 318.7.	35	25			

**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 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
<b>Blazon Branch.</b>	15				

**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	Trains handling high cars 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	Between Banks and Smiths Ferry, 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 Jct. and Orvin.		20	Between M.P. 91.2 and 91.5.		25	<b>Little Valley</b> Between M.P. 36.5 and 37.6, watch for rocks.		20
Truss bridges.		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.		15 10
Between M.P. 37.7 and 38.2, watch for rocks.		20	<b>Brogan Branch</b>		20	Between M.P. 30.0 and 60.5. Straight track. On curves.		25 15
<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.		15 10
Between M.P. 80.7 and 81.0, watch for rocks.		10	Payette Jct., on curve.		10	Engines running backwards.		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
<b>Long</b> Between M.P. 86.6 and 89.0, watch for rocks.		20	<b>New Meadows Branch</b> Maximum speed.		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.		25 20	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.....	Enginemen's Register Room	Ontario.....	Telegraph Office
Lima.....	Telegraph Office	Payette.....	Telegraph Office
Silver Bow.....	Telegraph Office	Weiser.....	Telegraph Office
Ashton.....	Telegraph Office	Boise Freight.....	Yard Telegraph Office
West Yellowstone.....	Telegraph Office	Boise Freight.....	Roundhouse Office
Pocatello.....	Train Dispatcher's Office	Jerome.....	Telegraph Office
Pocatello.....	Passenger Conductors' Register Room, 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.		