



UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



IDAHO DIVISION
TIME-TABLE
No. 7

Effective Sunday,
September 24, 1950

At 12:01 A. M. Mountain Time

Be Careful Today

FOR EMPLOYEES ONLY

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

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



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. Whitmot, Trainmaster.....Pocatello, Ida.
E. L. Chantry, Trainmaster.....Pocatello, Ida.
H. G. Baker, Trainmaster.....Pocatello, Ida.
R. B. Hardin, Terminal Trainmaster.....Pocatello, Ida.
A. R. Nelson, Master Mechanic.....Pocatello, Ida.
G. L. Jensen, 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
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 Jet. 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 Jet.
Norman C. Hedemark..	Oculist.....	Boise.....	Vicinity Boise.
Arthur C. Jones.....	Oculist and Aurist.	Boise.....	Vicinity Boise.
William A. Koelsch...	Surgeon.....	Boise.....	Orchard to Nampa and Boise.
Roy L. Peterson.....	Oculist and Aurist.	Boise.....	Vicinity Boise.
Warren D. Springer...	Surgeon.....	Boise.....	Orchard to Boise.
Melvin A. Drake.....	Surgeon.....	Buhl.....	Buhl to Twin Falls.
John W. Davis.....	Surgeon.....	Burley.....	Rupert, Oakley, Hansen.
Chas. A. Terhune....	Surgeon.....	Burley.....	Rupert to Oakley and Hansen.
John H. Wearo.....	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.
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. Small.....	Surgeon.....	Jerome.....	Rupert to Bliss.
Robert O. Hummer...	Surgeon.....	Kemmerer....	Granger to Cokeville.
A. Edgar Robison....	Surgeon.....	Lava Hot Springs	
Don S. Numbers.....	Surgeon.....	McCall.....	Soda Springs and Inkom.
Carl D. Lusty.....	Surgeon.....	Meridian....	Idaho Northern Branch.
Harry H. King.....	Surgeon.....	Montpelier...	Meridian and vicinity.
R. B. Lindsey.....	Surgeon.....	Montpelier...	Cokeville to McCammon.
J. P. Weber.....	Surgeon.....	Mountain Home.....	Cokeville to Soda Springs.
Ernest D. Hunsaker..	Aurist.....	Nampa.....	Mountain Home and vicinity.
Frederick D. Koehne..	Surgeon.....	Nampa.....	Nampa and vicinity.
J. R. Mangum.....	Surgeon.....	Nampa.....	Mountain Home to Caldwell.
Thomas E. Mangum, Jr.	Surgeon.....	Nampa.....	Mountain Home to Caldwell.
Joseph J. Sarazin....	Surgeon.....	Nyssa.....	Parma to Ontario and Marsing.
Sam Pohanz.....	Surgeon.....	Ontario.....	Payette to Nyssa.
Wilfred N. Sanders...	Surgeon.....	Ontario.....	Payette to Nyssa.
Ira R. Woodward, Jr..	Surgeon.....	Payette.....	Weiser to Ontario and Fruitland.
M. F. Rigby.....	Surgeon.....	Rexburg.....	Rigby to St. Anthony.
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.
Allen H. Tigert.....	Surgeon.....	Soda Springs..	Montpelier to McCammon.
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.
F. K. Root.....	Surgeon.....	Wells.....	Wells to Contact.

WESTWARD							CONDENSED TIME-TABLE										EASTWARD			
FIRST CLASS							Time-Table No. 7 Sept. 24, 1950	FIRST CLASS												
19 Psgr.	61 Psgr.	11 Psgr.	105 Streamliner Passenger	457 Psgr.	17 Psgr.	25 Mail and Express		12 Psgr.	458 Psgr.	106 Streamliner Passenger	20 Psgr.	18 Psgr.	26 Mail and Express	62 Psgr.						
Daily	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS													
			6.20	2.15		3.55	GRANGER	A 9.30		A 12.42		A 10.30								
			11.25	6.05		9.50	1.20	213.9	POCATELLO	4.25	8.55	5.25	A 9.15							
								373.8	GLENN'S FERRY	12.30	6.10	1.50	5.00							
								448.4	BOISE	10.35	5.00	12.10	2.40							
								550.1	M.T. HUNTINGTON P.T.	7.45	3.05	9.40	11.40							
								649.7	M.T. HUNTINGTON P.T.	6.35	2.05	8.30	10.25							
								723.9	LA GRANDE	4.00	11.40	5.55	7.05							
								727.6	PENDLETON	1.25	9.35	3.15	4.25							
									RIETH	1.05	9.20	2.35	3.45							
									SPOKANE			A 7.00								
	9.00	Moscow 6.45						948.3	AYER			4.23		Moscow 5.15						
	11.15	12.35						844.4	WALLULA			3.05		3.15						
	12.45	1.20						791.1	UMATILLA			2.05		12.50						
	1.50							764.0	THE DALLES	10.25	7.15	11.50	12.05	12.30						
	4.05		2.15	5.35		3.40	6.25	855.4	PORTLAND	8.10	A 9.15	5.30	9.45	10.00						
	A 6.30	A 2.30 Pendleton	A 4.30	A 7.30	8.00	A 6.15	A 9.00	939.5	CENTRALIA		7.05									
					9.53			1030.6	TACOMA		5.52									
					11.05			1084.6	SEATTLE		4.45									
					A 11.59			1122.7												
									Daily	Daily	Daily	Daily	Daily	Daily						
	(9.30) 38.7	(7.45) 29.3	(23.10) 40.6	(18.15) 51.5	(3.59) 46.0	(27.20) 34.4	(20.40) 35.1	 Thru Time	(24.20) 38.6	(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				Time-Table No. 7 September 24, 1950	FIRST CLASS												
31 Passenger	33 Passenger	29 Passenger	32 Passenger		34 Passenger	30 Passenger											
Daily	Daily	Daily	STATIONS														
			McCAMMON	A 5.00	A 6.05	A 3.55											
	10.10	3.55	POCATELLO	4.30	5.35	3.25											
	A 10.45	5.15	BLACKFOOT		4.00	1.53											
		1.35	IDAHO FALLS		3.15	1.15											
		2.20	ASHTON		1.15												
		3.10	VICTOR		11.30												
		73.3	WEST YELLOWSTONE														
		124.3	BUTTE			7.00											
		160.9		Daily	Daily	Daily											
		180.4															
		285.8															
	(0.35) 38.9	(6.45) 25.2	(9.10) 31.2 Thru Time	(0.30) 45.4	(6.35) 25.9	(8.55) 32.1										
				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									Time-Table No. 7	
		SECOND CLASS				FIRST CLASS					September 24, 1950	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		263	251	257	277	11	31	105	17	33	29	STATIONS
		Time Freight	Time Freight	Time Freight	Time Freight	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
150 RCS IPWY		10.00AM		2.45AM		6.20PM		2.15PM	3.55AM			DN-R GRANGER YL GN
70 P		10.08		2.53		6.24		2.19	3.59			DONOVAN
114 P		10.14		2.59		6.28		2.22	4.03			MOXA
75 P		10.21		3.06		6.33		2.26	4.08			HASSETT
117 P		10.26		3.11		6.36		2.29	4.11			NUTRIA
83 P		10.34		3.19		6.41		2.33	4.16			COSGRIFF
125 P		10.41		3.26		6.45		2.37	4.22			DN OPAL OW
77 P		10.49		3.34		6.50		2.41	4.28			FOLGER
130 PW		10.56		3.41		6.55		2.45	4.33			WATERFALL
		11.06		3.51		7.02 ²⁶²		2.51	4.40			EAST KEMMERER YL
	CPTWXZ	11.15		4.00		7.09		2.53	4.50			DN KEMMERER YL Z
WS 71 ES 70 PXY		11.22		4.07		7.13		2.56	4.54			MOYER JCT. YL
WS 72 PW ES 76 XY		11.47 ¹⁰⁶		4.30 ²⁶⁴		7.26		3.07	5.08			DN FOSSIL YL FI
98 PW		11.57AM		4.40		7.33		3.14	5.16			NUGGET
77 P		12.05PM		4.48		7.37		3.18	5.20			ORR
113 P		12.11		4.54		7.40		3.21	5.25			SAGE
68 P		12.18		5.01		7.44		3.25	5.30			CARLSON
124 P		12.24		5.07		7.48		3.29	5.34			BECKWITH
74 P		12.32		5.15		7.53		3.34	5.39			PIXLEY
WS 128 ES 125 PW		12.42		5.25		8.01		3.39	5.50			DN COKEVILLE CR
77 P		12.50		5.33		8.06		3.43	5.56			MARSE
124 P		12.56		5.39		8.10		3.47	6.01			BORDER
74 PW		1.04		5.47		8.17 ¹⁸		3.52	6.09			PEGRAM
92 P		1.12		5.55		8.23		3.57	6.17			HARER
69 P		1.21		6.04		8.29		4.02	6.23			DINGLE
	COPTWYZ	1.45		6.20 ¹⁷		8.40		4.10	6.35 ²⁵⁷			DN-R MONTPELIER YL MX
		2.20		7.00		8.50		4.10	6.45			PESCADERO
80 P		2.32		7.12		8.58		4.17	6.53			GEORGETOWN
109 PW		2.40		7.20		9.04		4.23	7.00			CAVANAGH
127 P		2.47		7.27		9.10		4.28	7.06			MANSON
104 P		2.53		7.33		9.14		4.32	7.11			ROSE
77 P		2.59 ²⁶²		7.39		9.18		4.36	7.16			DN SODA SPRINGS SD
186 PWY		3.08		7.48		9.27		4.42	7.29			ALEXANDER
113 PW		3.16		7.56		9.34		4.47	7.40			TALMAGE
116 P		3.23		8.03		9.39		4.51	7.46			DN BANCROFT YL BN
368 CPWY		3.35		8.15		9.48		4.56	7.58			KINPORT
116 P		3.41		8.21		9.53		5.00	8.03			PEBBLE
120 P		3.48		8.28		9.58		5.04	8.08			BRONON
104 P		3.55		8.35		10.03		5.08	8.13			BLASER
102 PW		4.01		8.41		10.06		5.11	8.16			DN LAVA HOT SPGS. XY
80 PX		4.09		8.49		10.12		5.15	8.23			TOPAZ
CS 162 P		4.17		8.57		10.18		5.20	8.30			DN McCAMMON YL MC
226 IPWXY		4.30	10.30AM	9.10	1.20AM	10.28	10.10PM	5.28	8.43	3.55AM	12.20AM	D INKOM KO
WS 51 ES 91 PWX		4.46	10.46	9.26	1.36	10.40	10.23	5.39	8.57	4.08	12.33	PORTNEUF
						10.46	10.29	5.44	9.04	4.14	12.39	DN-R POCATELLO YL H CA
	RCS COPTWYZ	A 6.20PM	A 11.20AM	A 10.05AM	A 2.30AM	A 11.00PM	A 10.45PM	A 5.55PM	A 9.20AM	A 4.30AM	A 12.55AM	

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.

(7.20)	(0.50)	(7.20)	(1.10)	(4.40)	(0.35)	(3.40)	(5.25)	(0.35)	(0.35)	Thru Time
29.2	27.2	29.2	19.5	45.8	39.9	58.3	39.5	33.9	38.9	Average speed per hour

Time-Table No. 7		FIRST SUBDIVISION									EASTWARD			
		FIRST CLASS					SECOND CLASS							
September 24, 1950		30	12	32	106	18	34	262	278	270	264			
		Passenger	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Time Freight	Stock Special	Time Freight	Time Freight			
STATIONS														
DN-R GRANGER YL GN	0.0		A 9.30AM		A 12.42PM	A 10.30PM		A 8.10PM			A 6.20AM			
DONOVAN	4.1		9.24		12.37	10.22		7.58			6.07			
MOXA	7.7		9.20		12.34	10.18		7.52			6.00			
HASSETT	12.5		9.15		12.30	10.13		7.45			5.52			
NUTRIA	15.4		9.12		12.27	10.10		7.40			5.47			
COSGRIFF	20.2		9.07		12.23	10.05		7.33			5.39			
DN OPAL OW	24.5		9.02		12.19	10.00		7.26			5.32			
FOLGER	29.3		8.56		12.15	9.55		7.19			5.24			
WATERFALL	33.6		8.51		12.11	9.50		7.12			5.16			
EAST KEMMERER YL	39.0		8.44		12.05	9.43		7.02 ¹¹			5.06			
DN KEMMERER YL Z	39.7		8.42		12.03PM	9.41		6.55			5.01			
MOYER JCT. YL	42.3		8.34		11.58AM	9.33		6.43			4.53			
DN FOSSIL YL FI	50.3		8.19		11.47 ²⁶³	9.18		6.20			4.30 ²⁶⁷			
NUGGET	58.0		8.11		11.40	9.10		6.03			4.13			
ORR	59.6		8.06		11.36	9.05		5.55			4.05			
SAGE	63.1		8.02		11.33	9.01		5.48			3.58			
CARLSON	67.3		7.57		11.29	8.56		5.40			3.50			
BECKWITH	71.3		7.53		11.25	8.52		5.33			3.43			
PIXLEY	77.4		7.47		11.20	8.47		5.25			3.35			
DN COKEVILLE CR	83.5		7.40		11.15	8.40		5.15			3.25			
MARSE	88.2		7.31		11.10	8.30		5.05			3.15			
BORDER	92.1		7.27		11.07	8.24		4.59			3.09			
PEGRAM	97.7		7.21		11.02	8.17 ¹¹		4.51			3.01			
HARER	102.9		7.14		10.57	8.09		4.43			2.53			
DINGLE	108.0		7.08		10.52	8.03		4.35			2.45			
DN-R MONTPELIER YL MX	115.0		7.00		10.45	7.55		4.20			2.30			
PESCADERO	121.3		6.38		10.33	7.33		3.27			1.37			
GEORGETOWN	128.8		6.31		10.28	7.26		3.18			1.28			
CAVANAGH	131.9		6.26		10.23	7.20		3.11			1.21			
MANSON	136.1		6.22		10.19	7.16		3.05			1.15			
ROSE	140.0		6.18		10.15	7.12		2.59 ²⁶⁸			1.09			
DN SODA SPRINGS SD	146.0		6.09		10.09	7.03		2.47			12.57			
ALEXANDER	151.8		5.56		10.03	6.49		2.36			12.46			
TALMAGE	156.2		5.50		9.58	6.42		2.25			12.35			
DN BANCROFT YL BN	161.8		5.42		9.53	6.34		2.10			12.20			
KINPORT	165.6		5.32		9.48	6.28		1.59			12.09			
PEBBLE	170.3		5.27		9.43	6.23		1.51			12.01AM			
BRONON	174.3		5.22		9.38	6.18		1.43			11.53PM			
BLASER	177.4		5.19		9.35	6.15		1.36			11.46			
DN LAVA HOT SPGS. XY	180.0		5.14		9.31	6.10		1.28			11.38			
TOPAZ	184.3		5.05		9.26	6.02		1.13			11.23			
DN McCAMMON YL MC	191.2	A 3.55AM	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	201.8	3.41	4.40	4.46	9.08	5.40	5.51	12.35	1.55	8.25	10.45			
PORTNEUF	207.7	3.35	4.34	4.39	9.02	5.34	5.44							
DN-R POCATELLO YL H CA	213.9	3.25AM	4.25AM	4.30AM	8.55AM	5.25PM	5.35PM	12.10PM	1.30PM	8.00PM	10.20PM			

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.

(0.30)	(5.05)	(0.30)	(3.47)	(5.05)	(0.30)	(8.00)	(0.50)	(8.00)
45.4	42.1	45.4	50.6	42.1	45.4	26.7	27.2	26.7

WESTWARD						SECOND SUBDIVISION					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 22.	FIRST CLASS					Time-Table No. 7 September 24, 1950	Mile Post	FIRST CLASS							
	11	105	17	49	25			12	106	18	26	50			
	Passenger Daily	Streamliner Passenger Daily	Passenger Daily	Mixed Daily	Mail and Express Daily			Passenger	Streamliner Passenger	Passenger	Mail and Express	Mixed			
COPTWYZ	11:25PM	6:05PM	9:50AM	3:30AM	1:20AM	213.9	A 3:55AM	A 8:45AM	A 5:06PM	A 9:15PM	A 11:45PM				
151 P	11:40	6:20	10:05	3:45	1:35	224.3	3:33	8:30	4:48	8:36	11:20				
125 P	11:46		10:11	3:53	1:41	230.1	3:28		4:43	8:30	11:13				
147 PW	11:56PM	6:31	10:21	4:06	1:50	238.5	3:19	8:19	4:34	8:20	11:00				
125 P	12:01AM	6:36	10:26	4:12	1:55	242.3	3:11	8:14	4:27	8:08	10:49				
125 P	12:08	6:42	10:34	4:20	2:02	250.1	3:04	8:08	4:19	8:00	10:38				
125 PW	12:13	6:47	10:39	4:26	2:07	258.0	2:59	8:03	4:13	7:54	10:30				
125 P	12:16	6:50	10:42	4:30	2:10	259.8	2:54	8:00	4:09	7:50	10:23				
125 P	12:22	6:56	10:49	4:37	2:16	267.3	2:46	7:54	4:01	7:42	10:13				
469 COPWY	12:30	7:01	11:05	4:50AM	2:25	272.4	2:40	7:49	3:55	7:35	10:05PM				
125 P	12:34	7:05	11:09		2:30 ¹²	276.2	2:30 ²⁵	7:44	3:45	7:20					
125 P	12:41	7:12 ²⁶	11:16		2:38	284.3	2:23	7:37	3:38	7:12 ¹⁰⁵					
125 PW	12:45	7:16	11:20		2:42	289.0	2:19	7:33	3:34	6:57					
125 P	12:51	7:22	11:26		2:48	295.7	2:13	7:27	3:28	6:50					
125 P	12:58	7:28	11:33		2:55	303.5	2:06	7:21	3:21	6:43					
125 P	1:03		11:38		3:00	309.3	2:01		3:16	6:38					
121 P	1:07	7:36	11:42		3:07	313.9	1:56	7:13	3:11	6:32					
420 COPWY	1:20	7:45	11:55AM		3:25	321.5	1:45	7:05	3:00	6:20					
125 P	1:31 ¹²	7:54	12:06PM		3:36	330.8	1:31 ¹¹	6:53	2:45	6:09					
186 PW	1:40	8:00	12:16		3:47	337.5	1:20	6:47	2:37	5:52					
125 P	1:47	8:06	12:23		3:55	344.2	1:10	6:41	2:28	5:42					
250 PWY	1:53	8:11	12:33		4:05	350.5	1:03	6:36	2:22	5:35					
230 PY	2:00	8:17	12:40		4:12	357.3	12:55	6:30	2:15	5:25					
125 PWX	2:17	8:26	12:56		4:30	366.8	12:39	6:19	1:59	5:10					
COPTWYZ	A 2:30AM	A 8:35PM	A 1:15PM		4:45AM	373.8	12:30AM	6:10AM	1:50PM	5:00PM					
	(3.05) 51.9	(2.30) 64.0	(3.25) 46.8	(1.20) 43.9	(3.25) 46.8	.....	(3.25) 46.8	(2.35) 61.9	(3.15) 49.2	(4.15) 37.6	(1.40) 35.1			

WESTWARD				KUNA LINE					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 22.	SECOND CLASS				Time-Table No. 7 September 24, 1950	Mile Post	SECOND CLASS						
	257						262						
	Time Freight Daily						Time Freight Daily						
195 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						
116 P				5:37	D KUNA KA	446.7	9:30						
84 P				5:44	COLLOPY	451.8	9:15						
COPTWYZ				A 6:00AM	DN-R NAMPA YL AU-Q-D	456.6	9:00PM						
				(0.55) 36.6	.....	.....	(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 22.	SECOND CLASS					Time-Table No. 7 September 24, 1950	Mile Post	FIRST CLASS					SECOND CLASS		
	257	105	17	25	11			106	18	26	12	262			
	Time Freight Daily	Streamliner Passenger Daily	Passenger Daily	Mail and Express Daily	Passenger Daily			Streamliner Passenger	Passenger	Mail and Express	Passenger	Time Freight			
COPTWYZ	3:30AM	8:35PM	1:25PM	4:55AM	2:40AM	373.8	A 6:10AM	A 1:40PM	A 4:45PM	A 12:20AM	A 11:55PM				
CS115 PW	3:50	8:45	1:37	5:07	2:52	382.7	5:59	1:27	4:20	12:02AM	11:31				
CS127 PY	4:20	8:59	1:55	5:24	3:10	393.5	5:48	1:12	4:01	11:46PM	11:11				
256 PWY	4:35	9:06	2:08	5:41 ¹⁰⁶	3:23	401.6	5:41 ²⁵	1:02	3:50	11:35	10:56				
154 P	4:43	9:11	2:14	5:50	3:29	407.5	5:36	12:55	3:38	11:25	10:47				
141 P	4:50	9:16	2:19	5:56	3:34	412.7	5:32	12:50	3:32	11:20	10:40				
195 CIPWY	A 5:05AM	9:24	2:30	6:10	3:45	423.0	5:24	12:40	3:20	11:10	10:25PM				
78 P		9:31	2:38	6:19	3:53	B-430.3	5:17	12:31	3:08	11:00					
79 P		9:36	2:44	6:26	3:59	B-435.9	5:12	12:25	3:00	10:52					
78 P		9:42	2:50 ²⁶	6:32	4:05	B-441.7	5:06	12:18	2:50 ¹⁷	10:44					
109 PWY	VIA KUNA LINE	9:50	3:10	6:45	4:15	B-448.4	5:00	12:10	2:40	10:35	VIA KUNA LINE				
P		9:53	3:13	7:15	4:28	B-450.7	4:55	11:59AM	2:24	10:17					
35 P		9:54	3:14	7:16	4:29	B-451.4	4:54	11:58	2:23	10:16					
31 P		9:57	3:17	7:19	4:32	B-454.6	4:51	11:55	2:20	10:12					
77 P		10:00	3:21	7:24	4:35	B-457.3	4:48	11:52	2:17	10:08					
25 P		10:03 ¹²	3:25	7:28	4:45 ¹⁰⁶	B-460.7	4:45 ¹¹	11:49	2:10	10:03 ¹⁰⁵					
OPTWYZ	6:00AM	10:16	3:40	7:40	5:00	B-466.8	4:37	11:40	2:00	9:48	A 9:00PM				
57 P	6:06	10:20	3:55	7:55	5:15	460.8	4:25	11:22	1:43	9:32	8:50				
204 PW	6:14	10:25	4:05	8:06	5:25	465.6	4:21	11:17	1:37	9:26	8:42				
122 P	6:19	10:28	4:09	8:10	5:29	469.2	4:17	11:08	1:27	9:18	8:37				
139 P	6:23	10:31	4:14	8:14	5:32	472.5	4:14	11:05	1:24	9:15	8:33				
104 P	6:34	10:38	4:25	8:25	5:39	480.8	4:07	10:57	1:14	9:08	8:22				
155 PWY	6:44	10:45	4:35	8:37	5:48	488.4	4:00	10:49	1:01	9:00	8:12				
PY	6:56		4:44	8:45	5:56	496.8		10:38	12:48	8:48	8:00				
444 COPY	7:01	10:56	4:53	8:54	6:03	498.7	3:49	10:35	12:45	8:45	7:55				
190 PW	7:08	11:02	5:03	9:05	6:14	502.5	3:43	10:25	12:30	8:34	7:41				
84 P	7:18	11:08	5:10	9:12	6:21	509.3	3:37	10:17	12:20	8:24	7:31				
233 PWY	7:28	11:16	5:20	9:27	6:31	515.9	3:31	10:10	12:13	8:17	7:21				
77 P	7:37	11:22	5:27	9:34	6:37	522.0	3:24	10:02	12:02PM	8:07	7:12				
115 P	7:42	11:26	5:31	9:39	6:42	525.7	3:21	9:58	11:58AM	8:03	7:07				
116 P	7:56	11:36	5:41	9:49 ¹⁸	6:51	534.0	3:12	9:49 ²⁵	11:49	7:54	6:53				
P						537.1									
OPTWYZ	A 8:20AM	A 11:45PM	A 5:55PM	A 10:15AM	A 7:05AM	538.8	3:05AM	9:40AM	11:40AM	7:45PM	6:40PM				
						(176.3)	Daily	Daily	Daily	Daily	Daily				
	(4.50) 34.1	(3.10) 55.7	(4.30) 39.2	(5.20) 33.1	(4.25) 39.9	.....	(3.05) 57.2	(4.00) 44.1	(5.05) 34.7	(4.35) 38.6	(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, 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 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. 7 September 24, 1950	Mile Post	FIRST CLASS		SECOND CLASS		
	251 Time Freight Daily	277 Time Freight Daily	33 Passenger Daily	29 Passenger Daily			30 Passenger	34 Passenger	252 Time Freight	278 Stock Special	
STATIONS											
	COPTWYZ	3:15PM	3:30AM	5:15AM	1:35AM	133.9	A 2:55AM	A 4:45PM	A 9:00PM	A 11:00AM	
	P	3:30	3:45	5:25	1:45	136.7	2:30	4:28	8:03	10:33	
129	P	3:36	3:51	5:29	1:49	140.4	2:20	4:24	7:56	10:26	
73	PW	3:44	3:59	5:37	1:55	145.7	2:10	4:17	7:48	10:18	
74	P	4:08 ³⁴	4:08	5:43	2:02 ³⁰	151.0	2:02 ²⁰	4:08 ²⁵¹	7:40	10:10	
ES 95 WS 82	CPWY	4:20	4:20	6:08	2:20	158.1	1:53	4:00	7:25	9:55	
74	P	4:30	4:30	6:16	2:27	164.0	1:40	3:46	7:10	9:40	
74	PW	4:38	4:38	6:24	2:34	169.4	1:35	3:39	7:00	9:30	
	PY					169.8					
105	P	4:48	4:48	6:34	2:42	175.5	1:28	3:30	6:50	9:20	
73	P	4:54	4:54	6:39	2:47	179.3	1:22	3:23	6:43	9:13	
99	P	5:00	5:00	6:43	2:51	183.1	1:18	3:19	6:35	9:05	
	COPTWYZ	5:25	6:10	7:00AM	3:10	184.5	1:15	3:15PM	6:30	9:00	
53	P	5:45 ²⁵²	6:30		3:23	191.2	12:56		5:45 ²⁵¹	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	7:10 ²⁷⁸		3:51	212.1	12:29		5:00	7:10 ²⁷⁷	
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	242.0	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		5:12 ²⁷⁸	258.0	11:18		3:10	5:12 ²⁰	
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	
	COPTWYZ	9:15 ³⁰ 10:35	10:15AM 12:15PM		5:55 6:05	279.9	10:45 ²⁵¹ 10:35		2:00 1:00	4:00 3:00	
52	P	10:55	12:35 ²⁵²		6:17	288.0	10:20		12:35 ²⁷⁷	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	12:40 ²⁷⁸ AM	3:00		7:16	328.0	9:18		11:00	12:40 ²⁵¹	
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		8:38 ²⁵²	374.3	7:47		8:38 ²⁹	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		As 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	
					(203.1)		Daily	Daily	Daily	Daily	
	(13.45) 19.1	(17.30) 15.0	(1.45) 28.9	(7.55) 33.2	..... Thru Time		(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				WESTWARD CUMBERLAND BRANCH EASTWARD				WESTWARD ELKOL BRANCH EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 7 September 24, 1950		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 7 September 24, 1950		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 7 September 24, 1950		Mile Post
	STATIONS				STATIONS				STATIONS		
	CPTWZ	DN-R KEMMERER YL Z	0.0	WS 71 ES 70 PY	MOYER JCT. YL	0.0	53		GLENCOE JCT. YL	0.0	
		NO. KEMMERER JCT. YL	1.0		GLENCOE JCT. YL	4.8			ELKOL	3.0	
		NO. KEMMERER YL	2.4		BLAZON JCT.	9.3			(3.9)		
		PHOSPHATE YL	5.1		MINE NO. 8 YL	13.0					
		QUEALY YL	9.2								
		(9.2)							(13.0)		
WESTWARD GLENCOE BRANCH EASTWARD WESTWARD BLAZON BRANCH EASTWARD WESTWARD CONDA BRANCH EASTWARD											
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 7 September 24, 1950		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 7 September 24, 1950		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 7 September 24, 1950		Mile Post
	STATIONS				STATIONS				STATIONS		
53		GLENCOE JCT.	0.0		BLAZON JCT.	0.0	186	PWY	DN SODA SPRINGS SD	0.0	
59		GLENCOE	1.9		RADIANT	1.4	6		FORMATION (Spur)	2.8	
		(1.9)			(1.4)		6		PANTING	6.6	
							19	Y	CONDA	7.0	
									(7.0)		
WESTWARD GRACE BRANCH EASTWARD WESTWARD GAY BRANCH EASTWARD WESTWARD GOSHEN BRANCH EASTWARD											
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 7 September 24, 1950		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 7 September 24, 1950		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 7 September 24, 1950		Mile Post
	STATIONS				STATIONS				STATIONS		
113	PW	ALEXANDER YL	0.0	73	PW	D FORT HALL FH	0.0	PY	GOSHEN JCT.	0.0	
16	D	GRACE GA	6.0	42		M.P. 9.1	9.1	19	GOSHEN	4.8	
		(6.0)		132	YZ	GAY	20.8	22	GERRARD	10.6	
						(20.8)		11	INDIAN	12.4	
								14	HACKMAN	15.2	
								P	LINCOLN JCT.	21.6	
									(21.6)		
WESTWARD ANNIS BRANCH EASTWARD WESTWARD GARDNER BRANCH EASTWARD WESTWARD THOMAS BRANCH EASTWARD											
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 7 September 24, 1950		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 7 September 24, 1950		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 7 September 24, 1950		Mile Post
	STATIONS				STATIONS				STATIONS		
4		ANNIS JCT.	0.0		GARDNER JCT.	0.0			THOMAS JCT.	0.0	
7		GLAYS (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. 7 September 24, 1950	Mile Post	FIRST CLASS		SECOND CLASS	
	477 Local Freight Daily Except Sunday	491 Mixed Daily Except Sunday	33 Passenger Daily				34 Passenger	492 Mixed	478 Local Freight	
COPTWYZ	9.15 AM	7.55 AM	7.20 AM		DN-R	IDAHO FALLS YL AK	0.0	A 2.50 PM	A 2.00 PM	A 8.00 PM
17 PY	9.25	A 18.05 AM	7.26			ORVIN YL	3.0	f 2.33	f 1.50	7.10
60 PW	9.40		7.34		D	UCON UN	7.6	s 2.25	1.40 PM	7.00
54 P	10.05		7.45		D	RIGBY RG	13.8	s 2.15	Via West Belt Branch	6.45
36 W	10.20		7.51			LORENZO	18.1	s 2.08		5.45
27 P	10.40		7.56			THORNTON	20.7	s 2.03		5.35
67 P	11.10		8.06		D	REXBURG RX	26.0	s 1.55		5.15
51 P	11.25		8.13		D	SUGAR CITY SC	29.8	s 1.48	4.15	
36 PY						HART	30.9			
118 PWY	11.40 AM		8.25		D	ST. ANTHONY YL SH	36.8	s 1.38	A 10.50 AM	3.50
P						BELT YL	38.3		10.40 AM	
43 P	12.05 PM		8.35		f	CHESTER	42.8	s 1.27		2.45
46 COPWY	A 12.30 PM		A 8.55 AM		DN-R	ASHTON YL HN	51.0	1.15 PM		2.30 PM
						INGLING	52.5			
28 P						WARM RIVER	58.2			
15 P						GERRIT	66.9			
22						ECCLES	75.7			
15 P						ISLAND PARK	80.6			
29 P						TRUDE	85.4			
26 PWY						BIG SPRINGS	90.7			
22 PY						REAS PASS	97.2			
29 COPWY					D-R	WEST YELLOWSTONE YL WS	107.1			
						(107.1)		Daily	Daily Except Sunday	Daily Except Sunday
	(3.15) 15.7	(0.10) 18.0	(1.35) 32.2		..... Thru Time	(1.35) 32.2	(3.20) 14.3	(5.30) 9.3	..... Average speed per hour	

WESTWARD			TETON VALLEY BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 2.	SECOND CLASS		FIRST CLASS		Time-Table No. 7 September 24, 1950	Mile Post	FIRST CLASS		SECOND CLASS	
	481 Local Freight Daily Except Sunday	33 Passenger Daily	34 Passenger				482 Local Freight			
46 COPWY	7.00 AM	9.00 AM	DN-R ASHTON YL HN		0.6	A 1.10 PM	A 2.00 PM			
19	7.10	f 9.04	MARYSVILLE YL		1.8	f 1.00	1.45			
33	7.25	f 9.12	GRAINVILLE		6.0	f 12.52	1.30			
19 PW	7.40	s 9.18	D	DRUMMOND MD	8.6	s 12.47	1.20			
11	7.55	f 9.26	FRANCE		12.8	f 12.39	1.05			
33 P	8.05	s 9.33	LAMONT		15.8	s 12.33	12.55			
20	8.38	s 9.57	FELT		26.3	s 12.10	12.10 PM			
22 PWY	8.53	s 10.07	D	TETONIA NA	36.3	s 12.02 PM	11.45 AM			
		f 10.12	DWIGHT		32.7	f 11.56 AM				
31	9.12	s 10.22	D	DRIGGS DI	37.2	s 11.48	11.20			
19 PWY	A 9.35 AM	A 10.40 AM	D-R	VICTOR YL VR	45.6	11.30 AM	10.40 AM			
					(45.6)	Daily	Daily Except Sunday			
	(2.35) 17.0	(1.40) 27.3	..... Thru Time		(1.40) 27.3	(3.20) 13.7	..... Average speed per hour		

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

WESTWARD			MACKAY BRANCH				EASTWARD			WESTWARD ABERDEEN BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 2.	SECOND CLASS		Time-Table No. 7 September 24, 1950		Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 2.	SECOND CLASS		Time-Table No. 7 September 24, 1950	Mile Post	SECOND CLASS		
	421 Mixed Daily Except Sunday	409 Mixed Daily Except Sunday	422 Mixed	410 Mixed		421 Mixed Daily Except Sunday	422 Mixed								
CPWY	8.15 AM	7.30 AM	DN-R BLACKFOOT YL BF	0.0	A 2.20 PM	A 3.55 PM	P	8.35 AM	ABERDEEN JCT. YL	0.0	A 1.45 PM				
			GARDNER JCT.	2.6			32	8.48	ROCKFORD	4.3	1.30				
9	f 8.25	f 7.42	CLARKSON	4.3	f 2.00	f 3.42	17	8.53	LIBERTY	5.9	1.20				
30	f 8.30	f 7.47	MORELAND	5.7	f 1.55	f 3.37	29 P	9.13	PINGREE PG	10.2	12.58				
			THOMAS JCT.	5.9			31 P	9.33	SPRINGFIELD	16.5	12.40				
P	A 8.35 AM	f 7.51	ABERDEEN JCT. YL	7.1	1.45 PM	f 3.33	17 P	9.50	STERLING	19.7	12.25 PM				
32 PW	f 8.24	f 7.42	TABER	20.1		f 3.00	32 PWY	A 10.25 AM	ABERDEEN YL BN	28.2	11.50 AM				
20 PY	f 9.15		SCOVILLE	39.7		f 2.10					Daily Except Sunday				
37 PWY	s 10.05	D	ARCO YL RO	59.1		s 1.20			(28.2)						
21 P	s 10.27		MOORE	66.7		s 12.48									
10	s 10.45		DARLINGTON	72.0		s 12.30			(1.50) 15.4	..... Thru Time	(1.55) 14.7			
5	s 11.00		LESLIE	77.3		s 12.15 PM			..... Average speed per hour					
68 PWY	A 11.25 AM	D-R	MACKAY YL MY	85.3		11.50 AM									
			(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			WESTWARD EAST BELT BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 2.	Time-Table No. 7 September 24, 1950		Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 2.	SECOND CLASS		Time-Table No. 7 September 24, 1950	Mile Post	SECOND CLASS				
	492 Mixed	491 Mixed Daily Except Sunday		492 Mixed	491 Mixed Daily Except Sunday										
60 PW	D-R	UCON UN	0.0	A 1.40 PM	17 PY	8.05 AM	ORVIN	0.0							
21 P		LEWISVILLE	8.8	f 1.10	21	f 8.15	LINCOLN	2.3							
50 P	D	MENAN MN	10.5	s 1.00	P		LINCOLN JCT.	3.1							
		ANNIS JCT.	11.5		46 P	s 8.27	IONA	5.7							
52 PW		PLANO	25.0	f 12.12	21 PW	s 9.05	RIRIE RK	16.4							
18		EDMONDS	26.7	f 12.05 PM	13 P	f 9.18	BYRNE	21.4							
11 P		EGIN	29.3	f 11.56 AM	11 P	f 9.30	JENSON	25.6							
30		HEMAN	31.8	f 11.46	23 P	f 9.40	WALKER	28.2							
14 P		PARKER	33.5	f 11.40	40 P	f 9.52	PARKINSON	32.4							
118 PWY	D-R	ST. ANTHONY YL SH	30.7	11.15 AM	19 P	f 9.58	MOODY	34.3							
		(38.7)		Daily Except Sunday	12 P	s 10.20	NEWDALE NE	38.1							
					P	A 10.40 AM	BELT YL	44.4							
							(44.4)								
				(2.25) 16.0	(2.35) 17.2 Thru Time Average speed per hour							

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

WESTWARD				TWIN FALLS BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 22.	SECOND CLASS		FIRST CLASS		Time-Table No. 7 September 24, 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	12.20PM	3.00AM	4.10PM	5.10AM	DN-R	MINIDOKA YL	RT	0.0	A 3.10PM	A 9.45PM	A 11.00AM	A 1.30AM
75	P	12.35	3.17	4.25	5.23		ACEQUIA		8.2	f 2.45	f 9.24	10.35	11.10PM
200	PWY	12.50	3.40	4.40	5.45	DN-R	RUPERT YL	MS	13.5	s 2.35	s 9.15	10.20	10.55
32	P	1.01	3.52	4.48	5.53		HEYBURN		19.6	s 2.20	f 9.00	10.05	10.40
94	OPWY	1.15	4.10	5.00	6.13	DN	BURLEY YL	BU	21.7	s 2.15	s 8.55	10.00	10.35
76	P	1.25	4.20	5.08	6.21		STARR'S FERRY		26.8	f 2.02	f 8.37	9.45	10.15
58	P	1.50 ⁵⁷⁴	4.35	5.19	6.31		MILNER		33.5	f 1.50 ⁴³⁹	f 8.25	9.30	10.00
73	PW	2.05	4.50	5.33	6.44	D	MURTAUGH	MU	41.4	s 1.35	s 8.12	9.15	9.45
53	P	2.15	4.59	5.39	6.50		BICKEL		45.1	1.27	8.04	9.05	9.35
30							BILLS		49.0				
41	P	2.30	5.10	5.48	6.58	D	HANSEN	NS	49.7	s 1.19	s 7.57	8.55	9.25
60	P	2.43	5.18	5.57	7.06	D	KIMBERLY	KY	53.3	s 1.08	s 7.47	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	7.35	8.30AM	9.00PM
42				6.23	7.47		CURRY		63.3	f 12.40	f 7.11		
60	P			6.28	7.52	D	FILER	FR	65.9	s 12.35	s 7.06		
45				6.33	7.56		PEAVEY		68.5	f 12.28	f 7.00		
41				6.38	8.00		CEDAR		71.3	f 12.24	f 6.55		
	OPWY			6.50 ⁵⁰	8.10AM	DN-R	BUHL YL	BO	73.8	12.20PM	6.50 ⁵⁷³		
							(73.8)			Daily	Daily	Daily Except Sunday	Daily Except Sunday
		(3.40)	(4.00)	(2.40)	(3.00)		Thru Time	(2.50)	(2.55)	(2.30)	(4.30)		
		16.1	14.7	27.7	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 22.	Time-Table No. 7 September 24, 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 22.	Time-Table No. 7 September 24, 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 22.	SECOND CLASS			Time-Table No. 7 September 24, 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		0.0	DN-R	RUPERT YL	MS	0.0	A 1.55PM	A 8.00PM
34	P				4.4		MYERS YL		4.4		
73	P		9.35	s 6.07	5.9	D	PAUL YL	DJ	5.9	s 12.35	7.30
20				f 6.11	7.9		BUDGE		7.9	f 12.26	
54			10.05	f 6.27	15.9		SCHODDE		15.9	f 12.10	6.40
21				f 6.36	19.8		McHENRY		19.8	f 12.02PM	
22			11.01	s 6.46	24.0	D	HAZELTON	AZ	24.0	s 11.55AM	6.10
63	W		11.45PM	s 6.56	28.1	D	EDEN	DX	28.1	s 11.45	5.40
54			12.10AM	f 7.11	34.8		PERRINE		34.8	f 11.28	5.00
27				f 7.24	40.6		FALLS CITY		40.6	f 11.17	
54	CWY		A 1.00AM	7.00PM	47.9	DN	JEROME YL	JO	47.9	s 11.01	4.00PM
54				8.00	56.7	D	WENDELL	ND	56.7	s 10.36	11.30PM
54				8.30	66.2		TUTTLE		66.2	s 10.15	10.55
250	PWY		A 9.30PM	A 8.45AM	73.6	DN-R	BLISS YL	IS	73.6	10.00AM	10.30PM
					(73.6)					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 22.	SECOND CLASS			Time-Table No. 7 September 24, 1950	Mile Post	SECOND CLASS					
			439			440					
			Mixed			Mixed					
	Daily Except Sunday	Daily Except Sunday									
STATIONS											
	COPWYZ			7.00PM	0.0	DN-R	TWIN FALLS YL	NA	0.0	A 8.00AM	
31				f 7.25	10.9		BERGER		10.9	f 7.15	
31				s 7.45	19.4		HOLLISTER		19.4	s 6.55	
21	PWY			s 8.10	28.8	D	ROGERSON	RG	28.8	s 6.30	
38				f 8.35	38.7		METEOR		38.7	f 6.03	
34				f 9.05	50.1		IDAVADA		50.1	f 5.36	
34	PW			f 9.19	56.1		DELAPLAIN		56.1	f 5.22	
34				f 9.35	60.7		SAN JACINTO		60.7	f 5.12	
34	P			s 9.55	68.8	D	CONTACT	CN	68.8	s 4.55	
33	CPW			f 10.10	75.1		HENRY		75.1	f 4.38	
34				f 10.25	80.9		HUBBARD		80.9	f 4.26	
33				f 10.40	86.7		SHORES		86.7	f 4.14	
48	PWY			f 11.00	93.6		WILKINS		93.6	f 3.59	
37				f 11.10	97.3		HERRELL		97.3	f 3.49	
44	PY			s 11.30	102.5		SUMMER CAMP		102.5	s 3.33	
44				f 11.50PM	108.9		MELANDCO		108.9	f 3.04	
35				f 12.05AM	116.1		TOWN CREEK		116.1	f 2.47	
	PWY			A 12.30AM	123.4	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		FIRST CLASS		Time-Table No. 7 September 24, 1950	Mile Post	FIRST CLASS		SECOND CLASS			
	441 Mixed Daily Except Sunday	55 Passenger Daily					56 Passenger	442 Mixed				
			STATIONS									
420 COPWY	6:00AM	4:30AM	DN-R	SHOSHONE YL	X	0.0	A12:45AM	A12:45PM				
39 PWY	s 6:35	f 5:05	D-R	RICHFIELD YL	FK	15.3	f 12:10AM	s 12:05PM				
29	f 6:50	5:21		PAGARI		21.7	11:57PM	f 11:45AM				
27	f 7:10	5:39		TIKURA		29.7	11:44	f 11:25				
59 PW	s 7:30	f 5:58	D	PICABO	XN	37.3	f 11:29	s 11:05				
30	s 8:05	f 6:34	D	BELLEVUE	V	52.1	f 11:04	s 10:25				
17 W	s 8:16	f 6:48	D	HAILEY	RI	57.2	f 10:54	s 10:05				
33 WY	A 8:45AM	A 7:30AM	D-R	KETCHUM YL	KU	69.4	10:30PM	9:30AM				
										Daily Except Sunday		
	(2.45) 25.2	(3.00) 23.1 Thru Time				(2.15) 30.9 Average speed per hour				(3.15) 21.4

(2.45) 25.2 (3.00) 23.1 Thru Time (2.15) 30.9 Average speed per hour (3.15) 21.4

WESTWARD				HILL CITY BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.					Time-Table No. 7 September 24, 1950	Mile Post					
	STATIONS										
	39 PWY			D-R			RICHFIELD YL	FK	0.0		
30				BURMAH		9.4					
42 P				MAGIC		21.5					
31				MACON		31.2					
31 P				BLAINE		34.0					
17				SELBY		39.7					
43 PW			D	FAIRFIELD	FD	43.8					
32				CORRAL		51.7					
57 WY			D-R	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.
 Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.
 For stations not shown on schedule pages, see page 17.

WESTWARD				HOMESTEAD BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.					Time Table No. 7 September 24, 1950	Mile Post					
	STATIONS										
	P						BLAKES JCT	0.0			
34 PT			D-R	ROBINETTE YL	RQ	32.9					
						(32.9)					

WESTWARD				PAYETTE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS				Time Table No. 7 September 24, 1950	Mile Post	SECOND CLASS				
	483 Mixed Daily Except Sunday	484 Mixed									
			STATIONS								
190 OPW	7:00AM	DN-R	PAYETTE YL	AY	0.0	A 2:45PM					
20	f 7:10		EFFIE		3.9	f 2:30					
43 P	s 7:30	D	FRUITLAND	FU	5.1	s 2:25					
20	f 7:40		BUCKINGHAM		6.8	f 2:06					
33 P	s 8:00	D	NEW PLYMOUTH	NP	11.1	s 1:55					
13	f 8:27		LETHA		21.6	f 1:23					
96 PWY	A 8:50AM	D-R	EMMETT YL	MF	29.7	1:00PM					
										Daily Except Sunday	
	(1.50) 16.2	..... Thru Time				(1.45) 16.8	..... Average speed per hour			

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

WESTWARD				STODDARD BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.					Time-Table No. 7 September 24, 1950	Mile Post					
	STATIONS										
	OPTWYZ			DN-R			NAMPA YL	AU-Q	0.0		
20				DEAL		4.4					
46				BOWMONT		8.9					
28				MELBA		14.6					
60				STODDARD		17.1					
				END OF TRACK		20.0					
						(20.0)					

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

WESTWARD				HOMEDALE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.					Time Table No. 7 September 24, 1950	Mile Post					
	STATIONS										
	155 PWY			D-R			NYSSA YL	SY	0.0		
19				OVERSTREET		8.1					
20				ADRIAN		10.6					
32				NAPTON		16.9					
54 PWY			D-R	HOMEDALE	HR	24.4					
19				CLAYTONIA		31.0					
19 OPY			D-R	MARSING YL	MR	33.1					
						(33.1)					

WESTWARD				WILDER BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.					Time Table No. 7 September 24, 1950	Mile Post					
	STATIONS										
	204 W			DN-R			CALDWELL YL	CW	0.0		
40				SIMPLOT YL		2.5					
21				SHELP YL		3.7					
32				DOLES YL		5.1					
43			R	WILDER		11.5					
						(11.5)					

WESTWARD				BOISE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.					Time-Table No. 7 September 24, 1950	Mile Post					
	STATIONS										
	P						BOISE JCT.	0.0			
22				FAIR GROUNDS YL	1.1						
PTWZ			D-R	BOISE FREIGHT YL	BD	3.2					
				BARBER	8.4						
					(8.4)						

Westward IDAHO NORTHERN BRANCH Eastward				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 7 September 24, 1950	Mile Post	SECOND CLASS
	485 Mixed Daily Except Sunday			486 Mixed
		STATIONS		
OPTWYZ	8:30AM	DN-R NAMPA YL AU-Q	0.0	A 4:30PM
		IDA. NOR. JCT. YL	0.7	
		FISCHER	2.4	4:25
25	f 8:40	MIDDLETON	9.3	s 4:05
14	s 9:00	JENNESS	18.9	f 3:40
15	f 9:20	EMMETT YL MF	27.0	s 3:10
96	s 10:20	PLAZA	31.8	f 2:35
42	f 10:40	MONTOUR	41.1	s 1:55
43	P s 11:20	HORSESHOE BEND YL HB	49.7	s 1:30
32	P s 11:55AM	GARDENA	55.1	f 12:40
32	f 12:40PM	BANKS YL AB	64.1	s 12:05PM
5	OPTW	BIG EDDY	75.4	f 10:55AM
25	PW	SMITHS FERRY YL	83.0	s 10:25
31	PWY	CABARTON	92.7	f 9:50
15	P	BELVIDERE	95.5	f 9:40
32	W	CASCADE YL CD	99.2	s 9:30
32	PY	ARLING	111.0	f 8:00
31	W	DONNELLY FY	119.4	s 7:35
33	W	NORWOOD	124.7	f 7:22
14	f 5:45	McCALL YL NE	132.8	f 7:00AM
53	OPWY			
		(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.	SECOND CLASS	Time-Table No. 7 September 24, 1950	Mile Post	SECOND CLASS
		STATIONS		
233	OP TWY	DN-R WEISER YL SR	0.0	
12		REBECCA	6.0	
48		CONCRETE	19.1	
26	P	MIDVALE MI	31.8	
35	P	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)		
		(1.15)	Thru Time	(1.15)
		18.6	Average speed per hour	18.6

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

WESTWARD BROGAN BRANCH EASTWARD						
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 7 September 24, 1950	Mile Post	SECOND CLASS	
	493 Mixed Tuesday Thursday Saturday	494 Mixed			494 Mixed	494 Mixed
			STATIONS			
134	PWY	12:30PM	D-R VALE YL VA	0.0	A 3:15PM	
29	f 1:22		JAMIESON	17.3	f 2:20	
31	PWY	A 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		
First Subdivision				Raft River Branch					
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	North Side Branch					
Second Subdivision				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		
Third Subdivision				Haytown.....	44.7	7	Both		
Hillcrest.....	B-445.1	14 P	Both	Hydra.....	45.8	7	Both		
Apple Valley.....	485.9	26	Both	Appleton..... (7).....	52.9	12	Both		
Arcadia.....	491.7	45 P	Both	King.....	58.1	17	Both		
Washoe Spur.....	500.9	32	West	Wells Branch					
Wood.....	506.2	10	Both	Knoll..... (8).....	5.6	7	Both		
Feltham.....	512.7	23	Both	Godwin..... (8).....	7.0	8	Both		
Fourth Subdivision				Amsterdam..... (8).....	23.2	9	West		
Chubbuck.....	138.2	40	Both	Ketchum Branch					
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	Hill City Branch					
Goshen Branch				Rawson.....	4.5	13	Both		
Cox.....	9.2	11	West	Rands.....	36.8	9	Both		
Ammon.....	18.1	34	West	Homestead Branch					
Wilkinson.....	21.0	3	West	Home.....	14.0	4 P	East		
Yellowstone Branch				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	Payette Branch					
Wilford.....	32.9	7	East	Ingard.....	3.3	8	Both		
Pineview.....	72.5	5 P	Both	Falks..... (11).....	17.2	5	East		
Teton Valley Branch				Little Rock.....	18.9	10	Both		
Judkins..... (2).....	22.3	6	East	Wildor Branch					
Fox Creek..... (2).....	42.3	12	Both	Greenleaf.....	7.0	9	West		
Aberdeen Branch				Allendale.....	9.7	13	Both		
Strang..... (3).....	23.6	6	Both	Stoddard Branch					
Fingal.....	26.0	9	Both	Westma.....	11.6	5	East		
Mackay Branch				Boise Branch					
Collins..... (4).....	2.1	10	West	Penitentiary Spur.....	5.0	10	East		
Aiken..... (4).....	3.8	10	Both	Vernon.....	6.3	10	West		
West Belt Branch				Idaho Northern Branch					
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	Oregon Eastern Branch					
East Belt Branch				Cairo..... (13).....	3.7	14	Both		
Gale spur.....	27.5	10	East	Lawen..... (14).....	138.4	3	East		
Twin Falls Branch				New Meadows Branch					
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		
Oakley Branch				Starkey.....	69.3	5	West		
Warr.....	19.4	12	Both	Tamarack.....	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.

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

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

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

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

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

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

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

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

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour			
	Str.	Psg.	Frt.		Str.	Psg.	Frt.	
Maximum speed.	79	75	50	Trains handling company roadway machines on their own wheels— On main line and Twin Falls Branch: On straight track. On curves. Between Idaho Falls and Ashton. On other branch lines.				
Diesel-electric helper locomotive.	60	60					30	
Mountain type engines.		70	50				25	
Inspection bus cars.		40	40				20	
Battery motor car 01886.		50					15	
When caboose is handled in train consisting of passenger train equipment.		55			Passing fueling stations— On main lines. On branch lines.	50	40	25
MacArthur type engines with 63-inch drivers.		55	50			30	15	
MacArthur type engines with 57-inch drivers.		35	35		Within yard limits— Protected by continuous block signal system. Not protected by continuous block signal system. On branch lines.	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	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.	10	10	10	
Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35		15	15	15	
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	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20	
Diesel switch engines in road service.	35	35	35	Tracks other than main tracks.	15	15	15	
Steam engines running backward.	20	20	20	On wye tracks.	6	6	6	
Trains handling scale test cars— On main line, Twin Falls Branch and between Idaho Falls and Ashton. On other branch lines.			30	Jordan spreaders and other machines of spreader type, when in operation.			15	
Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch lines. (Slower speed must be observed where conditions require.)			25	
			6	Through tunnels, branch lines.			10	

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Frt.		Str.	Psg.	Frt.		Str.	Psg.	Frt.
Maximum speed.	75	75	50	Cokeville Over streets and alleys.	30	30	30	Between M.P. 148.0 and 148.3.	70	60	50
Granger Between M. P. 3.4 and 3.7.	70	60	50	Between M.P. 87.4 and 87.7.	60	50	40	Alexander Between M.P. 152.1 and 152.4.	60	50	40
Moxa Between M.P. 12.2 and 12.3.	70	60	50	Border Between M.P. 92.9 and 93.1.	60	50	40	Bancroft Over streets and alleys.	25	25	25
Hassett Between M.P. 14.4 and 14.6.	70	60	50	Between M.P. 96.5 and 96.9.	70	60	50	Between M.P. 164.2 and 164.6.	70	60	50
Nutria Between M.P. 16.1 and 16.5.	70	60	50	Pegram Between M.P. 98.3 and 99.2.	60	50	40	Kinport 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
Cosgriff Between M.P. 21.2 and 21.5.	70	60	50	Between M.P. 102.6 and 104.9.	60	50	40	Pebble Between M.P. 171.2 and 171.7.	60	50	40
Between M.P. 23.6 and 23.8.	70	60	50	Harer Between M.P. 105.2 and 105.4.	70	60	50	Between M.P. 171.9 and 174.8.	70	60	50
Opal Between M.P. 28.7 and 29.6.	70	60	50	Montpelier Between M.P. 120.6 and 123.4.	60	50	40	Broxon Between M.P. 176.4 and 176.7.	70	60	50
Between M.P. 31.3 and 32.3.	50	40	30	Between M.P. 125.0 and 125.3.	70	60	50	Blaser Between M.P. 177.4 and 178.5.	60	50	40
Between M.P. 33.0 and 33.1.	70	60	50	Between M.P. 125.8 and 126.8.	60	50	40	M.P. 179.0 to 180.0 (Westward).	45	35	20
Waterfall Between M.P. 34.6 and 34.8.	60	50	40	Georgetown Between M.P. 127.6 and 127.9.	70	60	50	M.P. 180.0 to 179.0 (Eastward).	50	40	25
Between M.P. 35.5 and 38.8.	50	40	25	Between M.P. 128.2 and 128.6.	60	50	40	Lava Hot Springs Between M.P. 180.1 and 181.6.	70	60	50
Kemmerer 7000 and heavier type engines, turntable lead. Passing coal chute.	30	30	5	Between M.P. 129.5 and 130.0.	60	50	40	Between M.P. 181.8 and 183.1.	60	50	40
Between M.P. 43.2 and 44.0 Watch for rocks.	25	20	20	Between M.P. 131.6 and 132.2.	70	60	50	Between M.P. 183.2 and 184.8.	70	60	50
Between M.P. 44.0 and 49.2.	50	40	30	Cavanaugh Between M.P. 135.5 and 135.7.	70	60	50	Topaz Between M.P. 185.5 and 185.7.	70	60	50
Between M.P. 49.2 and 49.4.	40	35	25	Manson Between M.P. 138.6 and 139.2.	60	50	40	Between M.P. 186.0 and 187.3.	50	40	30
Fossil Between M.P. 54.5 and 58.0.	40	35	25	Rose Between M.P. 141.0 and 141.9.	60	50	40	Between M.P. 187.5 and 187.9.	60	50	40
Nugget Between M.P. 58.0 and 59.6.	70	60	50	Between M.P. 142.4 and 143.4.	70	60	50	Between M.P. 188.2 and 190.2.	70	60	50
Orr Between M.P. 60.8 and 61.2.	70	60	50	Between M.P. 143.7 and 143.9.	60	50	40	McCammion Between M.P. 192.4 and 192.6.	60	50	40
Sage Between M.P. 63.6 and 65.4.	60	50	40	Between M.P. 144.5 and 145.3.	60	50	40	Between M.P. 195.0 and 195.4.	60	50	40
Between M.P. 66.5 and 68.2.	70	60	50	Soda Springs Over streets and alleys.	30	30	30	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 pas- senger depot.	6	6	6
								Between passenger depot and M.P. 216.9.	20	20	20

SECOND SUBDIVISION

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

THIRD SUBDIVISION

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

FOURTH SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Fr.		Psgr.	Fr.		Psgr.	Fr.
Maximum speed. Between Pocatello and Idaho Falls.....	70	50	Hamer Between M.P. 218.4 and 218.6.	50	40	Dillon Over streets and alleys.	20	20
Between Idaho Falls and Silver Bow.	60	40	Between M.P. 236.0 and 236.6.	35	25	Between M.P. 328.6 and 329.2.	35	25
Between Idaho Falls and Silver Bow. McArthur type engines with 63 inch drivers.	50	40	Between M.P. 237.8 and 238.0.	40	30	Bond Between M.P. 337.0 and 337.2.	40	30
Pocatello Within platform limits of passenger depot.	6	6	Between M.P. 239.0 and 239.2.	40	30	Apex Between M.P. 341.1 and 341.4.	40	30
Between passenger depot and M.P. 216.9.	20	20	Highbridge Between M.P. 244.5 and 246.6.	40	30	Between M.P. 342.7 and 346.3.	35	25
Chubbuck Between M.P. 139.9 and 140.2.	60	50	Spencer Between M.P. 248.5 and 248.9.	45	35	Glen Between M.P. 347.9 and 348.2.	40	30
Tyhee Between M.P. 142.3 and 142.5.	50	40	Between M.P. 249.5 and 249.6.	40	30	Navy Between M.P. 351.0 and 354.4.	35	25
Between M.P. 143.4 and 143.5.	50	40	Between M.P. 251.0 and 251.4.	40	30	Between M.P. 357.2 and 357.7.	40	30
Gibson Between M.P. 152.6 and 152.9.	50	40	Between M.P. 252.7 and 257.5.	25	20	Melrose Between M.P. 361.8 and 366.4, watch for rocks.	25	20
Blackfoot Over streets and alleys.	20	20	Humphrey Between M.P. 258.2 and 258.4.	35	25	Maiden Rock Between M.P. 366.4 and 366.6.	20	20
Wapello Between M.P. 166.8 and 167.0.	60	50	Between M.P. 258.6 and 259.2.	45	35	Curve M.P. 366.5, with 5000 and 5300 class engines.	10	10
Firth Between M.P. 169.7 and 170.0.	60	50	Between M.P. 262.9 and 267.6.	35	25	Between M.P. 366.7 and 367.8.	35	25
Shelley 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
Idaho Falls Over streets and alleys.	12	12	Between M.P. 271.0 and 271.7.	40	30	Divide Between M.P. 373.5 and 374.6.	40	30
West Idaho Falls Between M.P. 185.5 and 185.9.	15	5	Snowline Between M.P. 277.4 and 279.1.	35	25	Woodin Between M.P. 375.2 and 377.8.	35	25
Between M.P. 187.4 and 188.7.	40	30	Lima 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	Feely Between M.P. 382.4 and 383.9.	25	20
Roberts Between M.P. 205.5 and 206.2.	50	40	Armstead Between M.P. 307.7 and 308.0.	40	30	Between M.P. 384.5 and 385.2.	35	25
Tenno Between M.P. 208.4 and 210.1.	50	40	Between M.P. 308.9 and 310.2.	35	25	Buxton Between M.P. 386.6 and 388.1.	35	25
Hawgood 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	Silver Bow On interchange tracks beyond N. P. crossing, with 3500, 3600, 5000 and 7000 class engines.	5	5
			Grayling Between M.P. 316.0 and 316.5, watch for rocks.	25	20			
			Dalys Between M.P. 316.5 and 318.7.	35	25			

BRANCHES

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

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
Gay Branch (Continued) Between M.P. 10.7 and 14.9.		20	West Belt Branch Maximum speed.		25	Bellevue, over streets and alleys.	12	12
Between M.P. 16.9 and 17.1.		20	Truss bridges.		15	Between M.P. 63.1 and 64.6.	30	20
Mackay Branch Between Blackfoot and M.P. 60.0.		25	Annis Branch		15	Hill City Branch Maximum speed.		25
Between M.P. 60.0 and Mackay.		20	Teton Valley Branch Maximum speed.	35	25	Over trestles 21.6 and 23.40 with snow plows.		15
Mackay On curve on low line smelter.	6		Engines 1575 to 1579, incl.	25	25	Boise Branch Between Boise Jet and Boise Freight.		25
Gardner Branch	15		Bridges 4.48, 6.96 and 19.97.	12	12	Between Boise Freight and Barber.		15
Thomas Branch	15		Between M.P. 19.1 and 19.4.	15	15	Stoddard Branch		15
Aberdeen Branch	25		Between M.P. 25.0 and 25.4.	15	15	Idaho Northern Branch Maximum speed.		30
Goshen Branch Maximum speed.	25		Twin Falls Branch Maximum speed.	50	40	Between Jenness and Bramwell.		20
Light MacArthur type engines.	20		3500 and 3800 class engines.	30	30	Trains handling high cars between Jenness and Bramwell.		12
Yellowstone Branch 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	North Side Branch 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	Raft River Branch		20	Between M.P. 99.6 and 113.6 on curves.		20
Between M.P. 72.9 and 73.3.	35	25	Oakley Branch		25	Between M.P. 128.2 and 128.5.		15
Between M.P. 74.0 and 74.3.	30	25	Light MacArthur type engines.		20	McCall, over street crossings.		10
Between M.P. 85.2 and 85.5.	35	25	Wells Branch Maximum speed.	30		Wilder Branch		15
Between M.P. 86.4 and 87.0.	20	15	Between M.P. 31.0 and 36.2.	25		Homedale Branch		25
Between M.P. 92.0 and 95.0.	20	15	Between M.P. 45.8 and 53.3.	25		Oregon Eastern Branch Maximum speed.		25
Between M.P. 100.0 and 101.0.	20	15	Between M.P. 69.6 and 71.6.	25		Hope Between M.P. 29.5 and 33.5, watch for rocks.		20
East Belt Branch Maximum speed.		25	Between M.P. 91.2 and 91.5.	25		Little Valley Between M.P. 36.5 and 37.6, watch for rocks.		20
Light MacArthur type engines between Lincoln Jet. and Orvin.		20	Ketchum Branch Maximum speed.	40	30			
Truss bridges.		15	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.
Little Valley (Continued) Between M.P. 37.6 and 37.7, soft spot.		10	Circle Bar Between M.P. 119.0 and 124.0, watch for rocks.		20	Between Concrete and M.P. 30.0. Straight track. On curves.		15 10
Between M.P. 37.7 and 38.2, watch for rocks.		20	Brogan Branch		20	Between M.P. 30.0 and 66.5. Straight track. On curves.		25 15
Juntura Between M.P. 78.6 and 80.7, watch for rocks.		20	Payette Branch Maximum speed.		25	Between M.P. 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
Long Between M.P. 86.6 and 89.0, watch for rocks.		20	New Meadows Branch Maximum speed.		25	Homestead Branch Maximum speed, watch for rocks.		20
Dunnean 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.	4'	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"	28.6		
40"	90.	51"	70.6	1' 2"	58.	1' 15"	48.	2' 30"	24.		