



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



UNION PACIFIC RAILROAD COMPANY  
 NORTHWESTERN DISTRICT



IDAHO DIVISION  
**TIME-TABLE**  
**No. 8**

Effective Sunday  
**April 29, 1951**  
 At 12:01 A.M. Mountain Time

*Be Careful Today*

FOR EMPLOYEES ONLY

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

**L. A. COLLINS**  
General Manager

**A. D. HANSON**  
General Supt. Transportation

**E. HICKS**  
General Superintendent

**A. Bybee, Superintendent**.....Pocatello, Ida.  
**R. A. Roberts, Assistant Superintendent**.....Pocatello, Ida.  
**L. E. Mangum, Assistant Superintendent**.....Nampa, Ida.  
**C. D. Waring, Terminal Superintendent**.....Pocatello, Ida.  
**J. Bowen, Trainmaster**.....Nampa, Ida.  
**G. L. Wilnot, Trainmaster**.....Pocatello, Ida.  
**E. L. Chantry, Trainmaster**.....Pocatello, Ida.  
**H. G. Baker, Trainmaster**.....Pocatello, Ida.  
**R. B. Hardin, Asst. Terminal Superintendent**.....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.  
**K. A. Leger, 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.
R. E. Morrell.....	District Surgeon.	Pocatello.....	Idaho Division.
H. H. Hughart.....	Asst. to District Surgeon.	Pocatello.....	Idaho Division.
Richard G. Crandall..	Surgeon.....	Pocatello.....	Vicinity Pocatello.
H. Dean Hartvigson..	Surgeon.....	Pocatello.....	Vicinity Pocatello.
Forrest H. Howard...	Surgeon.....	Pocatello.....	Vicinity Pocatello.
O. E. Merrell.....	Surgeon.....	Pocatello.....	Vicinity Pocatello.
David C. Miller.....	Surgeon.....	Pocatello.....	Vicinity Pocatello.
Clark T. Parker.....	Surgeon.....	Pocatello.....	Vicinity Pocatello.
Eugene V. Simison...	Oculist and Aurist.	Pocatello.....	Vicinity Pocatello.
Frank L. Harms.....	Surgeon.....	Aberdeen.....	Aberdeen Jct. to Aberdeen.
Lowell G. Merrill...	Surgeon.....	American Falls	Shoshone to Pocatello.
Ivan R. Egbert.....	Surgeon.....	Arco.....	Mackay Branch.
LaGrande C. Larsen...	Surgeon.....	Ashton.....	St. Anthony to Judkins and Big Spgs.
James O. Hampton...	Surgeon.....	Blackfoot.....	Firth to Fort Hall and Aberdeen Jct.
Norman C. Hedemark..	Oculist.....	Boise.....	Vicinity Boise.
Arthur C. Jones.....	Oculist and Aurist.	Boise.....	Vicinity Boise.
William A. Koelsch...	Surgeon.....	Boise.....	Orchard to Nampa and Boise.
Roy L. Peterson.....	Oculist and Aurist.	Boise.....	Vicinity Boise.
Warren D. Springer...	Surgeon.....	Boise.....	Orchard to Boise.
Melvin A. Drake.....	Surgeon.....	Buhl.....	Buhl to Twin Falls.
John W. Davis.....	Surgeon.....	Burley.....	Rupert, Oakley, Hansen.
Chas. A. Terhune...	Surgeon.....	Burley.....	Rupert, Oakley, Hansen.
John H. Weare.....	Surgeon.....	Burns.....	Oregon Eastern Branch.
Harvey L. Casebeer...	Oculist and Aurist.	Butte.....	Butte to Dillon.
Robert L. Casebeer...	Oculist and Aurist.	Butte.....	Butte to Dillon.
Richard C. Monahan...	Surgeon.....	Butte.....	Butte to Dillon.
Clifford M. Kaley.....	Surgeon.....	Caldwell.....	Nampa to Nyssa.
Robert T. Whiteman...	Surgeon.....	Cambridge...	Goodrich to Weiser.
Dale B. Patterson...	Surgeon.....	Cascade.....	Donnelly to Banks.
John A. Edwards.....	Surgeon.....	Council.....	Midvale to New Meadows.
George L. Routledge...	Surgeon.....	Dillon.....	Melroe to Armstead.
Gordon M. Jensen...	Surgeon.....	Driggs.....	Ashton to Victor.
A. C. Truxal.....	Surgeon.....	Dubois.....	Dubois and Vicinity.
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.....	Soda Springs and Inkom.
Don S. Numbers.....	Surgeon.....	McCall.....	Idaho Northern Branch.
Carl D. Lusty.....	Surgeon.....	Meridian.....	Meridian and vicinity.
Harry H. King.....	Surgeon.....	Montpelier...	Cokeville to McCammon.
R. B. Lindsay.....	Surgeon.....	Montpelier...	Cokeville to Soda Springs.
J. P. Weber.....	Surgeon.....	Mountain Home.....	Mountain Home and vicinity.
Eraest D. Hunsaker...	Aurist.....	Nampa.....	Nampa and vicinity.
Frederick D. Koehne...	Surgeon.....	Nampa.....	Mountain Home to Caldwell.
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.
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.
Royal S. Cutler.....	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								Distance from Granger via Boise	Time-Table No. 8 April 29, 1951	FIRST CLASS							
19 Psg.	61 Psg.	11 Psg.	105 Streamliner Passenger	403 Psg.	457 Psg.	17 Psg.	25 Mail and Express			12 Psg.	404 Psg.	458 Psg.	106 Streamliner Passenger	20 Psg.	18 Psg.	26 Mail and Express	62 Psg.
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		STATIONS								
		5.05	2.05			4.05		0.0	GRANGER	A 9.15		A 12.42		A 10.30			
		10.25	5.55			9.50	1.10	213.9	POCATELLO	4.10		8.55		5.25	A 9.15		
		1.40	8.25			1.25	4.45	373.8	GLENN'S FERRY	12.15		6.10		1.50	5.00		
		3.25	9.40			3.10	7.05	448.4	BOISE	10.25		5.00		12.10	2.40		
		6.05	11.40			5.55	10.15	560.1	M.T. HUNTINGTON P.T.	7.30		3.05		9.40	11.40		
		5.15	10.40			5.05	9.25	649.7	M.T. HUNTINGTON P.T.	6.20		2.05		8.30	10.25		
		8.00	1.05			8.05	12.20	723.9	LA GRANDE	3.45		11.40		5.55	7.05		
		10.35	3.20			11.20	3.15	727.5	PENDLETON	1.10		9.35		3.15	4.25		
		10.45	3.30			11.30	3.25	727.5	RIETH	12.50		9.20		2.35	3.45		
9.00	Moscow 6.45							948.3	SPOKANE			A 7.00			Moscow 8.50		
11.15	10.50							844.4	AYER			4.23			5.15		
12.45	12.35							791.1	WALLULA			3.05			3.15		
1.50	1.20							764.0	UMATILLA			2.05			12.50		
4.05		1.15	5.35			3.25	6.25	855.4	THE DALLES	10.15		7.15	11.50	12.05	12.30		
A 6.30	A 2.30 Pendleton	A 3.30	A 7.30	8.30	8.00	A 6.00	A 9.00	939.5	PORTLAND	8.10	A 1.45	A 9.15	5.30	9.45	10.00	10.10	
				10.59	9.53			1030.6	CENTRALIA		11.05	7.05					
				12.30	11.05			1084.6	TACOMA		9.45	5.52					
				A 1.45	A 11.59			1122.7	SEATTLE		8.30	4.45					
(9.30) 38.7	(7.45) 29.3	(23.25) 40.1	(18.25) 51.0	(5.15) 34.9	(3.59) 46.0	(26.55) 34.9	(20.50) 34.8		..... Thru Time .....	(24.05) 39.0	(5.15) 34.9	(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. 8 April 29, 1951	FIRST CLASS		
31 Passenger	33 Passenger	29 Passenger	32 Passenger			34 Passenger	30 Passenger	
Daily	Daily	Daily		STATIONS				
	9.20	3.50	12.10	0.0	MCCAMMON	A 4.45	A 6.05	A 3.55
	A 9.55	5.15	1.35	22.7	POCATELLO	4.15	5.35	3.25
		6.08	2.20	46.9	BLACKFOOT		4.00	1.53
		7.20	3.10	73.3	IDAHO FALLS		3.15	1.15
		9.00		124.3	ASHTON		1.15	
		A 10.40		169.9	VICTOR		11.30	
				180.4	WEST YELLOWSTONE			
			A 9.30	285.8	BUTTE			7.00
	(0.35) 38.9	(6.50) 24.9	(9.20) 30.6		..... 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..... 1379.28  
 Grand Total..... 2227.35

WESTWARD		FIRST SUBDIVISION										Time-Table No. 8 April 29, 1951	
		SECOND CLASS				FIRST CLASS							
		263	251	257	277	31	11	105	17	33	29		
Car Capacity of Seating, etc. See Rule 6(A), Page 23.		Time Freight	Time Freight	Time Freight	Time Freight	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Passenger	STATIONS	
Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
150	RCS IPWY	10.00AM		2.45AM			5.05PM	2.05PM	4.05AM			DN-R	GRANGER YL GN
70	P	10.08		2.53			5.09	2.09	4.09				DONOVAN
114	P	10.14		2.59			5.13	2.12	4.13				MOXA
75	P	10.21		3.06			5.18	2.16	4.18				HASSETT
117	P	10.26		3.11			5.21	2.19	4.21				NUTRIA
83	P	10.34		3.19			5.26	2.23	4.26				COSGRIFF
125	P	10.41		3.26			5.30	2.27	4.32			DN	OPAL OW
77	P	10.49		3.34			5.35	2.31	4.38				FOLGER
130	PW	10.56		3.41			5.40	2.35	4.43				WATERFALL
		11.06		3.51			5.47	2.41	4.50				EAST KEMMERER YL
	CPTWXZ	11.15		4.00			5.54	2.43	5.00			DN	KEMMERER YL Z
WS 71	PXY												MOYER JCT. YL
ES 70		11.22		4.07			5.58	2.46	5.04			DN	FOSSIL YL FI
WS 72	PW												NUGGET
ES 76	XY	11.47		4.30			6.11	2.57	5.18				ORR
98	PW	11.57AM		4.40			6.18	3.04	5.26				SAGE
77	P	12.05PM		4.48			6.22	3.08	5.30				CARLSON
113	P	12.11		4.54			6.26	3.11	5.35				BECKWITH
68	P	12.18		5.01			6.29	3.15	5.40				PIXLEY
124	P	12.24		5.07			6.33	3.19	5.44			DN	COKEVILLE CK
74	P	12.32		5.15			6.38	3.24	5.49				MARSE
128	PW	12.42		5.25			6.46	3.29	6.00				BORDER
125	P	12.50		5.33			6.51	3.33	6.06				PEGRAM
77	P	12.56		5.39			6.55	3.37	6.11				HARER
124	P	1.04		5.47			7.01	3.42	6.19				DINGLE
74	PW	1.12		5.47			7.07	3.47	6.27			DN-R	MONTPELIER YL MX
92	P	1.12		5.55			7.07	3.47	6.27				PESCADERO
69	P	1.21		6.04			7.13	3.52	6.33				GEORGETOWN
	COPTWYZ	1.45		6.20			7.25	4.00	6.45				CAVANAUGH
		2.20		7.00			7.35	4.00	6.55				MANSON
80	P	2.32		7.12			7.43	4.07	7.03				ROSE
109	PW	2.40		7.20			7.49	4.13	7.10			DN	SODA SPRINGS SD
127	P	2.47		7.27			7.55	4.18	7.16				ALEXANDER
104	P	2.53		7.33			7.59	4.22	7.21				TALMAGE
77	P	2.59		7.39			8.03	4.26	7.26			DN	BANCROFT YL BN
186	PWY	3.08		7.48			8.12	4.32	7.40				KINPORT
113	PW	3.16		7.56			8.19	4.37	7.47				PEBBLE
116	P	3.23		8.03			8.24	4.41	7.52				BROXON
368	CPWY	3.35		8.15			8.33	4.46	8.01				BLASER
116	P	3.41		8.21			8.38	4.50	8.06			DN	LAVA HOT SPGS. XY
120	P	3.48		8.28			8.43	4.54	8.11				TOPAZ
104	P	3.55		8.35			8.48	4.58	8.16				MCCAMMON YL MC
102	PW	4.01		8.41			8.51	5.01	8.19				INKKOM KO
30	PX	4.09		8.49			8.57	5.05	8.25				PORTNEUF
CS 162	P	4.17		8.57			9.03	5.10	8.32			DN-R	POCATELLO YL HCA
226	IPWXY	4.30	10.30AM	9.10	1.20AM	9.20PM	9.13	5.18	8.43	3.50AM	12.10AM		
WS 51	PWX	4.46	10.46	9.26	1.36	9.33	9.25	5.29	8.57	4.03	12.23		
ES 91						9.39	9.31	5.34	9.04	4.09	12.29		
	RCS COPTWYZ	A 5.20PM	A 11.20AM	A 10.05AM	A 2.30AM	A 9.55PM	A 9.45PM	A 5.45PM	A 9.20AM	A 4.25AM	A 12.45AM		
		(7.20)	(0.50)	(7.20)	(1.10)	(0.35)	(4.40)	(3.40)	(5.15)	(0.35)	(0.35)	..... Thru Time .....	
		29.2	27.2	29.2	19.5	38.9	45.8	58.3	40.7	35.9	38.9	..... Average speed per hour .....	

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.

WESTWARD		FIRST SUBDIVISION										Time-Table No. 8 April 29, 1951	
		SECOND CLASS				FIRST CLASS							
		262	278	270	264	30	12	32	106	18	34		
Car Capacity of Seating, etc. See Rule 6(A), Page 23.		Time Freight	Stock Special	Time Freight	Time Freight	Passenger	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	STATIONS	
Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
150	RCS IPWY	10.00AM		2.45AM			5.05PM	2.05PM	4.05AM			DN-R	GRANGER YL GN
70	P	10.08		2.53			5.09	2.09	4.09				DONOVAN
114	P	10.14		2.59			5.13	2.12	4.13				MOXA
75	P	10.21		3.06			5.18	2.16	4.18				HASSETT
117	P	10.26		3.11			5.21	2.19	4.21				NUTRIA
83	P	10.34		3.19			5.26	2.23	4.26				COSGRIFF
125	P	10.41		3.26			5.30	2.27	4.32			DN	OPAL OW
77	P	10.49		3.34			5.35	2.31	4.38				FOLGER
130	PW	10.56		3.41			5.40	2.35	4.43				WATERFALL
		11.06		3.51			5.47	2.41	4.50				EAST KEMMERER YL
	CPTWXZ	11.15		4.00			5.54	2.43	5.00			DN	KEMMERER YL Z
WS 71	PXY												MOYER JCT. YL
ES 70		11.22		4.07			5.58	2.46	5.04			DN	FOSSIL YL FI
WS 72	PW												NUGGET
ES 76	XY	11.47		4.30			6.11	2.57	5.18				ORR
98	PW	11.57AM		4.40			6.18	3.04	5.26				SAGE
77	P	12.05PM		4.48			6.22	3.08	5.30				CARLSON
113	P	12.11		4.54			6.26	3.11	5.35				BECKWITH
68	P	12.18		5.01			6.29	3.15	5.40				PIXLEY
124	P	12.24		5.07			6.33	3.19	5.44			DN	COKEVILLE CK
74	P	12.32		5.15			6.38	3.24	5.49				MARSE
128	PW	12.42		5.25			6.46	3.29	6.00				BORDER
125	P	12.50		5.33			6.51	3.33	6.06				PEGRAM
77	P	12.56		5.39			6.55	3.37	6.11				HARER
124	P	1.04		5.47			7.01	3.42	6.19				DINGLE
92	P	1.12		5.55			7.07	3.47	6.27			DN-R	MONTPELIER YL MX
69	P	1.21		6.04			7.13	3.52	6.33				PESCADERO
	COPTWYZ	1.45		6.20			7.25	4.00	6.45				GEORGETOWN
		2.20		7.00			7.35	4.00	6.55				CAVANAUGH
80	P	2.32		7.12			7.43	4.07	7.03				MANSON
109	PW	2.40		7.20			7.49	4.13	7.10				ROSE
127	P	2.47		7.27			7.55	4.18	7.16			DN	SODA SPRINGS SD
104	P	2.53		7.33			7.59	4.22	7.21				ALEXANDER
77	P	2.59		7.39			8.03	4.26	7.26				TALMAGE
186	PWY	3.08		7.48			8.12	4.32	7.40			DN	BANCROFT YL BN
113	PW	3.16		7.56			8.19	4.37	7.47				KINPORT
116	P	3.23		8.03			8.24	4.41	7.52				PEBBLE
368	CPWY	3.35		8.15			8.33	4.46	8.01				BROXON
116	P	3.41		8.21			8.38	4.50	8.06			DN	LAVA HOT SPGS. XY
120	P	3.48		8.28			8.43	4.54	8.11				TOPAZ
104	P	3.55		8.35			8.48	4.58	8.16				MCCAMMON YL MC
102	PW	4.01		8.41			8.51	5.01	8.19				INKKOM KO
30	PX	4.09		8.49			8.57	5.05	8.25				PORTNEUF
CS 162	P	4.17		8.57			9.03	5.10	8.32			DN-R	POCATELLO YL HCA
226	IPWXY	4.30	10.30AM	9.10	1.20AM	9.20PM	9.13	5.18	8.43	3.50AM	12.10AM		
WS 51	PWX	4.46	10.46	9.26	1.36	9.33	9.25	5.29	8.57	4.03	12.23		
ES 91						9.39	9.31	5.34	9.04	4.09	12.29		
	RCS COPTWYZ	A 5.20PM	A 11.20AM	A 10.05AM	A 2.30AM	A 9.55PM	A 9.45PM	A 5.45PM	A 9.20AM	A 4.25AM			

WESTWARD						SECOND SUBDIVISION					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	FIRST CLASS					Time-Table No. 8 April 29, 1951	Mile Post	FIRST CLASS							
	11	105	17	49	25			12	106	18	26	50			
	Passenger Daily	Streamliner Daily	Passenger Daily	Mixed Daily	Mail and Express Daily			Passenger	Streamliner Passenger	Passenger	Mail and Express	Mixed			
COPTWYZ	10.25PM	5.55PM	9.50AM	3.30AM	1.10AM	POCATELLO YL PO	218.9	A 3.40AM	A 8.45AM	A 5.05PM	A 9.15PM	A 11.45PM			
151 P	10.40	6.10	10.05	3.45	1.25	MICHAUD	224.3	3.20	8.30	4.45	8.36	11.17			
125 P	10.46		10.11	3.53	1.31	BANNOCK	230.1	3.15		4.40	8.30	11.09			
147 PW	10.56 <sup>50</sup>	6.21	10.21	4.06	1.40	DN AMERICAN FALLS AF	238.5	3.06	8.19	4.31	8.20	10.56 <sup>11</sup>			
125 P	11.01	6.26	10.26	4.12	1.45	JORAH	242.3	2.59	8.14	4.24	8.08	10.41			
125 P	11.08	6.32	10.34	4.20	1.52	QUIGLEY	250.1	2.52	8.08	4.17	8.00	10.30			
125 PW	11.13	6.37	10.39	4.26	1.57	WAPI	256.0	2.47	8.03	4.12	7.54	10.22			
125 P	11.16	6.40	10.42	4.30	2.00	DEWOFF	259.8	2.43	8.00	4.08	7.50	10.16			
125 P	11.22	6.46	10.49	4.37	2.06	HAWLEY	267.3	2.36	7.54	4.01	7.42	10.07			
469 COPWY	11.30	6.51	11.05	4.50AM	2.13	DN MINIDOKA YL RT	272.4	2.30	7.49	3.55	7.35	10.00PM			
125 P	11.34	6.55	11.09		2.20 <sup>12</sup>	MAX	276.2	2.20 <sup>25</sup>	7.44	3.45	7.20				
125 P	11.41	7.02	11.16		2.28	ADELAIDE	284.3	2.13	7.37	3.38	7.12				
125 PW	11.45	7.06 <sup>26</sup>	11.20		2.32	KIMAMA	289.0	2.09	7.33	3.34	7.06 <sup>105</sup>				
125 P	11.51	7.12	11.26		2.38	SENER	295.7	2.03	7.27	3.28	6.51				
125 P	11.58PM	7.18	11.33		2.45	OWINZA	303.5	1.56	7.21	3.21	6.44				
125 P	12.03AM		11.38		2.50	BESLEN	309.3	1.51		3.16	6.39				
121 P	12.07	7.26	11.42		2.57	D DIETRICH HD	313.9	1.46	7.13	3.11	6.33				
420 COPWY	12.20	7.35	11.55AM		3.15	DN SHOSHONE YL	321.5	1.35	7.05	3.00	6.20				
125 P	12.31	7.44	12.06PM		3.26	TUNUPA	330.8	1.19	6.53	2.45	5.59				
186 PW	12.40	7.50	12.16		3.36	DN GOODING GD	337.5	1.11	6.47	2.37	5.52				
125 P	12.47	7.56	12.23		3.43	FULLER	344.2	1.01	6.41	2.28	5.42				
250 PWY	12.53 <sup>12</sup>	8.01	12.33		3.52	DN BLISS	350.5	12.53 <sup>11</sup>	6.36	2.22	5.35				
230 PY	1.00	8.07	12.40		3.59	TICESKA	357.3	12.40	6.30	2.15	5.25				
125 PWX	1.17	8.16	12.56		4.16	KING HILL	366.8	12.24	6.19	1.59	5.10				
COPTWYZ	A 1.30AM	A 8.25PM	A 1.15PM		A 4.35AM	DN-R GLENNS FERRY YL	373.8	12.15AM	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	..... Thru Time.....	(3.25) 46.8	(2.35) 61.9	(3.15) 49.2	(4.15) 37.6	(1.45) 33.4				

WESTWARD					KUNA LINE					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS				Time-Table No. 8 April 29, 1951	Mile Post	SECOND CLASS							
				257						262				
				Time Freight Daily						Time Freight Daily				
195 CIPWY				5.05AM	DN ORCHARD YL	423.0	A 10.15PM							
84 P				5.17	EIY	430.8	10.00							
105 P				5.22	OWYHEE	434.7	9.50							
77 P				5.32	MORA	442.6	9.31							
116 P				5.37	D KUNA	446.7	9.20							
84 P				5.44	COLOPY	451.8	9.05							
COPTWYZ				A 6.00AM	DN-R NAMPA YL	456.6	8.50PM							
				(0.55) 36.6	..... Thru Time.....	(1.25) 23.7								

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

WESTWARD						THIRD SUBDIVISION					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS					Time-Table No. 8 April 29, 1951	Mile Post	FIRST 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	8.25PM	1.25PM	4.45AM	1.40AM	DN-R GLENNS FERRY YL	373.8	A 6.10AM	A 1.40PM	A 4.45PM	A 12.05AM	A 11.45PM			
CS115 PW	3.50	8.35	1.37	4.59	1.52	HAMMETT	382.7	5.59	1.27	4.20	11.48PM	11.21			
CS127 PY	4.20	8.49	1.55	5.18	2.10	DN REVERSE YL RV	393.5	5.48	1.12	4.01	11.33	11.01			
256 PWY	4.35	8.56	2.07	5.41 <sup>106</sup>	2.23	DN MOUNTAIN HOME MZ	401.6	5.41 <sup>25</sup>	1.02	3.50	11.23	10.46			
154 P	4.43	9.01	2.14	5.50	2.29	SEBREE	407.5	5.36	12.55	3.38	11.15	10.37			
141 P	4.50	9.05	2.19	5.56	2.34	CLEFT	412.7	5.32	12.50	3.32	11.10	10.30			
195 CIPWY	A 5.05AM	9.13	2.28	6.10	2.43	DN ORCHARD YL OD	423.0	5.24	12.40	3.20	11.00	10.15PM			
78 P		9.20	2.37	6.19	2.51	LEONE	B-430.3	5.17	12.31	3.08	10.52				
79 P		9.25	2.43	6.26	2.57	BLACK'S CREEK	B-435.9	5.12	12.25	3.00	10.45				
62 P		9.31	2.50 <sup>26</sup>	6.32	3.03	SHAHER	B-441.7	5.06	12.18	2.50 <sup>17</sup>	10.37				
109 PWY	VIA KUNA LINE	9.40	3.00	6.45	3.15	DN BOISE YL BG	B-448.4	5.00	12.10	2.40	10.25	VIA KUNA LINE			
P		9.43	3.10	7.05	3.25	BOISE JCT.	B-450.7	4.54	11.59AM	2.24	10.07				
35 P		9.44	3.13	7.15	3.28	PERKINS	B-451.4	4.53	11.58	2.23	10.06				
31 P		9.47	3.14	7.16	3.29	BEATTY	B-454.6	4.50	11.55	2.20	10.02				
77 P		9.50	3.21	7.24	3.35	D MERIDIAN MD	B-457.3	4.47	11.52	2.17	9.58				
25 P		9.53 <sup>12</sup>	3.25	7.28	3.39	SONNA	B-460.7	4.44	11.49	2.10	9.53 <sup>105</sup>				
OPTWYZ	6.00AM	10.08	3.40	7.40	3.50	DN-R NAMPA YL AU-Q	456.6	4.36	11.40	2.00	9.35	A 8.50PM			
57 P	6.06	10.12	3.55	7.55	4.05	MOSS	460.8	4.24	11.22	1.43	9.12	8.40			
204 PW	6.14	10.17	4.05	8.06	4.20 <sup>106</sup>	DN CALDWELL YL CW	465.6	4.20 <sup>11</sup>	11.17	1.37	9.06	8.32			
122 P	6.19	10.20	4.09	8.10	4.26	ENROSE	469.2	4.16	11.08	1.27	8.58	8.27			
139 P	6.23	10.23	4.14	8.14	4.29	D NOTUS U	472.5	4.13	11.05	1.24	8.55	8.23			
161 P	6.34	10.30	4.25	8.25	4.36	DN PARMA MA	480.8	4.06	10.57	1.14	8.48	8.12			
155 PWY	6.44	10.37	4.35	8.36	4.45	DN NYSSA YL SY	488.4	3.59	10.49	1.01	8.40	8.02			
PY	6.56		4.44	8.44	4.54	MALHEUR JCT. YL	496.8		10.38	12.48	8.28	7.50			
444 COPY	7.01	10.48	4.53	8.53	5.01	DN ONTARIO YL ON	498.7	3.49	10.35	12.45	8.25	7.45			
190 PW	7.08	10.54	5.01	9.03	5.12	DN PAYETTE YL AY	502.5	3.43	10.25	12.30	8.15	7.31			
84 P	7.18	11.00	5.08	9.10	5.19	CRYSTAL	509.3	3.37	10.17	12.20	8.07	7.21			
233 PWY	7.28	11.08	5.20	9.22	5.30	DN WEISER YL SR	515.9	3.31	10.10	12.13	8.00	7.11			
77 P	7.37	11.14	5.27	9.29	5.36	EATON	522.0	3.24	10.02	12.02PM	7.52	7.02			
116 P	7.42	11.18	5.31	9.34	5.41	COBB	525.7	3.21	9.58	11.58AM	7.48	6.57			
116 P	7.56	11.28	5.41	9.49 <sup>18</sup>	5.50	ROCK ISLAND	534.0	3.12	9.49 <sup>25</sup>	11.49	7.39	6.43			
P						BLAKES JCT.	537.1								
OPTWYZ	A 8.20AM	A 11.40PM	A 5.55PM	A 10.15AM	A 6.05AM	DN-R HUNTINGTON YL HU	538.8	3.05AM	9.40AM	11.40AM	7.30PM	6.30PM			
						(176.3)	Daily	Daily	Daily	Daily	Daily	Daily			
	(4.50) 34.1	(3.15) 54.3	(4.30) 39.2	(5.30) 32.1	(4.25) 39.9	..... Thru Time.....	(3.05) 57.2	(4.00) 44.1	(5.05) 34.7	(4.35) 38.5	(5.15) 31.4				

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 106 is superior to westward trains of the same class.—See Rule S-72. The time of No. 105 and No. 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 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.

WESTWARD		FOURTH SUBDIVISION				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 8 April 29, 1951	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	
	COPTWYZ	3:15PM	3:30AM	5:15AM	1:35AM	DK-R POCATELLO YL CA PO	133.9	A 2:55AM	A 4:45PM	A 9:00PM	A 11:00AM
	P	3:30	3:45	5:25	1:45	MONTANA JCT.	136.7	2:30	4:28	8:03	10:33
129	P	3:36	3:51	5:29	1:49	TYHEE	140.4	2:20	4:24	7:56	10:26
73	PW	3:44	3:59	5:37	1:55	D FORT HALL FH	145.7	2:10	4:17	7:48	10:18
74	P	4:08 <sup>34</sup>	4:08	5:43	2:02 <sup>30</sup>	GIBSON	151.0	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	2:20	DN BLACKFOOT YL BF	158.1	1:53	4:00	7:25	9:55
74	P	4:30	4:30	6:16	2:27	WAPELLO	164.0	1:40	3:46	7:10	9:40
74	PW	4:38	4:38	6:24	2:34	D FIRTH FR	169.4	1:35	3:39	7:00	9:30
	PY					GOSHEN JCT.	169.8				
105	P	4:48	4:48	6:34	2:42	DN SHELLEY SY	175.5	1:28	3:30	6:50	9:20
73	P	4:54	4:54	6:39	2:47	COTTON	179.3	1:22	3:23	6:43	9:13
99	P	5:00	5:00	6:43	2:51	BACH YL	183.1	1:18	3:19	6:35	9:05
	COPTWYZ	5:25	6:10	7:00AM	3:10	DN-R IDAHO FALLS YL AR	184.5	1:15	3:15PM	6:30	9:00
53	P	5:45 <sup>252</sup>	6:30	7:16	3:23	PAYNE	191.2	12:56	5:45 <sup>251</sup>	7:50	
53	P	5:53	6:40		3:29	BASSETT	196.5	12:50	5:30	7:40	
57	PW	6:02	6:50		3:38	D ROBERTS AR	202.0	12:43	5:20	7:30	
55	P	6:11	7:00		3:45	TENNO	207.0	12:35	5:10	7:20	
51	P	6:20	7:10 <sup>278</sup>		3:51	HAWGOOD	212.1	12:29	5:00	7:10 <sup>277</sup>	
53	P	6:29	7:20		3:58	HAMER	217.5	12:23	4:50	6:55	
52	PY	6:39	7:32		4:06	CAMAS	223.1	12:15	4:40	6:45	
50	P	6:48	7:45		4:13	JONES	228.2	12:09	4:28	6:33	
51 63	CPWY	7:15	8:20		4:32	DN DUBOIS YL BO	234.9	12:01AM	4:15	6:20	
52	P	7:33	8:38		4:43	HIGHBRIDGE	242.9	11:45PM	3:50	5:55	
54	PW	7:45	8:50		4:53	D SPENCER RC	248.5	11:37	3:35	5:40	
55 58	PW	8:11	9:16		5:12	HUMPHREY	258.0	11:18	3:10	5:12 <sup>29</sup>	
65	PY	8:30	9:35		5:25	D MONIDA MO	264.7	11:08	2:50	4:45	
54	PW	8:47	9:52		5:37	SNOWLINE	272.8	10:55	2:30	4:25	
	COPTWY	9:15 <sup>30</sup> 10:35	10:15AM 12:15PM		5:55 6:05	DN-R LIMA YL RD	279.9	10:45 <sup>251</sup> 10:35	2:00 1:00	4:00 3:00	
52	P	10:55	12:35 <sup>252</sup>		6:17	D DELL DE	288.0	10:20	12:35 <sup>277</sup>	2:15	
53	P	11:07	12:50		6:25	KIDD	294.0	10:11	12:20PM	2:00	
80	P	11:29	1:12		6:47	D ARMSTEAD AD	307.0	9:55	11:50AM	1:30	
51	P	11:43	1:27		6:56	GRAYLING	312.9	9:40	11:35	1:15	
68	P	11:58PM	1:42		7:06	BARRATTS	320.4	9:29	11:20	1:00	
69	CPW	12:40AM <sup>278</sup>	3:00		7:16	DN DILLON YL DN	328.0	9:18	11:00	12:40 <sup>251</sup>	
39	P	12:55	3:13		7:31	BOND	334.4	9:01	10:16	12:15	
48	P	1:11	3:30		7:39	APEX	340.3	8:53	10:05	12:05AM	
51	PY	1:40	3:55		7:55	NAVY	348.7	8:37	9:47	11:47PM	
65	CPW	2:10	4:25		8:10	D MELROSE VI	358.8	8:22	9:25	11:25	
41	P	2:30	4:45		8:20	QUINN	364.9	8:05	9:05	11:05	
42	P	2:45	5:00		8:29	D DIVIDE J	370.1	7:55	8:52	10:53	
69	P	2:55	5:10		8:38	WOODIN	374.3	7:47	8:38 <sup>29</sup>	10:42	
23	P	3:15	5:30		8:50	FEELY	380.7	7:37	7:57	10:27	
52	P	3:26	5:42		8:58	BUNTON	384.6	7:29	7:45	10:15	
	PWY	A 4:00AM	A 6:00PM		9:10AM	DN-R SILVER BOW YL SB	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) 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) 10.4	

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. 8 April 29, 1951		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 8 April 29, 1951		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 8 April 29, 1951		Mile Post
	STATIONS	STATIONS			STATIONS	STATIONS					
	CPTWZ	DN-R KEMMERER YL Z	0.0	WS 71 ES 70 PY	MOYER JCT. YL	0.0	53		GNENCOE JCT. YL	0.0	
		NO. KEMMERER JCT. YL	1.0		GNENCOE 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					
		QUEALY YL	9.2		(13.0)						
		(9.2)									
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. 8 April 29, 1951		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 8 April 29, 1951		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 8 April 29, 1951		Mile Post
	STATIONS	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	5.8	
							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. 8 April 29, 1951		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 8 April 29, 1951		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 8 April 29, 1951		Mile Post
	STATIONS	STATIONS			STATIONS	STATIONS					
	113	ALEXANDER YL	0.0	73	PW	D FORT HALL FH	0.0	PY	GOSHEN JCT.	0.0	
	16	GRACE	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. 8 April 29, 1951		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 8 April 29, 1951		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 8 April 29, 1951		Mile Post
	STATIONS	STATIONS			STATIONS	STATIONS					
	4	ANNIS JCT.	0.0		GARDNER JCT.	0.0	12		THOMAS JCT.	0.0	
	7	GRAYS (Spur)	0.5	23	PETERSON	3.2			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				TWIN FALLS BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 8 April 29, 1951	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
206	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		STARRI'S FERRY		25.8	f 2.02	f 8.37	9.45	10.15
58	P	1.50 <sup>574</sup>	4.35	5.19	6.31		MILNER		33.5	f 1.50	f 8.25	9.30	10.00
18	P			5.23	6.34		PARSONS		35.5	f 1.45	f 8.21		
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		58.4				
	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	65.0	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 <sup>50</sup>	8.10AM	DN-R	BUHL YL	BO	73.8	12.20PM	6.50 <sup>573</sup>		
							(73.8)			Daily	Daily	Daily Except Sunday	Daily Except Sunday
		(3.40)	(4.00)	(2.40)	(3.00)				(2.50)	(2.55)	(2.30)	(4.30)	
		16.1	14.7	27.7	24.6				26.0	25.3	23.6	13.1	

WESTWARD				OAKLEY BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 8 April 29, 1951	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											
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						
12			WARR		19.4						
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.	SECOND CLASS		FIRST CLASS		Time-Table No. 8 April 29, 1951	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											
94	OPWY	DN-R	BURLEY YL	BU	0.0						
36			UNITY		3.1						
22			SPRINGDALE		6.0						
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		FIRST CLASS		Time-Table No. 8 April 29, 1951	Mile Post	SECOND CLASS		FIRST CLASS		
	439	475	573	49			466	472	440	476	
	Freight	Time Freight	Motor Passenger	Mixed			Mixed	Local Freight	Mixed	Time Freight	
	Daily Except Sunday	Daily Except Sunday	Daily	Daily							
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					6.11		BUDGE		7.9	f 12.26	
54				10.05	6.27		SCHODDE		15.9	f 12.10	6.40
21					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		PERRINE		34.8	f 11.28	5.00
27					7.24		FALLS CITY		40.6	f 11.17	
54	CWY			A 1.00AM	7.50	DN	JEROME YL	JO	47.9	s 11.01	4.00PM
54					8.10	D	WENDELL	ND	56.7	s 10.36	
54					8.30		TUTTLE		66.2	s 10.15	
250	PWY			A 8.45AM		DN-R	BLISS YL	IS	73.6	10.00AM	
							(73.6)			Daily Except Sunday	Daily Except Sunday
		(4.00)	(2.50)						(3.55)	(4.00)	
		12.0	26.0						18.8	12.0	

WESTWARD				WELLS BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 8 April 29, 1951	Mile Post	SECOND CLASS		FIRST CLASS		
	439	475	573	49			440	476	440	476	
	Freight	Time Freight	Motor Passenger	Mixed			Mixed	Local Freight	Mixed	Time Freight	
	Daily Except Sunday	Daily Except Sunday	Daily	Daily							
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	
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)	(22.4)						(5.30)	(22.4)	

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





Westward		IDAHO NORTHERN BRANCH				Eastward	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 8		Mile Post	SECOND CLASS		
	485 Mixed	April 29, 1951			486 Mixed		
STATIONS							
OPTWYZ	8:30AM	DN-R	NAMPA YL AU-Q	0.0	A	4:10PM	
			IDA. NOR. JCT. YL	0.7			
25	f 8:40		FISCHER	2.4		4:02	
14	s 9:00		MIDDLETON	9.3	s	3:45	
15	f 9:20		JENNESS	18.9	f	3:25	
96 PWY	s 10:20	D-R	EMMETT YL MF	27.0	s	2:55	
42	f 10:40		PLAZA	31.8	f	2:30	
43 P	s 11:20		MONTOUR	41.1	s	1:55	
32 P	s 11:55AM	D	HORSESHOE BEND HB	49.7	s	1:30	
32	f 12:40PM		GARDENA	55.1	f	12:40	
35 OPTW	s 1:30	D	BANKS YL AB	64.1	s	12:05PM	
25 PW	f 2:20		BIG EDDY	75.4	f	10:55AM	
31 PWY	s 3:00		SMITHS FERRY YL	83.0	s	10:25	
15 P	f 3:35		CABARTON	92.7	f	9:50	
32 W	f 3:45		BELVIDERE	95.5	f	9:40	
32 PY	s 4:30	D	CASCADE YL CD	99.2	s	9:30	
31	f 5:00		ARLING	111.0	f	8:00	
33 W	s 5:30	D	DONNELLY FY	119.4	s	7:35	
14	f 5:45		NORWOOD	124.7	f	7:22	
53 OPWY	A 6:15PM	D-R	McCALL YL NE	132.8	A	7:00AM	
			(132.8)			Daily Except Sunday	
	(9.45)		Thru Time	(9.10)			
	13.6		Average speed per hour	14.5			

Westward		NEW MEADOWS BRANCH				Eastward	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 8		Mile Post			
		April 29, 1951					
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	89.7			
			(89.7)			Daily Except Sunday	

Westward		OREGON EASTERN BRANCH				Eastward			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 8		Mile Post	SECOND CLASS				
	459 Mixed	April 29, 1951			460 Mixed				
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
14	f 1:15	f 11:30		CAIRO	3.7	f	3:35	f	3:55
38	f 1:25	f 11:40		LUSE	6.9	f	3:25	f	3:47
24	f 1:35	f 11:50AM		MALLETT	10.0	f	3:15	f	3:39
134 PWY	s 1:55	A 12:05PM	D-R	VALE YL VA	15.5	s	3:00	s	3:25PM
46	f 2:20			HOPE	23.5	f	2:20		
52	f 2:50			LITTLE VALLEY	34.8	f	1:50		
53 P	s 3:15			HARPER	42.0	s	1:25		
50	f 3:40			NAMORF	51.2	f	12:55		
27	f 4:07			JONESBORO	62.2	f	12:28PM		
53 PWY	s 4:40		D	JUNTURA JN	73.6	s	11:50AM		
50	f 5:25			LONG	86.8	f	11:10		
49 PW	s 5:50			RIVERSIDE	92.7	s	10:50		
31	f 6:15			DUNNEAN	102.8	f	10:25		
32 PW	f 6:40			VENATOR	110.2	f	10:05		
32	f 7:00			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		D-R	BURNS YL BR	156.8	A	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. 8		Mile Post	SECOND CLASS		
	493 Mixed	April 29, 1951			494 Mixed		
STATIONS							
134 PWY		12:30PM	D-R	VALE YL VA	0.0	A	3:15PM
29	f 1:22			JAMESON	17.3	f	2:20
31 PWY	A 1:45PM			BROGAN YL	23.3	A	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>Twin Falls Branch</b>					
Leefe.....	64.8	Spur 2.4 Mi. Y	Both	Amalga.....	17.3	12	East		
Onyx.....	197.5	14 P	West	Stowe.....	52.1	12	West		
Inkom Ballast Quarry...	202.9	140 P	East	<b>North Side Branch</b>					
<b>Second Subdivision</b>				Travers..... (5).....	3.5	18	Both		
Don.....	219.6	43 PX	Both	Black.....	26.9	30	Both		
Schiller.....	226.5	11	Both	Hunt..... (5).....	31.5	8	Both		
Coates.....	369.5	8 P	West	Sugar Loaf.....	38.3	12	Both		
Sand Bank.....	370.9	42 PX	Both	Barrymore..... (5).....	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..... (5).....	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..... (6).....	5.6	7	Both		
Feltham.....	512.7	23	Both	Godwin..... (6).....	7.0	8	Both		
<b>Fourth Subdivision</b>				Amsterdam..... (6).....	23.2	9	West		
Chubbuck.....	138.2	40	Both	<b>Ketchum Branch</b>					
Kimball.....	166.6	20	Both	Priest..... (7).....	33.9	6	East		
Jason Spur.....	175.4	60	West	Gimlet..... (7).....	63.2	6	West		
Mitchell.....	176.9	22	Both	<b>Homestead Branch</b>					
Red Rock..... (1).....	302.8	28 W	Both	Home.....	14.0	4 P	East		
Dalys..... (1).....	316.4	19 P	Both	Mineral.....	15.3	10 W	East		
Glen..... (1).....	347.8	8	West	Still.....	16.2	2	East		
Lavon..... (1).....	351.7	None	None	Sturgill.....	27.1	15	East		
Maiden Rock..... (1).....	366.0	18	Both	<b>Payette Branch</b>					
		19	Both	Ingard.....	3.3	8	Both		
<b>Goshen Branch</b>				Falks..... (8).....	17.2	5	East		
Cox.....	9.2	11	West	Little Rock.....	18.9	10	Both		
Ammon.....	18.1	34	West	<b>Wilder Branch</b>					
Wilkinson.....	21.0	3	West	Greenleaf.....	7.0	9	West		
<b>Yellowstone Branch</b>				<b>Stoddard Branch</b>					
St. Leon.....	3.7	16	East	Westma.....	11.6	5	East		
Mark.....	22.2	24	Both	<b>Boise Branch</b>					
Jolley.....	27.6	10	Both	Penitentiary Spur.....	5.0	10	East		
Wilford.....	32.9	7	East	Vernon.....	6.3	10	West		
Pineview.....	72.5	5 P	Both	<b>Idaho Northern Branch</b>					
<b>Teton Valley Branch</b>				Maddens..... (9).....	6.1	5	East		
Judkins..... (2).....	22.3	6	East	Bramwell..... (9).....	22.2	5	East		
Fox Creek..... (2).....	42.3	12	Both	Black Canyon..... (9).....	33.0	5	East		
<b>Mackay Branch</b>				Archabal..... (9).....	127.4	9	Both		
Collins..... (3).....	2.1	10	West	<b>Oregon Eastern Branch</b>					
Aiken..... (3).....	3.8	10	Both	Lawen..... (10).....	138.4	3	East		
<b>West Belt Branch</b>				<b>New Meadows Branch</b>					
Coltman..... (4).....	2.8	19 P	East	Presley.....	11.7	9	Both		
Grant..... (4).....	4.8	18 P	East	Diamond.....	26.7	4 W	West		
Barlow.....	7.0	17	East	Fruitvale.....	66.5	3	Both		
Midway.....	9.4	31	Both	Starkey.....	69.3	5	West		
Pyke..... (4).....	35.3	5	West	Tamarack.....	81.9	29	Both		
<b>East Belt Branch</b>				<b>Brogan Branch</b>					
Gale Spur.....	27.5	10	East	Lancaster.....	11.4	4	East		

- (1) Flag stop for Nos. 29-30.
- (2) Flag stop for Nos. 33-34.
- (3) Flag stop for Nos. 409-410.
- (4) Flag stop for No. 492.
- (5) Flag stop for Nos. 465-466.
- (6) Flag stop for Nos. 439-440.
- (7) Flag stop for Nos. 441-442.
- (8) Flag stop for Nos. 483-484.
- (9) Flag stop for Nos. 485-486.
- (10) 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 wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40	
Diesel-electric helper locomotive.	60	60					35	
Mountain type engines.		70	50					
Inspection bus cars.		40	40					
Battery motor car 01886.		50						
When caboose is handled in train consisting of passenger train equipment.		55			Trains handling company roadway machines on their own wheels, except wrecking derricks— On main line and Twin Falls Branch: On straight track. On curves. Between Idaho Falls and Ashton. On other branch lines.		30	
MacArthur type engines with 63-inch drivers.		55	50					25
MacArthur type engines with 57-inch drivers.		35	35					20
3900 class engines.		65	50					15
3800 class engines.		60	50		Passing fueling stations— On main lines. On branch lines.	50	40	25
4000, 9000 and 2-10-2 type engines.		50	50			30	30	
Ten Wheeler type engines 1573, 1575, 1577 to 1580.		55	40				15	
Other Ten Wheeler and Consolidation type engines.		35	35	Within yard limits— Protected by continuous block signal system. Not protected by continuous block signal system. On branch lines.	60	50	25	
Mallet type engines, 3500 to 3599, incl., and 3670 to 3674, incl.		35	35			50	40	
0-6-0 and 0-8-0 type yard engines.		20	20			30	30	
Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	When using cross-overs and turn-outs: 9000 class engines; Forward movement. Back-up movement. All other class engines; Forward movement. Back-up movement.				
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			10	10	
Diesel switch engines in road service.	35	35	35			6	6	
Steam engines running backward.	20	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.				
Trains handling scale test cars— On main line, Twin Falls Branch and between Idaho Falls and Ashton. On other branch lines.			30 20			20	20	
Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 6	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20	
				Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)	15	15	15	
				On wye tracks.	6	6	6	
				Jordan spreaders and other machines of spreader type, when in operation.			15	
				Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch lines. (Slower speed must be observed where conditions require.)			25 15	
				Through tunnels, branch lines.			10 10	

**FIRST SUBDIVISION**

Location	Miles Per Hour			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
<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
<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
<b>Cosgriff</b> Between M.P. 21.2 and 21.5.	70	60	50	Between M.P. 102.6 and 104.9.	60	50	40	<b>Pebble</b> Between M.P. 171.2 and 171.7.	60	50	40
Between M.P. 23.6 and 23.8.	70	60	50		<b>Harer</b> Between M.P. 105.2 and 105.4.	70	60		50	Between M.P. 171.9 and 174.8.	70
<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>Broxon</b> Between M.P. 176.4 and 176.7.	70	60
Between M.P. 31.3 and 32.3.	50	40	30		Between M.P. 125.0 and 125.3.	70	60	50		<b>Blaser</b> Between M.P. 177.4 and 178.5.	60
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
<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	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	<b>Lava Hot Springs</b> Between M.P. 180.1 and 181.6.	70	60
<b>Kemmerer</b> 7000 and heavier type engines, turntable lead. Passing coal chute.	30	30	25	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	<b>Cavanaugh</b> Between M.P. 135.5 and 135.7.	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. 138.6 and 139.2.	60	50		40	Between M.P. 186.0 and 187.3.	50
<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		<b>Onyx</b> Between M.P. 197.7 and 200.3.	70	60	50	Between M.P. 188.2 and 190.2.	70	60
<b>Orr</b> Between M.P. 60.8 and 61.2.	70	60	50	Between M.P. 192.4 and 192.6.		60	50	40	<b>McCammion</b> Between M.P. 192.4 and 192.6.	60	50
<b>Sage</b> Between M.P. 63.6 and 65.4.	60	50	40	Between M.P. 195.0 and 195.4.	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	<b>Rose</b> Between M.P. 141.0 and 141.9.	60	50	40	Between M.P. 200.3 and 201.1.	60	50	40
					Between M.P. 142.4 and 143.4.	70	60	50	<b>Inkom</b> Between M.P. 202.3 and 202.6.	60	50
				Between M.P. 143.7 and 143.9.	60	50	40	Between M.P. 207.1 and 208.4.	70	60	50
				Between M.P. 144.5 and 145.3.	60	50	40	<b>Pocatello</b> Within platform limits of passenger depot.	6	6	6
				<b>Soda Springs</b> Over streets and alleys.	30	30	30	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.
<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	<b>Ticeska</b> Between M.P. 357.3 and 360.2.	70	60	50
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. 360.2 and 360.8.	60	50	40
On enginehouse lead and tracks.			6	<b>Dietrich</b> M.P. 316.3 to 315.7 (Eastward).	70	60	50	Between M.P. 360.8 and 365.8.	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	<b>King Hill</b> Between M.P. 367.5 and 368.2.	70	60	50
Bridge 239.75.	40	25	25	Between M.P. 320.7 and 322.2.	20	20	20	Between M.P. 369.0 and 370.9.	60	50	40
Between M.P. 240.0 and 240.3.	40	40	25	Between M.P. 323.2 and 323.8.	70	60	50	<b>Sand Bank</b> Engines using west switch to Sand Bank set-out track.			5
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. 371.1 and 373.3.	45	40	25
<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. 373.3 and 373.8.	20	20	20
<b>Wapi</b> Between M.P. 258.8 and 259.2.	70	60	50	Between M.P. 340.7 and 341.1.	60	50	40	<b>Glenns Ferry</b>			
				Between M.P. 342.2 and 343.3.	60	50	40				

**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.				Between Payette and Weiser, trains handling logs.			30
Between M.P. 389.8 and 390.8.	60	50	40	<b>Sonna</b> Between M.P. B-467.0 and B-467.7.	40	25	25	<b>Eaton</b> Between M.P. 523.0 and 526.0.	70	60	50
<b>Mountain Home</b> Over street crossings.	25	25	25	<b>Nampa</b> Between passenger depot and M.P. 456.3.	15	15	15	Between M.P. 526.4 and 535.8.	60	50	40
<b>Orchard</b> Between M.P. B-429.1 and B-430.0.	60	50	40	<b>Caldwell</b> Over streets and alleys.	25	25	25	Between M.P. 536.0 and 538.9.	40	25	25
<b>Leone</b> Between M.P. B-431.0 and B-433.8.	70	60	50	<b>Parma</b> Over streets and alleys.	30	30	30	<b>Huntington</b>			
Between M.P. B-433.9 and B-434.2.	60	50	40	<b>Kuna Line Orchard</b> Between M.P. 428.4 and 428.9.	60	50	40	<b>Kuna</b> Between M.P. 447.3 and 450.8.	60	50	40
<b>Black's Creek</b> Between M.P. B-435.8 and B-436.2.	70	60	50	Between M.P. 456.3 and passenger depot, Nampa.	15	15	15				
Between M.P. B-438.5 and B-438.8.	70	60	50								

**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	<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	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. MacArthur 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>Chuhhuck</b> Between M.P. 139.9 and 140.2.	60	50	<b>Spencer</b> Between M.P. 248.5 and 248.9.	45	35	<b>Glen</b> Between M.P. 347.9 and 348.2.	40	30
<b>Tyhee</b> Between M.P. 142.3 and 142.5.	50	40	Between M.P. 249.5 and 249.6.	40	30	<b>Navy</b> Between M.P. 351.0 and 351.4.	35	25
Between M.P. 143.4 and 143.5.	50	40	Between M.P. 251.0 and 251.4.	40	30	Between M.P. 357.2 and 357.7.	40	30
<b>Gibson</b> Between M.P. 152.6 and 152.9.	50	40	Between M.P. 252.7 and 257.5.	25	20	<b>Melrose</b> Between M.P. 361.8 and 366.4, watch for rocks.	25	20
<b>Blackfoot</b> Over streets and alleys.	20	20	<b>Humphrey</b> Between M.P. 258.2 and 258.4.	35	25	<b>Maiden Rock</b> Between M.P. 366.4 and 366.6.	20	20
<b>Wapello</b> Between M.P. 166.8 and 167.0.	60	50	Between M.P. 258.6 and 259.2.	45	35	Curve M.P. 366.5 with 5000 and 5300 class engines.	10	10
<b>Firth</b> Between M.P. 169.7 and 170.0.	60	50	Between M.P. 262.9 and 267.6.	35	25	Between M.P. 366.7 and 367.8.	35	25
<b>Shelley</b> Over streets and alleys.	30	30	Between M.P. 269.7 and 269.9.	40	30	Between M.P. 367.8 and 368.2.	30	20
<b>Idaho Falls</b> Over streets and alleys.	12	12	Between M.P. 271.0 and 271.7.	40	30	<b>Divide</b> Between M.P. 373.5 and 374.6.	40	30
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	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>Leefe Spur.</b>	15
<b>Cumberland Branch.</b>	15	Bridge 5.33 with MacArthur type engines.	10	<b>Gay Branch.</b> Maximum speed.	25
<b>Glencoe Branch.</b>	15	<b>Conda Branch.</b>	15	Between M.P. 3.0 and Gay.	15
<b>Elkol Branch.</b>	15				
<b>Blazon Branch.</b>	15				

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.		Psgr.	Frt.
<b>Mackay Branch</b> Between Blackfoot and M.P. 60.0.		25	<b>West Belt Branch</b> Maximum speed.		25	Bellevue, over streets and alleys.	12	12
Between M.P. 60.0 and Mackay.		20	Truss bridges.		15	Between M.P. 63.1 and 64.6.	30	20
<b>Mackay</b> On curve on low line smelter.	6		<b>Annis Branch</b>		15	<b>Hill City Branch</b> Maximum speed.		25
<b>Gardner Branch.</b>	15		<b>Teton Valley Branch</b> Maximum speed.	35	25	Over trestles 21.6 and 23.40 with snow plows.		15
<b>Thomas Branch.</b>	15		Engines 1575 to 1579, incl.	25	25	<b>Boise Branch</b> Between Boise Jet. and Boise Freight.		25
<b>Aberdeen Branch</b>	25		Bridges 4.48, 6.96 and 19.97.	12	12	Between Boise Freight and Barber.		15
<b>Goshen Branch</b> Maximum speed.	25		Between M.P. 19.1 and 19.4.	15	15	<b>Stoddard Branch</b>		15
Light MacArthur type engines.	20		Between M.P. 25.0 and 25.4.	15	15	<b>Idaho Northern Branch</b> Maximum speed.		30
<b>Yellowstone Branch</b> Between Idaho Falls and Ashton.	50	35	<b>Twin Falls Branch</b> Maximum speed.	50	40	Between Jenness and Bramwell.		20
Between Idaho Falls and Ashton with MacArthur type engines.	40	30	3500 and 3800 class engines.	30	30	Trains handling high cars between Jenness and Bramwell.		12
Between Ashton and Gerrit, watch for rocks.	35	25	Bridge 20.10.	25	25	Between Plaza and Banks. Watch for rocks between Black Canyon and Banks.		25
Between Gerrit and Big Springs.	50	35	Rupert, on west leg of wye.	10	10	Banks, westward around curve east of east passing track switch, to east switch.		5
Between Big Springs and West Yellowstone, watch for rocks.	35	25	Rupert, over streets and alleys.	12	12	Between Banks and Smiths Ferry, watch for rocks.		15
Rexburg, Sugar City and St. Anthony, over streets and alleys.	20	20	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
St. Anthony, over highway crossing just west of depot.	8	8	Buhl, on mill and elevator track with MacArthur type engines.		5	Between Smiths Ferry and Cabarton, watch for rocks.		20
Between M.P. 55.4 and 55.6.	20	15	<b>North Side Branch</b> Maximum speed.		30	M.P. 31.4.		20
Between M.P. 59.4 and 66.0.	20	15	Heavy MacArthur type engines.		15	Between M.P. 33.0 and 35.4.		10
Between M.P. 72.9 and 73.3.	35	25	Between M.P. 30.0 and 30.5.		20	Bridge 36.61.		20
Between M.P. 74.0 and 74.3.	30	25	<b>Raft River Branch</b>		20	Between M.P. 99.6 and 113.6 on curves.		20
Between M.P. 85.2 and 85.5.	35	25	<b>Oakley Branch</b>		25	Between M.P. 128.2 and 128.5.		15
Between M.P. 86.4 and 87.0.	20	15	Light MacArthur type engines.		20	McCall, over street crossings.		10
Between M.P. 92.0 and 95.0.	20	15	<b>Wells Branch</b> Maximum speed.		30	<b>Wilder Branch</b>		15
Between M.P. 100.0 and 101.0.	20	15	Between M.P. 31.0 and 36.2.		25	<b>Homedale Branch</b>		25
<b>East Belt Branch</b> Maximum speed.		25	Between M.P. 45.8 and 53.3.		25	<b>Oregon Eastern Branch</b> Maximum speed.		25
Light MacArthur type engines between Lincoln Jet. and Orvin.		20	Between M.P. 69.6 and 71.6.		25	<b>Hope</b> Between M.P. 29.5 and 33.5, watch for rocks.		20
Truss bridges.		15	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
			Between Herrell and Melandco.		20			
			Wells yard.		15			
			<b>Ketchum Branch</b> Maximum speed.	40	30			
			Bridge 16.04 with MacArthur type engines.	15	15			
			Between Hailey and Ketchum, over truss bridges.	15	15			

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.		Psgr.	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.		15
Between M.P. 37.7 and 38.2, watch for rocks.		20	<b>Brogan Branch</b>		20	Straight track. On curves.		10
<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. 30.0 and 66.5.		25
Between M.P. 80.7 and 81.0, watch for rocks.		10	Payette Jet., on curve.		10	Straight track. On curves.		15
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. 66.5 and New Meadows.		15
<b>Long</b> Between M.P. 86.6 and 89.0, watch for rocks.		20	<b>New Meadows Branch</b> Maximum speed.		25	Straight track. On curves.		10
<b>Dunnean</b> Between M.P. 103.5 and 106.5.		20	Between Weiser and Concrete.		25	Engines running backwards.		10
Bridge 106.14.		15	Straight track. On curves.		20	Between M.P. 55.0 and 55.5.		10
						<b>Homestead Branch</b> Maximum speed, watch for rocks.		20
						On curves.		15

SYMBOLS AND ABBREVIATIONS

(Rules 6 and 6(A))

**Rule 6**  
The following letters placed before figures of a schedule indicate:  
s—regular stop;  
f—flag stop to receive or discharge traffic;  
A—arrive.

**Rule 6(A)**  
The following letters placed in column with station name in time-table indicate:  
D—day operator;  
N—night operator;  
DN—day and night operator;  
R—train register;  
YL—yard limits.

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

Standard clocks are located as shown below:

- |                       |  |                    |                           |
|-----------------------|--|--------------------|---------------------------|
| Kemmerer.....         | Telegraph Office                                       | 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            |
| Glenns 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.		