



UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



IDAHO DIVISION

**TIME-TABLE
No. 10**

Effective Sunday
September 9, 1951
At 12:01 A.M. Mountain Time

Be Careful Today

FOR EMPLOYEES ONLY

Press of ABBOTT, KEENS & 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.
C. H. Burnett, Assistant Superintendent.....Pocatello, Ida.
L. E. Mangum, Assistant Superintendent.....Nampa, Ida.
C. D. Waring, Terminal Superintendent.....Pocatello, Ida.
R. B. Hardin, Assistant Terminal Superintendent...Pocatello, Ida.
J. Bowco, Trainmaster.....Nampa, Ida.
G. L. Wilnot, Trainmaster.....Pocatello, Ida.
E. L. Chantry, Trainmaster.....Pocatello, Ida.
H. G. Baker, 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, Assistant Chief Train Dispatcher.....Pocatello, Ida.
R. R. Johnson, Assistant Chief Train Dispatcher...Pocatello, Ida.
H. L. Crawford, Assistant Chief Train Dispatcher...Pocatello, Ida.
H. J. Bailey, Assistant Chief Train Dispatcher.....Pocatello, Ida.
K. A. Leger, Assistant Chief Train Dispatcher.....Pocatello, Ida.

Third Subdivision and Branches

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

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

Name	Title	Location	Name	Title	Location
Douglas L. Gamette...	Medical Director	Los Angeles, Calif.	Simeon Hopper.....	Surgeon	Hazelton, Ida.
R. R. Merrell.....	District Surgeon	Pocatello, Ida.	Newell H. Battles.....	Oculist and Aurist	Idaho Falls, Ida.
H. H. Hughart.....	Asst. to District Surgeon	Pocatello, Ida.	Harvey E. Guyett.....	Surgeon	Idaho Falls, Ida.
Richard G. Crandall...	Surgeon	Pocatello, Ida.	M. T. Rees.....	Surgeon	Idaho Falls, Ida.
H. Dean Hartvigson...	Surgeon	Pocatello, Ida.	Fred E. Wallber.....	Oculist and Aurist	Idaho Falls, Ida.
Forrest H. Howard.....	Surgeon	Pocatello, Ida.	W. C. Smail.....	Surgeon	Jerome, Ida.
Orville E. Merrell.....	Surgeon	Pocatello, Ida.	Robert O. Hummer.....	Surgeon	Kemmerer, Wyo.
David C. Miller.....	Surgeon	Pocatello, Ida.	George H. Bjorkman...	Surgeon	Lava Hot Springs, Ida.
Clark T. Parker.....	Surgeon	Pocatello, Ida.	Don S. Numbers.....	Surgeon	McCall, Ida.
Eugene V. Simison.....	Oculist and Aurist	Pocatello, Ida.	Carl D. Lusty.....	Surgeon	Meridian, Ida.
Frank L. Harms.....	Surgeon	Aberdeen, Ida.	Harry H. King.....	Surgeon	Montpelier, Ida.
Lowell G. Merrill.....	Surgeon	American Falls, Ida.	R. B. Lindsay.....	Surgeon	Montpelier, Ida.
Ivan R. Egbert.....	Surgeon	Arco, Ida.	Russell Tigert, Jr.....	Surgeon	Montpelier, Ida.
LaGrande C. Larsen...	Surgeon	Ashton, Ida.	J. P. Weber.....	Surgeon	Mountain Home, Ida.
James O. Hampton.....	Surgeon	Blackfoot, Ida.	Ernest D. Hunsaker...	Aurist	Nampa, Ida.
Norman C. Hedemark...	Oculist	Boise, Ida.	Frederick D. Koehne...	Surgeon	Nampa, Ida.
Arthur C. Jones.....	Oculist and Aurist	Boise, Ida.	John R. Mangum.....	Surgeon	Nampa, Ida.
William A. Koelsch.....	Surgeon	Boise, Ida.	Thomas E. Mangum, Jr..	Surgeon	Nampa, Ida.
Curtis Jones.....	Oculist and Aurist	Boise, Ida.	Joseph J. Sarazin.....	Surgeon	Nyssa, Ore.
Warren D. Springer...	Surgeon	Boise, Ida.	Wilfred N. Sanders.....	Surgeon	Ontario, Ore.
Melvin A. Drake.....	Surgeon	Buhl, Ida.	Ira R. Woodward, Jr...	Surgeon	Payette, Ida.
John W. Davis.....	Surgeon	Burley, Ida.	M. F. Rigby.....	Surgeon	Rexburg, Ida.
Chas. A. Terhune.....	Surgeon	Burley, Ida.	W. L. Sutherland.....	Surgeon	Rexburg, Ida.
John H. Weare.....	Surgeon	Burns, Ore.	Aldon Tall.....	Surgeon	Rigby, Ida.
Harvey L. Casebeer...	Oculist and Aurist	Butte, Mont.	Otto A. Moellmer.....	Surgeon	Rupert, Ida.
Robert L. Casebeer...	Oculist and Aurist	Butte, Mont.	Emory L. Soule.....	Surgeon	St. Anthony, Ida.
Richard C. Monahan...	Surgeon	Butte, Mont.	Royal G. Neher.....	Surgeon	Shoshone, Ida.
Clifford M. Kaley.....	Surgeon	Caldwell, Ida.	Allen H. Tigert.....	Surgeon	Soda Springs, Ida.
Robert T. Whiteman...	Surgeon	Cambridge, Ida.	John R. Moritz.....	Surgeon	Sun Valley, Ida.
Dale B. Patterson...	Surgeon	Cascade, Ida.	Royal S. Cutler.....	Surgeon	Sun Valley, Ida.
John A. Edwards.....	Surgeon	Council, Ida.	Charles B. Beymer.....	Surgeon	Twin Falls, Ida.
George L. Routledge...	Surgeon	Dillon, Mont.	Wallace Bond.....	Oculist and Aurist	Twin Falls, Ida.
Gordon M. Jensen.....	Surgeon	Driggs, Ida.	Harwood L. Stowe.....	Surgeon	Twin Falls, Ida.
A. C. Truxal.....	Surgeon	Dubois, Ida.	Neal E. McCarthy.....	Surgeon	Vale, Ore.
Marion J. Kerns.....	Surgeon	Fairfield, Ida.	Harold F. Holsinger...	Surgeon	Wendell, Ida.
Ward A. Rulien.....	Surgeon	Glenns Ferry Ida.	Marion S. McGrath.....	Surgeon	Weiser, Ida.
John H. Cromwell.....	Surgeon	Gooding, Ida.	F. K. Root.....	Surgeon	Wells, Nev.
R. H. Wright.....	Surgeon	Hailey, Ida.			

WESTWARD							CONDENSED TIME-TABLE										EASTWARD		
FIRST CLASS							Distance from Granger via Boise	Time-Table No. 10 Sept. 9, 1951	FIRST CLASS										
19 Pgr.	11 Pgr.	105 Streamliner Passenger	403 Pgr.	457 Pgr.	17 Pgr.	25 Mail and Express			12 Pgr.	404 Pgr.	458 Pgr.	106 Streamliner Passenger	18 Pgr.	20 Pgr.	26 Mail and Express				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS												
	5.05	2.05			4.05		GRANGER	A 9.15			A 12.42	A 10.30							
	10.25	5.55			9.40	1.10	POCATELLO	4.10			8.55	5.25		A 9.15					
	1.40	8.25			1.05	4.45	GLENN'S FERRY	12.05			6.10	1.50		5.00					
	3.25	9.40			2.50	7.05	BOISE	10.15			5.00	12.10		2.50					
	6.05	11.40			5.35	10.15	M.T. HUNTINGTON P.T.	7.30			3.05	9.40		11.40					
	5.15	10.40			4.45	9.25	M.T. HUNTINGTON P.T.	6.20			2.05	8.30		10.25					
	8.00	1.05			7.45	12.20	LA GRANDE	3.45			11.40	5.50		7.05					
	10.23	3.13			10.25	2.53	PENDLETON	1.10			9.30	2.55		4.20					
	9.00						SPOKANE							A 7.20					
	11.20						AYER							4.40					
	12.27						WALLULA							3.20					
	1.45	11.15	3.50		12.01	3.50	HINKLE	12.20			8.50	2.10	2.40	3.15					
	4.05	1.15	5.35		3.25	6.20	THE DALLES	10.15			7.15	11.50	12.05	12.30					
	A 6.30	A 3.30	A 7.30	8.30	8.00	A 6.00	A 9.00	PORTLAND	8.10	A 1.45	A 9.15	5.30	9.45	10.00					
				10.59	9.53			CENTRALIA		11.05	7.05								
				12.30	11.05			TACOMA		9.45	5.52								
				A 11.45	A 11.59			SEATTLE		8.30	4.45								
									Daily	Daily	Daily	Daily	Daily	Daily					
	(9.30) 38.9	(23.25) 40.1	(18.25) 51.0	(5.15) 34.9	(3.50) 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	(23.45) 39.6	(9.20) 39.6	(22.05) 32.9				

WESTWARD				CONDENSED TIME-TABLE										EASTWARD		
FIRST CLASS				Distance from McCammon	Time-Table No. 10 September 9, 1951	FIRST CLASS										
31 Passenger	33 Passenger	29 Passenger	32 Passenger			34 Passenger	30 Passenger									
Daily	Daily	Daily	STATIONS													
	9.20	3.40	12.10	0.0	McCAMMON	A 4.45	A 6.05	A 3.45								
	A 9.55	5.15	1.35	22.7	POCATELLO	4.15	5.35	3.15								
		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											
				285.8	BUTTE			7.00								
						Daily	Daily	Daily								
	(0.35) 38.9	(7.00) 24.3	(9.20) 30.6	..... Thru Time.....	(0.30) 45.4	(6.35) 25.9	(8.45) 32.6								

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

Car Capacity of Seating, etc. See Rule 6(A), Page 23.	SECOND CLASS				FIRST CLASS					
	263	251	257	277	31	11	105	17	33	29
	Time Freight	Time Freight	Time Freight	Time Freight	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Passenger
150 RCS IPWY	10.00AM		2.45AM			5.05PM	2.05PM	4.05AM		
70 P	10.08		2.53			5.09	2.09	4.09		
114 P	10.14		2.59			5.13	2.12	4.13		
75 P	10.21		3.06			5.18	2.16	4.18		
117 P	10.26		3.11			5.21	2.19	4.21		
83 P	10.34		3.19			5.26	2.23	4.26		
125 P	10.41		3.26			5.30	2.27	4.32		
77 P	10.49		3.34			5.35	2.31	4.38		
130 PW	10.56		3.41			5.40	2.35	4.43		
	11.06		3.51			5.47	2.41	4.50		
CPTWXZ	11.15		4.00			5.54	2.43	5.00		
WS 71 PXY ES 70	11.22		4.07			5.58	2.46	5.04		
WS 72 PW ES 76 XY	11.47 ¹⁰⁶		4.30 ²⁶⁴			6.11	2.57	5.18		
98 PW	11.57AM		4.40			6.18	3.04	5.26		
77 P	12.05PM		4.48			6.22	3.08	5.30		
113 P	12.11		4.54			6.25	3.11	5.35		
68 P	12.18		5.01			6.29	3.15	5.40		
124 P	12.24		5.07			6.33	3.19	5.44		
74 P	12.32		5.15			6.38	3.24	5.49		
128 PW 125	12.42		5.25			6.46	3.29	6.00		
77 P	12.50		5.33			6.51	3.33	6.06		
124 P	12.56		5.39			6.55	3.37	6.11		
74 PW	1.04		5.47			7.01	3.42	6.19		
92 P	1.12		5.55			7.07	3.47	6.27		
69 P	1.21		6.04			7.13	3.52 ²⁶²	6.33		
COPTWYZ	1.45		6.20 ¹⁷			7.25	4.00	6.45 ²⁵⁷		
	2.20		7.00			7.35		6.55		
80 P	2.32		7.12			7.43	4.07	7.03		
109 PW	2.40 ²⁶²		7.20			7.49	4.13	7.09		
127 P	2.47		7.27			7.55	4.18	7.15		
104 P	2.53		7.33			7.59	4.22	7.20		
77 P	2.59		7.39			8.03	4.26	7.24		
186 PWY	3.08		7.48			8.12	4.32	7.35		
113 PW	3.16		7.56			8.19	4.37	7.42		
116 P	3.23		8.03			8.24	4.41	7.47		
368 CPWY	3.35		8.15			8.33	4.46	7.56		
116 P	3.41		8.21			8.38	4.50	8.01		
120 P	3.48		8.28			8.43	4.54	8.06		
104 P	3.55		8.35			8.48	4.58	8.11		
102 PW	4.01		8.41			8.51	5.01	8.14		
30 PX	4.09		8.49			8.57	5.05	8.20		
CS 182 P	4.17		8.57			9.03	5.10	8.26		
226 IPWXY	4.30	10.30AM	9.10	1.20AM	9.20PM	9.13	5.18	8.37	3.40AM	12.10AM
WS 61 PWX ES 61	4.46	10.46	9.26	1.36	9.33	9.25	5.29	8.50	3.53	12.23
					9.39	9.31	5.34	8.56	3.59	12.29
RCS COPTWYZ	5.20PM	11.20AM	10.05AM	2.30AM	9.55PM	9.45PM	5.45PM	9.10AM	4.15AM	12.45AM

Time-Table No. 10
September 9, 1951

STATIONS

DN-R	GRANGER YL	GN
	DONOVAN	
	MOXA	
	HASSETT	
	NUTRIA	
	COSGRIFF	
DN	OPAL	OW
	FOLGER	
	WATERFALL	
	EAST KEMMERER YL	
DN	KEMMERER YL Z	
	MOYER JCT. YL	
DN	FOSSIL YL FI	
	NUGGET	
	ORR	
	SAGE	
	CARLSON	
	BECKWITH	
	PIXLEY	
DN	COKEVILLE	CK
	MARSE	
	BORDER	
	PEGRAM	
	HARER	
	DINGLE	
DN-R	MONTPELIER YL	MX
	PESCADERO	
	GEORGETOWN	
	CAVANAUGH	
	MANSON	
	ROSE	
DN	SODA SPRINGS	SD
	ALEXANDER	
	TALMAGE	
DN	BANCROFT YL	BN
	KINPORT	
	PEBBLE	
	BROXON	
	BLASER	
DN	LAVA HOT SPGS.	XY
	TOPAZ	
DN	McCAMMON YL	MC
	INKOM	KO
	PORTNEUF	
DN-R	POCATELLO YL	PO
	HCA	

BLOCK SIGNALS

Double Track

..... Thru Time
..... 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 17.

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

FIRST SUBDIVISION

EASTWARD

Time-Table No. 10
September 9, 1951

Mile Post

STATIONS

STATIONS	Mile Post	FIRST CLASS					SECOND CLASS							
		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			
DN-R	GRANGER YL	GN	0.0											
	DONOVAN		4.1	9.15AM		12.42PM	10.30PM			7.30PM				6.20AM
	MOXA		7.7	9.09		12.37	10.22			7.16				6.07
	HASSETT		12.5	9.05		12.34	10.18			7.10				6.00
	NUTRIA		15.4	8.57		12.30	10.13			7.03				5.52
	COSGRIFF		20.2	8.52		12.27	10.10			6.58				5.47
DN	OPAL	OW	24.5	8.47		12.23	10.05			6.51				5.39
	FOLGER		29.3	8.41		12.19	10.00			6.44				5.32
	WATERFALL		33.6	8.36		12.15	9.55			6.37				5.24
	EAST KEMMERER YL		39.0	8.29		12.11	9.50			6.30				5.16
DN	KEMMERER YL Z		39.7	8.27		12.05	9.43			6.20				5.06
	MOYER JCT. YL		42.3	8.19		12.03PM	9.41			6.15				5.01
DN	FOSSIL YL FI		50.3	8.04		11.58AM	9.33			6.03				4.53
	NUGGET		58.0	7.56		11.47	9.18			5.40				4.30
	ORR		59.6	7.51		11.40	9.10			5.23				4.13
	SAGE		63.1	7.47		11.36	9.05			5.15				4.05
	CARLSON		67.3	7.42		11.33	9.01			5.08				3.58
	BECKWITH		71.3	7.38		11.29	8.56			5.00				3.50
	PIXLEY		77.4	7.32		11.25	8.52			4.53				3.43
DN	COKEVILLE	CK	83.5	7.25		11.20	8.47			4.45				3.35
	MARSE		88.2	7.16		11.15	8.40			4.35				3.25
	BORDER		92.1	7.12		11.10	8.30			4.23				3.15
	PEGRAM		97.7	7.06		11.07	8.25			4.17				3.09
	HARER		102.9	6.59		11.02	8.18			4.09				3.01
	DINGLE		108.0	6.53		10.57	8.11			4.01				2.53
DN-R	MONTPELIER YL	MX	115.0	6.45		10.52	8.04			3.52 ¹⁰⁵				2.45
	PESCADERO		121.3	6.35		10.45	7.55			3.35				2.30
	GEORGETOWN		126.8	6.20		10.40	7.45			3.10				1.55
	CAVANAUGH		131.9	6.13		10.33	7.30			2.50				1.37
	MANSON		136.1	6.07		10.28	7.23			2.40 ²⁶³				1.28
	ROSE		140.0	6.03		10.23	7.17			2.31				1.21
DN	SODA SPRINGS	SD	146.0	5.59		10.19	7.13			2.25				1.15
	ALEXANDER		151.6	5.50		10.15	7.09			2.19				1.09
	TALMAGE		156.2	5.38		10.09	7.00			2.07				12.57
DN	BANCROFT YL	BN	161.8	5.32		10.03	6.48			1.56				12.46
	KINPORT		165.6	5.24		9.58	6.42			1.45				12.35
	PEBBLE		170.3	5.16		9.53	6.34			1.45				12.35
	BROXON		174.8	5.11		9.48	6.28			1.30				12.20
	BLASER		177.4	5.06		9.43	6.23			1.19				12.09
DN	LAVA HOT SPGS.	XY	180.0	5.03		9.38	6.18			1.03				11.53PM
	TOPAZ		184.3	4.58		9.35	6.15			12.56				11.46
DN	McCAMMON YL	MC	191.2	4.50		9.31	6.10			12.48				11.38
	INKOM	KO	201.9	4.41		9.26	6.02			12.33				11.23
DN-R	POCATELLO YL	PO	213.9	3.45AM		9.19	5.53			12.15PM				11.05
	PORTNEUF		207.7	3.31		9.08	5.40			11.55AM				10.45
	POCATELLO YL	HCA	213.9	3.25		9.02	5.34			11.55AM				10.45

BLOCK SIGNALS

Double Track

..... Thru Time
..... 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 17.

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

Car Capacity of Stages, etc. See Rule 6(A), Page 23.	WESTWARD					SECOND SUBDIVISION					EASTWARD				
	FIRST CLASS					Time-Table No. 10 September 9, 1951	Mile Post	FIRST CLASS							
	11 Passenger Daily	105 Streamliner Passenger Daily	17 Passenger Daily	49 Mixed Daily	25 Mail and Express Daily			12 Passenger	106 Streamliner Passenger	18 Passenger	26 Mail and Express	50 Mixed			
	STATIONS						STATIONS								
COPTWYZ	10.25PM	5.55PM	9.40AM	3.30AM	1.10AM	DN-R POCATELLO YL PO	213.9	A 3.40AM	A 8.45AM	A 5.05PM	A 9.15PM	A 11.45PM			
151 P	10.40	6.10	9.55	3.45	1.25	MICHAUD	224.8	3.20	8.30	4.45	8.36	11.17			
125 P	10.46		10.01	3.53	1.31	BANNOCK	230.1	3.15		4.40	8.30	11.09			
147 PW	10.56 ⁵⁰	6.21	10.11	4.06	1.40	DN AMERICAN FALLS AF	238.5	3.06	8.19	4.31	8.20	10.56 ¹¹			
125 P	11.01	6.26	10.16	4.12	1.45	BORAH	242.3	2.59	8.14	4.24	8.08	10.41			
125 P	11.08	6.32	10.24	4.20	1.52	QUIGLEY	250.1	2.52	8.08	4.17	8.00	10.30			
125 PW	11.13	6.37	10.29	4.26	1.57	WAPI	256.0	2.47	8.03	4.12	7.54	10.22			
125 P	11.16	6.40	10.32	4.30	2.00	DEWOLF	259.8	2.43	8.00	4.08	7.50	10.16			
125 P	11.22	6.46	10.38	4.37	2.06	HAWLEY	267.3	2.36	7.54	4.01	7.42	10.07			
469 COPWY	11.30	6.51	10.55	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	10.59		2.20 ¹²	MAX	278.2	2.20 ²⁵	7.44	3.45	7.20				
125 P	11.41	7.02	11.06		2.28	ADELAIDE	284.3	2.10	7.37	3.38	7.12				
125 PW	11.45	7.06 ²⁶	11.10		2.32	KIMAMA	289.0	2.06	7.33	3.34	7.06 ¹⁰⁵				
125 P	11.51	7.12	11.16		2.38	SENER	295.7	2.00	7.27	3.28	6.51				
125 P	11.58PM	7.18	11.22		2.45	OWINZA	308.5	1.53	7.21	3.21	6.44				
125 P	12.03AM		11.27		2.50	BESSLEN	309.3	1.48		3.16	6.39				
121 P	12.07	7.26	11.31		2.57	D DIETRICH HD	313.9	1.43	7.13	3.11	6.33				
420 COPWY	12.20	7.35	11.45		3.15	DN SHOSHONE YL	321.5	1.30	7.05	3.00	6.20				
125 P	12.31	7.44	11.56AM		3.26	TUNUPA	330.8	1.05	6.53	2.45	5.59				
188 PW	12.40	7.50	12.05PM		3.36	DN GOODING GD	337.5	12.57	6.47	2.37	5.52				
125 P	12.47 ¹²	7.56	12.11		3.43	FULLER	344.2	12.47 ¹¹	6.41	2.28	5.42				
280 PWY	12.53	8.01	12.18		3.52	DN BLISS	350.5	12.36	6.36	2.22	5.35				
230 PY	1.00	8.07	12.25		3.59	TICESKA	357.3	12.29	6.30	2.15	5.25				
125 PWX	1.17	8.16	12.41		4.16	KING HILL	366.8	12.14	6.19	1.59	5.10				
COPTWYZ	A 1.30AM	A 8.25PM	A 12.55PM		A 4.35AM	DN-R GLENN'S FERRY YL	373.8	12.05AM	6.10AM	1.50PM	5.00PM				
	(3.05) 51.9	(2.30) 64.0	(3.15) 49.2	(1.20) 43.9	(3.25) 46.8	..... Thru Time.....		(3.35) 44.6	(2.35) 81.9	(3.15) 49.2	(4.15) 37.6	(1.45) 33.4		

Car Capacity of Stages, etc. See Rule 6(A), Page 23.	WESTWARD					KUNA LINE					EASTWARD				
	SECOND CLASS					Time-Table No. 10 September 9, 1951	Mile Post	SECOND CLASS							
	257 Time Freight Daily							262 Time Freight							
	STATIONS						STATIONS								
195 CIPWY					5.05AM	DN ORCHARD YL	423.0	A 9.45PM							
84 P					5.17	ELY	430.8	9.30							
105 P					5.22	OWYHEE	434.7	9.20							
77 P					5.32	MORA	442.6	9.01							
116 P					5.37	D KUNA	446.7	8.50							
84 P					5.44	COLLOPY	451.8	8.35							
COPTWYZ					A 6.00AM	DN-R NAMPA YL	456.6	8.20PM							
					(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 17. For stations not shown on schedule pages.—See page 17.

Car Capacity of Stages, etc. See Rule 6(A), Page 23.	WESTWARD					THIRD SUBDIVISION					EASTWARD				
	SECOND CLASS					Time-Table No. 10 September 9, 1951	Mile Post	FIRST CLASS							
	257 Time Freight Daily	105 Streamliner Passenger Daily	17 Passenger Daily	25 Mail and Express Daily	11 Passenger Daily			106 Streamliner Passenger	18 Passenger	26 Mail and Express	12 Passenger	262 Time Freight			
	STATIONS						STATIONS								
COPTWYZ	3.30AM	8.25PM	1.05PM	4.45AM	1.40AM	DN-R GLENN'S FERRY YL	373.8	As 6.10AM	A 1.40PM	A 4.45PM	A 11.55PM	A 11.15PM			
CS115 PW	3.50	8.35	1.17	4.59	1.52	HAMMETT	382.7	5.59	1.27	4.20	11.37	10.51			
CS127 PY	4.20	8.49	1.35	5.18	2.10	DN REVERSE YL RV	393.5	5.48	1.12	4.01	11.22	10.31			
250 PWY	4.35	8.56	1.47	5.41 ¹⁰⁵	2.23	DN MOUNTAIN HOME MZ	401.6	5.41 ²⁵	1.02	3.50	11.12	10.16			
154 P	4.43	9.01	1.54	5.50	2.29	SEBREE	407.5	5.36	12.55	3.41	11.03	10.07			
141 P	4.50	9.05	1.58	5.56	2.33	CLEFT	412.7	5.32	12.50	3.35	10.59	10.00			
195 CIPWY	A 5.05AM	9.13	2.07	6.10	2.42	DN ORCHARD YL OD	423.0	5.24	12.40	3.25	10.50	9.45PM			
78 P		9.20	2.16	6.19	2.50	LEONE	B-430.3	5.17	12.31	3.15	10.41				
79 P		9.25	2.22	6.26	2.56	BLACK'S CREEK	B-435.9	5.12	12.25	3.08	10.34				
62 P		9.31	2.28	6.32	3.02	SHAFFER	B-441.7	5.06	12.18	3.00	10.27				
109 PWY	VIA KUNA LINE	9.40	2.40 ²⁰ 2.50	6.45 7.05	3.15 3.25	DN BOISE YL BG	B-448.4	5.00	12.10 12.05PM	2.50 ¹⁷ 2.40	10.15 10.05	VIA KUNA LINE			
P		9.43	2.53	7.15	3.28	BOISE JCT.	B-450.7	4.54	11.59AM	2.34	9.58				
35 P		9.44	2.54	7.16	3.29	PERKINS	B-451.4	4.53	11.58	2.33	9.57				
31 P		9.47	2.57	7.19	3.32	BEATTY	B-454.6	4.50	11.55	2.30	9.54				
77 P		9.50 ¹²	3.01	7.24	3.35	D MERIDIAN MD	B-457.3	4.47	11.52	2.27	9.50 ¹⁰⁵				
25 P		9.53	3.05	7.28	3.39	SONNA	B-460.7	4.44	11.49	2.20	9.40				
OPTWYZ	6.00AM	10.08	3.20 3.30	7.40 7.50	3.50 4.00	DN-R NAMPA YL AU-Q	450.6	4.36	11.40 11.30	2.10 2.00	9.30 9.20	A 8.20PM			
57 P	6.06	10.12	3.35	7.55	4.05	MOSS	460.8	4.24	11.22	1.50	9.10	8.10			
PW	6.14	10.17	3.45	8.06	4.20 ¹⁰⁶	DN CALDWELL YL CW	465.6	4.20 ¹¹	11.17	1.45	9.05	8.02PM			
122 P	6.19	10.20	3.49	8.10	4.26	ENROSE	469.2	4.16	11.08	1.34	8.57	7.57			
139 P	6.23	10.23	3.54	8.14	4.29	D NOTUS U	472.5	4.13	11.05	1.31	8.54	7.53			
161 P	6.34	10.30	4.05	8.25	4.36	DN PARMA MA	480.8	4.06	10.57	1.20	8.47	7.42			
155 PWY	6.44	10.37	4.15	8.36	4.45	DN NYSSA YL SY	488.4	3.59	10.49	1.06	8.39	7.32			
PY	6.56		4.24	8.44	4.54	MALHEUR JCT. YL	490.8		10.38	12.53	8.28	7.20			
444 COPY	7.01	10.48	4.33	8.53	5.01	DN ONTARIO YL ON	498.7	3.49	10.35	12.50	8.25	7.15			
190 PW	7.08	10.54	4.41	9.03	5.12	DN PAYETTE YL AY	502.5	3.43	10.25	12.33	8.15	7.01			
84 P	7.18	11.00	4.48	9.10	5.19	CRYSTAL	509.3	3.37	10.17	12.22	8.07	6.51			
233 PWY	7.28	11.08	5.00	9.22	5.30	DN WEISER YL SR	515.9	3.31	10.10	12.15	8.00	6.41			
77 P	7.37	11.14	5.07	9.29	5.36	EATON	522.0	3.24	10.02	12.02PM	7.52	6.32			
115 P	7.42	11.18	5.11	9.34	5.41	COBB	525.7	3.21	9.58	11.58AM	7.48	6.27			
116 P	7.56	11.28	5.21	9.49 ¹⁸	5.50	ROCK ISLAND	534.0	3.12	9.49 ²⁵	11.49	7.39	6.13			
P						BLAKES JCT.	537.1								
OPTWYZ	A 8.20AM	A 11.40PM	A 5.35PM	A 10.15AM	A 6.05AM	DN-R HUNTINGTON YL HU	538.8	3.05AM	9.40AM	11.40AM	7.30PM	6.00PM			
						(176.3)		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	(4.25) 39.9	(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 17. 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.

WESTWARD				FOURTH SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 10 September 9, 1951	Mile Post	FIRST CLASS		SECOND CLASS		
	251 Time Freight	277 Time Freight	33 Passenger	29 Passenger			30 Passenger	34 Passenger	252 Time Freight	278 Stock Special	
	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	
COPTWYZ	3:15PM	3:30AM	5:15AM	1:35AM	DN-R POCATELLO YL CA PO	133.9	A 2:45AM	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	TYBEE	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 ³⁴	4:08	5:43	2:02 ³⁰	GIBSON	151.0	2:02 ²⁹	4:08 ²⁵¹	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 PR	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 AK	184.5	1:15	3:15PM	6:30	9:00	
53 P	5:45 ²⁵²	6:30		3:23	PAYNE	191.2	12:56		5:45 ²⁵¹	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	7:10 ²⁷⁸		3:51	HAWGOOD	212.1	12:29		5:00	7:10 ²⁷⁷	
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		5:12 ²⁷⁸	HUMPHREY	258.0	11:18		3:10	5:12 ²⁹	
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 ³⁰ 10:35	10:15AM 12:15PM		5:55 6:05	DN-R LIMA YL RD	279.9	10:45 ²⁵¹ 10:35		2:00 1:00	4:00 3:00	
52 P	10:55	12:35 ²⁵²		6:17	D DELL DE	288.0	10:20		12:35 ²⁷⁷	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 ²⁷⁸	3:00		7:16	DN DILLON YL DN	328.0	9:18		11:00	12:40 ²⁵¹	
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	358.9	8:22		9:25	11:25	
41 P	2:30	4:45		8:20	QUINN	364.9	8:05		9:05	11:06	
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		8:38 ²⁵²	WOODIN	374.3	7:47		8:38	10:42	
23 P	3:15	5:30		8:50	FEELEY	380.7	7:37		7:57	10:27	
52 P	3:26	5:42		8:58	BUNXTON	384.6	7:29		7:45	10:15	
PWY	A 4:00AM	A 6:00PM		As 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		(7.45) 33.9	(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. 23 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. 10 September 9, 1951		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 10 September 9, 1951		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 10 September 9, 1951		Mile Post
	STATIONS				STATIONS				STATIONS		
	CPTWZ	DN-R KEMMERER YL Z			0.0	WS 71 ES 70 PY			MOYER JCT. YL	0.0		53	DN GLENCOE JCT. YL	0.0
	NO. KEMMERER JCT. YL	1.0		GLENCOE JCT. YL	4.8		ELKOL	3.9			
	NO. KEMMERER YL	2.4		BLAZON JCT.	9.3		(3.9)				
	PHOSPHATE YL	5.1		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. 10 September 9, 1951		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 10 September 9, 1951		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 10 September 9, 1951		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	5.6			
						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. 10 September 9, 1951		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 10 September 9, 1951		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 10 September 9, 1951		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	GRACE	6.0	42	M.P. 9.1 11.7 GAY	9.1	19	GOSHEN	4.8			
	(6.0)		132 YZ	(20.8)	20.8	22	GERRARD	10.6			
						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. 10 September 9, 1951		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 10 September 9, 1951		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 10 September 9, 1951		Mile Post
	STATIONS				STATIONS				STATIONS		
	4	ANNIS JCT.			0.0	23			GARDNER JCT.	0.0		12	THOMAS JCT.	0.0
	GRAYS (Spur)	0.5		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				YELLOWSTONE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS	Time-Table No. 10 September 9, 1951	Mile Post	FIRST CLASS	SECOND CLASS		Mile Post	FIRST CLASS	SECOND CLASS
	477	491	33			34	492	478			
	Local Freight	Mixed	Passenger			Passenger	Mixed	Local Freight			
	Daily Except Sunday	Daily Except Sunday	Daily								
COPTWYZ	9.15AM	7.55AM	7.20AM	DN-R	0.0	A 2.50PM	A 2.00PM	A 7.00PM			
17 PY	9.25	At 8.05AM	7.26	3.0	3.0	2.33	f 1.50	5.45			
60 PW	9.40		7.34	4.6	7.6	2.25	f 1.40PM	5.35			
54 P	10.05		7.45	6.2	13.8	2.15		5.20			
36 W	10.20		7.51	4.3	18.1	2.08		4.40			
27 P	10.40		7.56	2.6	20.7	2.03		4.30			
67 P	11.10		8.06	5.3	26.0	1.55		4.10			
51 P	11.25		8.13	3.8	29.8	1.48		3.10			
36 PY				1.1	30.9						
118 PWY	11.40AM		8.25	5.9	36.8	1.38	A 10.50AM	2.40			
P				1.5	38.3		10.40AM				
43 P	12.05PM		8.35	4.5	42.8	1.27		1.45			
46 COPWY	At 12.30PM		8.55AM	8.2	51.0	1.15PM		1.30PM			
				1.5	52.5						
28 P				5.7	58.2						
15 P				8.7	66.9						
22				8.8	75.7						
15 P				4.9	80.6						
29 P				4.8	85.4						
26 PWY				5.3	90.7						
22 PY				6.5	97.2						
29 COPWY				9.9	107.1						
				1.5							
				5.7							
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				5.7							
				8.7							

WESTWARD		TWIN FALLS BRANCH				EASTWARD							
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 10 September 9, 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		STARRH'S FERRY		25.8	f 2-02	f 8-37	9-45	10-15
58	P	1-50	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		35.6	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		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	65.0	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			A 6-50PM	A 8-10AM	DN-R	BUHL YL	BO	73.8	12-20PM	6-50PM		
							(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 23.	Time-Table No. 10 September 9, 1951				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
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.	Time-Table No. 10 September 9, 1951				Mile Post
	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		471 Local Freight		465 Mixed		Time-Table No. 10 September 9, 1951	Mile Post	SECOND CLASS		
	Daily Except Sunday		Daily Except Sunday		Daily Except Sunday				466 Mixed	472 Local Freight	
	STATIONS										
206	PWY			9-00PM	5-55AM	DN-R	RUPERT YL	MS	0.0	A 1-55PM	A 8-00PM
34	P						MYERS YL		4.4		
73	P			9-35	6-07	D	PAUL YL	DJ	5.9	s 12-35	7-30
20					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				8-45AM	DN-R	BLISS YL	IS	73.6	10-00AM	
							(73.6)			Daily Except Sunday	Daily Except Sunday
		(4.00)	(2.50)		Thru Time		(3.55)	(4.00)			
		12.0	26.0		Average speed per hour		18.8	12.0			

WESTWARD		WELLS BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		439 Mixed		Time-Table No. 10 September 9, 1951	Mile Post	SECOND CLASS		
	Daily Except Sunday		Daily Except Sunday				440 Mixed		
	STATIONS								
	COPWYZ			7-00PM	DN-R	TWIN FALLS YL	NA	0.0	A 8-00AM
31				7-25		BERGER		10.9	f 7-15
31				7-45		HOLLISTER		10.4	s 6-55
21	PWY			8-10	D	ROGERSON	RG	28.8	s 6-30
38				8-35		METER		38.7	f 6-03
34				9-05		IDAVADA		50.1	f 5-36
34	PW			9-19		DELAPLAIN		56.1	f 5-22
34				9-35		SAN JACINTO		60.7	f 5-12
34	P			9-55	D	CONTACT	CN	68.8	s 4-55
33	CPW			10-10		HENRY		75.1	f 4-38
33				10-40		SHORES		86.7	f 4-14
48	PWY			11-00		WILKINS		93.6	f 3-59
37				11-10		HERRELL		97.3	f 3-49
44	PY			11-30		SUMMER CAMP		102.5	s 3-33
44				11-50PM		MELANDCO		108.9	f 3-04
35				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)	(5.30)		Thru Time		(5.30)		
		22.4	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. 10 September 9, 1951	Mile Post	FIRST CLASS		SECOND CLASS			
	441 Mixed		55 Passenger				56 Passenger	442 Mixed				
	Monday Wednesday Friday		Daily									
STATIONS												
420	COPWY		6.00AM		4.30AM	DN-R	SHOSHONE YL	X	0.0	A12.45AM	A12.45PM	
3		f					10.9 MARLEY		10.9		f	
39	PWY	s	6.35	f	5.05	D-R	RICHFIELD YL	FK	15.3	f12.10AM	s12.05PM	
29		f	6.50		5.21		6.4 PAGARI		21.7	f11.57PM	f11.45AM	
27		f	7.10		5.39		8.0 TIKURA		29.7	f11.44	f11.25	
59	PW	s	7.30	f	5.58	D	PICABO	XN	37.3	f11.29	s11.05	
6		f	7.40				4.5 HAY		41.8		f10.50	
10		f	7.45		6.12		2.5 GANNETT		44.3	f11.17	f10.45	
30		s	8.05	f	6.34	D	BELLEVEUE	V	52.1	f11.04	s10.25	
17	W	s	8.16	f	6.48	D	HAILEY	RI	57.2	f10.54	s10.05	
12		f	8.22		6.54		2.8 BARITE		60.0	f10.49	f9.52	
16		f	8.40		7.12		7.6 TRIUMPH		67.6	f10.34	f9.35	
33	WY	A	8.45AM	A	7.30AM	D-R	KETCHUM YL	KU	69.4	10.30PM	9.30AM	
(69.4)												
		(2.45)			(3.00) Thru Time				(2.15)		
		25.2			23.1 Average speed per hour				30.9		

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

WESTWARD				HILL CITY BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 10 September 9, 1951	Mile Post	FIRST CLASS		SECOND CLASS		
	483 Mixed		484 Mixed				56 Passenger	442 Mixed			
	Daily Except Sunday		Daily Wednesday Friday								
STATIONS											
39	PWY					D-R	RICHFIELD YL	FK	0.0		
13							4.5 RAWSON		4.5		
30							4.9 BURMAH		9.4		
42	P						12.1 MAGIC		21.5		
31							9.7 MACON		31.2		
31	P						2.8 BLAINE		34.0		
9							2.8 RANDS		36.8		
17							2.9 SELBY		39.7		
43	PW					D	FAIRFIELD	FD	43.8		
32							7.9 CORRAL		51.7		
57	WY					D-R	HILL CITY YL	HC	57.9		
(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.	SECOND CLASS		FIRST CLASS		Time-Table No. 10 September 9, 1951	Mile Post	FIRST CLASS		SECOND CLASS		
	483 Mixed		484 Mixed				56 Passenger	442 Mixed			
	Daily Except Sunday		Daily Wednesday Friday								
STATIONS											
P							BLAKES JCT.		0.0		
34	PT					D-R	ROBINETTE YL	RQ	32.9		
(32.9)											

WESTWARD				PAYETTE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 10 September 9, 1951	Mile Post	FIRST CLASS		SECOND CLASS		
	483 Mixed		484 Mixed				56 Passenger	442 Mixed			
	Daily Except Sunday		Daily Wednesday Friday								
STATIONS											
190	OPW		7.00AM			DN-R	PAYETTE YL	AY	0.0	A 2.45PM	
20		f	7.10				3.9 EIFFIE		3.9	f 2.30	
43	P	s	7.30	D			1.2 FRUITLAND	FU	5.1	s 2.25	
20		f	7.40				1.7 BUCKINGHAM		6.8	f 2.06	
33	P	s	8.00	D			4.3 NEW PLYMOUTH	NP	11.1	s 1.55	
13		f	8.27				10.5 LETHA		21.6	f 1.23	
96	PWY	A	8.50AM	D-R			8.1 EMMETT YL	MF	29.7	1.00PM	
(29.7)											
		(1.50)			..... Thru Time						(1.45)
		16.2			..... Average speed per hour						16.8

WESTWARD				WILDER BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 10 September 9, 1951	Mile Post	FIRST CLASS		SECOND CLASS		
	483 Mixed		484 Mixed				56 Passenger	442 Mixed			
	Daily Except Sunday		Daily Wednesday Friday								
STATIONS											
204	W					DN-R	CALDWELL YL	CW	0.0		
40							2.5 SIMPLOT YL		2.5		
21							1.2 SHELP YL		3.7		
32							1.4 DOLES YL		5.1		
13							4.6 ALLENDALE		9.7		
43							1.8 WILDER YL	WR	11.5		
(11.5)											

WESTWARD				STODDARD BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 10 September 9, 1951	Mile Post	FIRST CLASS		SECOND CLASS		
	483 Mixed		484 Mixed				56 Passenger	442 Mixed			
	Daily Except Sunday		Daily Wednesday Friday								
STATIONS											
OPTWYZ						DN-R	NAMPA YL	AU-Q	0.0		
20							4.4 DEAL		4.4		
46							4.5 BOWMONT		8.9		
28							5.7 MELBA		14.6		
60							2.5 STODDARD		17.1		
(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		IDAHO NORTHERN BRANCH		Eastward	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 10 September 9, 1951	Mile Post	SECOND CLASS	
	485 Mixed			486 Mixed	
	Daily Except Sunday				
STATIONS					
OPTWYZ	8:30AM	DN-R NAMPA YL AU-Q	0.0	A 2:35PM	
		0.7			
		IDA. NOR. JCT. YL	0.7		
		1.7			
25	f 8:40	FISCHER	2.4	2:25	
		6.9			
14	s 9:00	MIDDLETON	9.3	2:10	
		9.6			
15	f 9:20	JENNESS	18.9	1:40	
		8.1			
96 PWY	s 10:20	D-R EMMETT YL MF	27.0	s 1:10	
		4.8			
42	f 10:40	PLAZA	31.8	f 12:45	
		9.3			
43 P	s 11:20	MONTOUR	41.1	s 12:20PM	
		8.0			
32 P	s 11:55AM	D HORSESHOE BEND HB	49.7	s 11:55AM	
		5.4			
32	f 12:20PM	GARDENA	55.1	f 11:35	
		9.0			
35 OPTW	s 1:20	D BANKS YL AB	64.1	s 11:10	
		11.3			
25 PW	f 2:10	BIG EDDY	75.4	f 10:25	
		7.6			
31 PWY	s 3:00	SMITHS FERRY YL	83.0	s 9:55	
		9.7			
15 P	f 3:35	CABARTON	92.7	f 9:20	
		2.8			
32 W	f 3:45	BELVIDERE	95.5	f 9:11	
		3.7			
32 PY	s 4:30	D CASCADE YL CD	99.2	s 9:00	
		11.8			
31	f 5:00	ARLING	111.0	f 8:00	
		8.4			
33 W	s 5:30	D DONNELLY FY	119.4	s 7:35	
		5.3			
14	f 5:45	NORWOOD	124.7	f 7:22	
		8.1			
53 OPWY	A 6:15PM	D-R McCALL YL NE	132.8	7:00AM	
		(132.8)			
	(9.45) Thru Time	(7.35)			
	13.6	Average speed per hour	17.5		

Westward		NEW MEADOWS BRANCH		Eastward	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 10 September 9, 1951	Mile Post	SECOND CLASS	
	485 Mixed			486 Mixed	
	Daily Except Sunday				
STATIONS					
233 OP TWY		DN-R WEISER YL SR	0.0		
		3.6			
12		REBECCA	6.0		
		13.1			
48		CONCRETE	19.1		
		12.7			
26 P		D MIDVALE MI	31.8		
		8.7			
35 P		D CAMBRIDGE RA	40.5		
		9.3			
3 W		GOODRICH	49.8		
		6.8			
18		MESA	56.6		
		3.6			
42 OPWY		D-R COUNCIL YL CN	60.2		
		1.4			
7		HOOVER YL	61.6		
		10.4			
6		GLENDALE	72.0		
		8.0			
15		WOODLAND	80.0		
		4.1			
43		RUBICON YL	84.1		
		5.0			
146 PWY		D-R NEW MEADOWS YL	89.7		
		(89.7)			

Westward		OREGON EASTERN BRANCH		Eastward	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 10 September 9, 1951	Mile Post	SECOND CLASS	
	459 Mixed			460 Mixed	
	Daily Except Sunday				
STATIONS					
444 COP WY		DN-R ONTARIO YL ON	0.0	A 4:00PM	
		1.9			
		MALHEUR JCT. YL	1.9	3:40	
		1.8			
14	f 1:15	CAIRO	3.7	f 3:35	
		3.2			
38	f 1:25	LUSE	6.9	f 3:25	
		3.1			
24	f 1:35	MALLET	10.0	f 3:15	
		5.5			
134 PWY	s 1:55	D-R VALE YL VA	15.5	s 3:00	
		8.0			
46	f 2:20	HOPE	23.5	f 2:20	
		11.3			
52	f 2:50	LITTLE VALLEY	34.8	f 1:50	
		7.2			
53 P	s 3:15	HARPER	42.0	s 1:25	
		9.2			
50	f 3:40	NAMORF	51.2	f 12:55	
		11.0			
27	f 4:07	JONESBORO	62.2	f 12:28PM	
		11.4			
53 PWY	s 4:40	D JUNTURA JN	73.6	s 11:50AM	
		13.0			
50	f 5:25	LONG	86.6	f 11:10	
		6.1			
49 PW	s 5:50	RIVERSIDE	92.7	s 10:50	
		10.1			
31	f 6:15	DUNNEAN	102.8	f 10:25	
		7.4			
32 PW	f 6:40	VENATOR	110.2	f 10:05	
		7.7			
32	f 7:00	CIRCLE BAR	117.9	f 9:45	
		8.7			
31 PW	s 7:30	CRANE	126.6	s 9:15	
		16.9			
31	f 8:20	REDESS	143.5	f 8:32	
		13.3			
23 OP WYZ	A 9:00PM	D-R BURNS YL BR	156.8	8:00AM	
		(156.8)			
	(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. 10 September 9, 1951	Mile Post	SECOND CLASS	
	459 Mixed			460 Mixed	
	Daily Except Sunday				
STATIONS					
134 PWY		D-R VALE YL VA	0.0		
		17.3			
20		JAMIESON	17.3		
		6.0			
31 PWY		BROGAN YL	23.3		
		(23.3)			

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				Homestead Branch			
Leece.....	64.8	Spur 2.4 Mi. Y	Both	Home.....	14.0	4 P	East
Onyx.....	197.5	14 P	West	Mineral.....	15.3	10 W	East
Inkom Ballast Quarry.....	202.9	140 P	East	Still.....	16.2	2	East
Second Subdivision				Sturgill.....	27.1	15	East
Don.....	219.6	43 PX	Both	Payette Branch			
Schiller.....	226.5	11	Both	Ingard.....	3.3	8	Both
Coates.....	369.5	8 P	West	Falks.....(8)	17.2	5	East
Sand Bank.....	370.9	42 PX	Both	Little Rock.....	18.9	10	Both
Third Subdivision				Wilder Branch			
Hillcrest.....	B-445.1	14 P	Both	Greenleaf.....	7.0	9	West
Apple Valley.....	485.9	26	Both	Stoddard Branch			
Arcadia.....	491.7	45 P	Both	Westma.....	11.6	5	East
Washoe Spur.....	500.9	32	West	Boise Branch			
Wood.....	506.2	10	Both	Penitentiary Spur.....	5.0	10	East
Feltham.....	512.7	23	Both	Vernon.....	6.3	10	West
Fourth Subdivision				Idaho Northern Branch			
Chubbuck.....	138.2	40	Both	Maddens.....(9)	6.1	5	East
Kimball.....	166.6	20	Both	Bramwell.....(9)	22.2	5	East
Jason Spur.....	175.4	60	West	Black Canyon.....(9)	33.0	5	East
Mitchell.....	176.9	22	Both	Archabal.....(9)	127.4	9	Both
Red Rock.....(1)	302.8	28 W	Both	Oregon Eastern Branch			
Dalys.....(1)	316.4	19 P	Both	Lawen.....(10)	138.4	3	East
Glen.....(1)	347.8	8	West	New Meadows Branch			
Lavon.....(1)	351.7	None	None	Presley.....	11.7	9	Both
Maiden Rock.....(1)	366.0	(18)	Both	Diamond.....	26.7	4 W	West
		(19)	Both	Fruitvale.....	66.5	3	Both
Goshen Branch				Tamarack.....	81.9	29	Both
Cox.....	9.2	11	West	Brogan Branch			
Ammon.....	18.1	34	West	Lancaster.....	11.4	4	East
Wilkinson.....	21.0	3	West				
Yellowstone Branch							
St. Leon.....	3.7	16	East				
Mark.....	22.2	24	Both				
Jolley.....	27.6	10	Both				
Pineview.....	72.5	5 P	Both				
Teton Valley Branch							
Judkins.....(2)	22.3	{ 6	East				
		{ 6	Both				
Fox Creek.....(2)	42.3	12	Both				
Mackay Branch							
Collins.....(3)	2.1	10	West				
Aiken.....(3)	3.8	{ 10	Both				
		{ 10	East				
Cerro Grande.....(3)	35.5	None	None				
West Belt Branch							
Coltman.....(4)	2.8	19 P	East				
Grant.....(4)	4.8	18 P	East				
Barlow.....	7.0	17	East				
Midway.....	9.4	{ 31	Both				
		{ 19	West				
Pyke.....(4)	35.3	5	West				
East Belt Branch							
Gale Spur.....	27.5	10	East				
Twin Falls Branch							
Amalga.....	17.3	12	West				
Stowe.....	52.1	12	West				
North Side Branch							
Travers.....(5)	3.5	18	Both				
Black.....	26.9	30	Both				
Hunt.....(5)	31.5	8	Both				
Sugar Loaf.....	38.3	12	Both				
Barrymore.....(5)	42.6	13	Both				
Haytown.....	44.7	7	Both				
Hydra.....	45.8	7	Both				
Appleton.....(5)	52.9	12	Both				
King.....	58.1	17	Both				
Wells Branch							
Knoll.....(6)	5.6	7	Both				
Godwin.....(6)	7.0	8	Both				
Amsterdam.....(6)	23.2	9	West				
Ketchum Branch							
Priest.....(7)	33.9	{ 6	East				
		{ 6	West				
Gimlet.....(7)	63.2	30	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	79	50	Trains handling company roadway machines on their own wheels, except wrecking derricks— On main line and Twin Falls Branch: On straight track.			30
Inspection bus cars.		40	40	On curves.			25
Battery motor car 01886.		50		Between Idaho Falls and Ashton.			20
When caboose is handled in train consisting of passenger train equipment.		55		On other branch lines.			15
Within yard limits— Protected by continuous block signal system.	60	50	25	Jordan spreaders and other machines of spreader type, when in operation.			15
Not protected by continuous block signal system. On branch lines.	50 30	40 30	25 15	Trains handling scale test cars— On main line, Twin Falls Branch and between Idaho Falls and Ashton. On other branch lines.			30 20
Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 6
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	Passing fueling stations— On main lines.	50	40	25
				On branch lines.		30	15
Diesel switch engines in road service.	35	35	35	When using cross-overs and turn-outs: 9000 class engines; Forward movement.			10
Diesel-electric helper locomotive.	60	60		Back-up movement.			6
Steam engines running backward.	20	20	20	All other class engines; Forward movement.	15	15	15
7000-7800 class engines.		70	50	Back-up movement.	10	10	10
MacArthur type engines with 63-inch drivers.		55	50	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement.	20	20	20
MacArthur type engines with 57-inch drivers.		35	35	Over spring switches, where movement is over facing point switch, except at Reverse.	20	20	20
3900 class engines.		65	50	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
3800 class engines.		60	50	Tracks other than main tracks.	15	15	15
4000, 9000 and 2-10-2 type engines.		50	50	On wye tracks.	6	6	6
Ten Wheeler type engines 1573, 1575, 1577 to 1580.		55	40	Through tunnels, branch lines.			10
Other Ten Wheeler and Consolidation type engines.		35	35	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line.			25
Mallet type engines, 3500 to 3599, incl., and 3670 to 3674, incl.		35	35	On branch lines. (Slower speed must be observed where conditions require.)			15
0-6-0 and 0-8-0 type yard engines.		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.)			40 35				

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	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	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	Manson Between M.P. 138.6 and 139.2.	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	Rose Between M.P. 141.0 and 141.9.	60	50	40	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. 142.4 and 143.4.	70	60	50	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. 143.7 and 143.9.	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	Between M.P. 144.5 and 145.3.	60	50	40	Onyx Between M.P. 197.7 and 200.3.	70	60	50
Soda Springs Over streets and alleys.	30	30	30	Inkom Between M.P. 202.3 and 202.6.	60	50	40	Between M.P. 200.3 and 201.1.	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
				Pocatello Between M.P. 216.9.	20	20	20	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	Ticeska Between M.P. 357.3 and 360.2.	70	60	50
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. 360.2 and 360.8.	60	50	40
On enginehouse lead and tracks.			6	Dietrich M.P. 316.3 to 315.7 (Eastward).	70	60	50	Between M.P. 360.8 and 365.8.	70	60	50
American Falls Between M.P. 238.0 and 239.4.	70	60	50	Shoshone Over Greenwood Street.	15	15	15	King Hill 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	Sand Bank 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
Borah Between M.P. 244.5 and 244.8.	70	60	50	Gooding Over streets and alleys.	30	30	30	Between M.P. 373.3 and 373.8.	20	20	20
Wapi Between M.P. 258.8 and 259.2.	70	60	50	Between M.P. 340.7 and 341.1.	60	50	40	Glenns Ferry			
				Between M.P. 342.2 and 343.3.	60	50	40				

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 Lne. Orchard Between M.P. 428.4 and 428.9.	60	50	40	Kuna Between M.P. 447.3 and 450.8.	60	50	40
Black's Creek 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	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	Dubois 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	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. 347.0 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
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. Westward within yard limits.	20	15	Between M.P. 379.0 and 381.1.	35	25
Between M.P. 190.7 and 190.9.	45	35	Armstead Between M.P. 307.7 and 308.0.	40	30	Feely Between M.P. 382.4 and 383.9.	25	20
Roberts Between M.P. 205.5 and 206.2.	50	40	Between M.P. 308.9 and 310.2.	35	25	Between M.P. 384.5 and 385.2.	35	25
Tenno Between M.P. 208.4 and 210.1.	50	40	Between M.P. 310.4 and 310.6.	25	20	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. 311.0 and 311.8.	45	35	Between M.P. 389.9 and 390.2.	20	20
			Grayling Between M.P. 316.0 and 316.5, watch for rocks.	25	20	Silver Bow On interchange tracks beyond N. P. crossing, with 3500, 3600, 5000 and 7000 class engines.	5	5
			Dalys Between M.P. 316.5 and 318.7.	35	25			

BRANCHES

Kenumerer Branch.	15	Grace Branch. Maximum speed.	20	Leefe Spur.	15
Cumberland Branch.	15	Bridge 5.33 with MacArthur type engines.	10	Gay Branch. Maximum speed.	25
Glencoe Branch.	15	Conda Branch.	15	Between M.P. 3.0 and Gay.	15
Ikol Branch.	15				
Blazon Branch.	15				

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
Mackay Branch Between Blackfoot and M.P. 60.0.		25	West Belt Branch Maximum speed.		25	Between Hailey and Ketchum, over truss bridges.	15	15
Between M.P. 60.0 and Mackay.		20	Truss bridges.		15	Between M.P. 63.1 and 64.6.	30	20
Mackay On curve on low line smelter.	6		Annis Branch		15	Hill City Branch Maximum speed.		25
Gardner Branch.	15		Teton Valley Branch Maximum speed.	35	25	Over trestles 21.6 and 23.40 with snow plows.		15
Thomas Branch.	15		Engines 1575 to 1579, incl.	25	25	Boise Branch Between Boise Jet. and Boise Freight.		25
Aberdeen Branch	25		Bridges 4.48, 6.96 and 19.97.	12	12	Between Boise Freight and Barber.		15
Goshen Branch Maximum speed.	25		Between M.P. 19.1 and 19.4.	15	15	Stoddard Branch		15
Light MacArthur type engines.	20		Between M.P. 25.0 and 25.4.	15	15	Idaho Northern Branch Maximum speed.	30	
Yellowstone Branch Between Idaho Falls and Ashton.	50	35	Twin Falls Branch 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	North Side Branch Maximum speed.		30
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	Heavy MacArthur type engines.		15
St. Anthony, over highway crossing just west of depot.	8	8	Buhl, on mill and elevator track with MacArthur type engines.		5	Between M.P. 30.0 and 30.5.	20	
Between M.P. 55.4 and 55.6.	20	15	Raft River Branch		20	Oakley Branch		25
Between M.P. 59.4 and 66.0.	20	15	Light MacArthur type engines.		20	Between Smiths Ferry and Cabarton, watch for rocks.	20	
Between M.P. 72.9 and 73.3.	35	25	Wells Branch Maximum speed.		30	M.P. 31.4.	20	
Between M.P. 74.0 and 74.3.	30	25	Between M.P. 31.0 and 36.2.		25	Between M.P. 33.0 and 35.4.	10	
Between M.P. 85.2 and 85.5.	35	25	Between M.P. 45.8 and 53.3.		25	Bridge 36.61.	20	
Between M.P. 86.4 and 87.0.	20	15	Between M.P. 69.6 and 71.6.		25	Between M.P. 99.6 and 113.6 on curves.	20	
Between M.P. 92.0 and 95.0.	20	15	Between M.P. 91.2 and 91.5.		25	Between M.P. 128.2 and 128.5.	15	
Between M.P. 100.0 and 101.0.	20	15	Between Herrell and Melandeo.		20	McCall, over street crossings.	10	
East Belt Branch Maximum speed.	25		Wells yard.		15	Wilder Branch	15	
Light MacArthur type engines between Lincoln Jet. and Orvin.	20		Ketchum Branch Maximum speed.	40	30	Homedale Branch	25	
Truss bridges.	15		Bridge 16.04 with MacArthur type engines.	15	15	Oregon Eastern Branch Maximum speed.	25	
			Bellevue, over streets and alleys.	12	12	Hope Between M.P. 29.5 and 33.5, watch for rocks.	20	
						Little Valley Between M.P. 36.5 and 37.6, watch for rocks.	20	

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
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 55.0. 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. 55.0 and 55.5.		10
Between M.P. 80.7 and 81.0, watch for rocks.		10	Payette Jet., on curve.		10	Between M.P. 55.5 and 66.5. Straight track. On curves.		25 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. Straight track. On curves.		15 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	Engines running backwards.		10	On curves.		15
Bridge 106.14.		15	Between Weiser and Concrete. Straight track. On curves.		25 20			

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.....	Central Yard Switch Shanty
Montpelier.....	Engineers' Register Room	Nampa.....	Roundhouse Office
Blackfoot.....	Telegraph Office	Nampa.....	Train Dispatcher's Office
Idaho Falls.....	Telegraph Office	Nampa.....	East End Switch Shanty
Idaho Falls.....	Yard Office	Nampa.....	West End Switch Shanty
Idaho Falls.....	Enginemen's Register Room	Nyssa.....	Telegraph Office
Lima.....	Telegraph Office	Marsing.....	Telegraph Office
Silver Bow.....	Telegraph Office	Ontario.....	Telegraph Office
Ashton.....	Telegraph Office	Payette.....	Telegraph Office
West Yellowstone.....	Telegraph Office	Weiser.....	Telegraph Office
Pocatello.....	Train Dispatcher's Office	Boise Freight.....	Yard Telegraph Office
Pocatello.....	Passenger Conductors' Register Room, Passenger Station	Boise Freight.....	Roundhouse Office
Pocatello.....	Yard Telegraph Office	Jerome.....	Telegraph Office
Pocatello.....	Switchmen's Locker Room	Wells.....	Telegraph Office
Pocatello.....	Engine Crew Dispatcher's Office	Ketchum.....	Telegraph Office
Pocatello.....	Train Crew Dispatcher's Office	Emmett.....	Telegraph Office
Pocatello.....	West End Yardmaster's Office	Banks.....	Telegraph Office
Pocatello.....	Tower Locker Room	McCall.....	Telegraph Office
Minidoka.....	Telegraph Office	Burns.....	Telegraph Office
Shoshone.....	Telegraph Office	Council.....	Telegraph Office
Glenns Ferry.....	Telegraph Office	Burley.....	Telegraph Office
Glenns Ferry.....	Roundhouse Register Room	Twin Falls.....	Telegraph Office
Glenns Ferry.....	Yard Office	Twin Falls.....	Freight Office
Nampa.....	Telegraph Office	Buhl.....	Telegraph Office
		Huntington.....	Yard Office
		Huntington.....	Telegraph Office

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