



UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



IDAHO DIVISION

**TIME-TABLE
No. 15**

Effective Friday
September 11, 1953
At 12:01 A.M. Mountain Time

*Safety Is
No Accident*

FOR EMPLOYEES ONLY

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

WESTWARD

FIRST SUBDIVISION

Table with columns for Car Capacity, Time Freight, and train numbers 263, 251, 257, 277, 29, 11, 105, 33, 17. Includes station names like GRANGER YL GN, DONOVAN, MOXA, etc.

Time-Table No. 15 September 11, 1953

STATIONS

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

BLOCK SIGNALS

Double Track

Double Track

Double Track

Thru Time and Average speed per hour data for various stations.

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.

FIRST SUBDIVISION

EASTWARD

Table with columns for Time Freight, Stock Special, and train numbers 12, 30, 106, 34, 18, 262, 278, 270, 264. Includes station names like GRANGER YL GN, DONOVAN, MOXA, etc.

Time-Table No. 15 September 11, 1953

STATIONS

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

BLOCK SIGNALS

Double Track

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Double Track

Thru Time and Average speed per hour data for various stations.

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.

WESTWARD

SECOND SUBDIVISION

FIRST CLASS

Time-Table No. 15

September 11, 1953

Car Capacity of Seating, etc. See Rule 6(A), Page 23.	FIRST CLASS								STATIONS
	29	11	105	33	17	49	25	STATIONS	
	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Mixed	Mail and Express		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
COPTWYZ	11.30PM	11.15PM	5.55PM	10.40AM	10.35AM	3.40AM	1.15AM	POCATELLO YL	
P	11.35PM			10.45AM				POCATELLO JCT. YL	
CS 153 P		11.27	6.06		10.47	3.55	1.27	MICHAUD	
118 P								BANNOCK	
145 PW		11.43	6.17		11.03	4.15	1.45	AMERICAN FALLS	
120 P								BORAH	
119 P								QUIGLEY	
119 PW		11.59PM	6.33		11.21	4.38	2.06	WAPI	
119 P								DEWOFF	
119 P								HAWLEY	
101 CPWY		12.18AM	6.47		11.48AM	5.05AM	2.30	MINIDOKA	
119 P								MAX	
119 P								ADELAIDE	
119 PW								KIMAMA	
119 P		12.39	7.08		12.09PM		2.56	SENDER	
122 P								OWINZA	
119 P								BESSLEN	
116 P		12.53	7.22		12.24		3.18	DIETRICH	
WS 121-115 ES 111-130 CPWY		1.05	7.32		12.40		3.50	SHOSHONE X	
118 P								TUNUPA	
117 PW		1.23	7.48		1.00		4.11	GOODING	
120 P								FULLER	
118 PWY		1.35	7.59		1.13		4.26	BLISS	
CS 120 PY WS 99								TICESKA	
CS 139 PWX		1.50	8.14		1.36		4.50	KING HILL	
COPTWY		2.05AM	8.25PM		1.50PM		5.15AM	GLENN'S FERRY YL	

(0.05) 28.8 (2.50) 56.4 (2.30) 64.0 (0.05) 28.8 (3.15) 49.2 (1.25) 41.4 (4.00) 39.9 Thru Time Average speed per hour

For conditional stops to discharge or pick up revenue passengers.—See page 17.
For stations not shown on schedule pages.—See page 17.

SECOND SUBDIVISION

EASTWARD

FIRST CLASS

Time Table No. 15

September 11, 1953

Time Table No. 15 September 11, 1953	Mile Post	FIRST CLASS							STATIONS
		12	30	106	34	18	26	50	
		Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Mail and Express	Mixed	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	
POCATELLO YL	213.9	A 3.10AM	A 3.20AM	A 8.45AM	A 4.30PM	A 4.45PM	A 7.00PM	A 11.00PM	
POCATELLO JCT. YL	216.3		3.05AM		4.15PM				
MICHAUD	224.3	2.41		8.30		4.25	6.20	10.07	
BANNOCK	230.1								
AMERICAN FALLS	238.5	s 2.27		8.19		s 4.11	s 6.03	s 9.50	
BORAH	242.3								
QUIGLEY	250.1								
WAPI	256.0	2.06		8.03		3.51	5.42	9.20	
DEWOFF	259.8								
HAWLEY	267.3								
MINIDOKA	272.4	s 1.50		7.49		s 3.35	s 5.25	9.00PM	
MAX	276.2								
ADELAIDE	284.3								
KIMAMA	289.0						f 5.01		
SENDER	295.7	1.19		7.27		3.08	4.49		
OWINZA	303.5								
BESSLEN	309.3								
DIETRICH	313.9	1.01		7.13		2.51	s 4.32		
SHOSHONE X	321.8	s 12.50		7.05		s 2.40	s 4.20		
TUNUPA	330.8								
GOODING	337.5	s 12.25		6.47		s 2.17	s 3.52		
FULLER	344.2								
BLISS	350.5	s 12.10AM		6.36		2.02	s 3.35		
TICESKA	357.3								
KING HILL	366.8	11.49PM		6.19		1.39	f 3.10		
GLENN'S FERRY YL	373.8	11.40PM		6.10AM		1.30PM	3.00PM		

(3.30) 45.7 (0.15) 9.6 (2.35) 61.9 (0.15) 9.6 (3.15) 49.2 (4.00) 39.9 (2.00) 29.0 Thru Time Average speed per hour

For conditional stops to discharge or pick up revenue passengers.—See page 17.
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	FIRST CLASS				Time-Table No. 15 September 11, 1953	Mile Post	FIRST CLASS				SECOND CLASS
	257 Time Freight Daily	105 Streamliner Passenger Daily	17 Passenger Daily	25 Mail and Express Daily	11 Passenger Daily			106 Streamliner Passenger	26 Mail and Express	18 Passenger	12 Passenger	262 Time Freight
STATIONS												
COPTWY	9:30AM	8:25PM	2:00PM	5:30AM	2:15AM	DN-R GLENNS FERRY YL GF 373.8	As 6:10AM	A 2:45PM	A 1:20PM	A 11:30PM	As 11:15PM	
CS 110 PW	9:50	8:35	2:12	5:44	2:27	HAMMETT 382.7	5:59	2:18	1:06	11:13	10:45	
CS 123 PY	10:20	8:49	2:30	6:02	2:43	DN REVERSE YL RV 393.3	5:48	1:59	12:51	10:58	10:25	
71 177 PWY	10:32	8:56	2:42	6:17	2:56	DN MOUNTAIN HOME MZ 401.6	5:41	1:48	12:41	10:48	10:10	
149 P	10:40	9:01	2:48	6:25	3:01	SEBREE 407.5	5:36	1:37	12:33	10:39	10:02	
136 P	10:47	9:05	2:52	6:32	3:05	CLEFT 412.7	5:32	1:31	12:29	10:35	9:55	
IPWY	11:00AM	9:13	3:01	6:46	3:14	DN ORCHARD YL OD 423.0	5:24	1:20	12:20	10:26	9:40PM	
73 P		9:20	3:09	6:55	3:22	LEONE B-430.3	5:17	1:08	12:11	10:17		
73 P		9:25	3:15	7:03	3:28	BLACK'S CREEK B-435.9	5:12	1:00	12:05PM	10:10		
59 P		9:31	3:21	7:11	3:34	SHAFFER B-441.7	5:06	12:53	11:58AM	10:03		
67 PWY	VIA KUNA LINE	9:40 ¹²	3:35 ¹²	7:30 ¹²	3:50 ¹²	DN BOISE YL BG B-448.4	5:00	12:45 ¹⁸ 9:35 ²⁶	11:50 ²⁶ 11:45 ¹⁰⁵	9:55 ¹⁰⁵ 9:40 ¹⁰⁵	VIA KUNA LINE	
31 P		9:44	3:49	7:49	4:03	BOISE JCT. B-450.7						
29 P		9:47	3:52	7:52	4:06	PERKINS B-451.4	4:52	9:23	11:38	9:23		
74 P		9:50	3:56	7:57	4:09	BEATTY B-454.6	4:49	9:20	11:35	9:20		
22 P		9:53	4:00	8:02	4:13	D MERIDIAN MD B-457.3	4:46	9:15	11:32	9:17		
OPTWYZ	11:45AM	10:08	4:15 ²⁶ 4:25 ¹⁰⁶	8:15 ²⁶ 8:30 ¹⁰⁶	4:25 ¹⁰⁶ 4:36 ¹⁰⁶	DN-R NAMPA YL AU-Q 456.6	4:36 ¹¹	9:00 ²⁵ 8:30 ¹¹	11:20 ²⁵ 11:10 ¹¹	9:05 8:55	A 8:20PM	
55 P	11:51	10:12	4:30	8:35	4:45	MOSS 460.8	4:24	8:20	11:03	8:48	8:10	
204 PW	11:58AM	10:17	4:40	8:43	4:55	DN CALDWELL YL OW 465.6	4:20	8:15	10:58	8:43	8:02	
122 P	12:03PM	10:20	4:44	8:47	5:00	ENROSE 469.2	4:16	8:08	10:50	8:35	7:57	
127 P	12:07	10:23	4:47	8:50	5:03	D NOTUS U 472.5	4:13	8:05	10:47	8:32	7:53	
160 P	12:18	10:30	4:58	8:59	5:10	DN PARMA MA 480.8	4:06	7:58	10:40	8:25	7:42	
168 PWY	12:28	10:37	5:09	9:08	5:19	DN NYSSA YL SY 488.4	3:59	7:50	10:33	8:18	7:32	
PY	12:37		5:17	9:16	5:28	MALHEUR JCT. YL 496.8		7:37	10:23	8:08	7:20	
ES 170 WS 252 OPY	12:40	10:48	5:25	9:25	5:35	DN ONTARIO YL ON 498.7	3:49	7:34	10:20	8:05	7:15	
150 PWY	12:47	10:54	5:33	9:35	5:43	DN PAYETTE YL AY 502.5	3:43	7:23	10:10	7:55	7:01	
150 P	12:56	11:00	5:40	9:42	5:50	CRYSTAL 509.3	3:37	7:17	10:02	7:47	6:51	
107 130 PWY	1:05	11:08	5:50	9:55	6:00	DN WEISER YL SR 515.9	3:31	7:10	9:55 ²⁵	7:40	6:41	
150 P	1:18	11:18	6:01	10:09	6:11	COBB 525.7	3:21	6:53	9:43	7:28	6:27	
160 P	1:30	11:28	6:11 ²⁶²	10:20	6:20	ROCK ISLAND 534.0	3:12	6:44	9:34	7:19	6:11 ¹⁷	
P						BLAKES JCT. 537.1						
OPTWYZ	A 1:45PM	A 11:40PM	A 6:25PM	A 10:40AM	A 6:35AM	DN-R HUNTINGTON YL HU 538.9	3:05AM	6:35AM ¹¹	9:25AM	7:10PM	5:50PM	
(176.3)												
Daily												

WESTWARD		KUNA LINE		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 15 September 11, 1953		Mile Post	SECOND CLASS
	257 Time Freight Daily	STATIONS			262 Time Freight
122 IPWY	11:00AM	DN ORCHARD YL OD	423.0	A 9:40PM	
150 PW	11:15	OWYHEE	434.7	9:16	
150 P	11:30	KUNA	446.7	8:48	
OPTWYZ	A 11:45AM	DN-R NAMPA YL AU-Q-D	456.6	8:20PM	
(33.6)					
Daily					
(0.45) Thru Time		(1.20)		(25.2)	
44.8		Average speed per hour		25.2	

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.

Rules 251 to 254, inclusive, apply between the end of Centralized Traffic Control territory at Glenns Ferry and the end of double track at Reverse.

For conditional stops to discharge or pick up revenue passengers.—See page 17.

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

WESTWARD		FOURTH SUBDIVISION						EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	FIRST CLASS				Time-Table No. 15 September 11, 1953	Mile Post	FIRST CLASS		SECOND CLASS	
	251 Time Freight Daily	277 Time Freight Daily	29 Passenger Daily	33 Passenger Daily	30 Passenger			34 Passenger	252 Time Freight	278 Stock Special	
STATIONS											
P				11:35PM	10:45AM	POCATELLO JCT. YL 135.1	A 3:05AM	A 4:15PM	A 7:10PM	A 10:25AM	
P	3:25PM	3:45AM		11:40	10:50	MONTANA JCT. YL 136.7	3:00	4:10	6:58	10:13	
124 P	3:31	3:51		11:45	10:54	TYHEE 140.4	2:55	4:06	6:51	10:06	
72 PW	3:39	3:59		11:50	11:02	D FORT HALL FH 145.7	2:47	4:00	6:43	9:58	
71 P	3:53 ³⁴	4:08		11:55PM	11:08	GIBSON 151.0	2:39	3:53 ²⁵¹	6:35	9:50	
ES 66 WS 80 CPWY	4:10	4:20		12:02AM	11:16	DN BLACKFOOT YL BF 158.1	2:21	3:38	6:20	9:35	
72 P	4:20	4:30		12:18	11:38	WAPELLO 164.0	2:14	3:31	6:05	9:20	
72 PW	4:28	4:38		12:23	11:47	D FIRTH FR 169.4	2:03	3:24	5:55	9:10	
PY						GOSHEN JCT. 169.8					
105 P	4:38	4:48		12:29	11:58AM	DN SHELLEY SY 175.5	1:52	3:15	5:45	9:00	
71 P	4:44	4:54		12:34	12:03PM	COTTON 179.3	1:47	3:08	5:38	8:53	
97 P	4:50	5:00		12:38	12:07	BACH YL 183.1	1:43	3:04	5:30	8:45	
COPTWYZ	5:25 ²⁵²	6:10		12:55	12:25PM	DN-R IDAHO FALLS YL AK 184.5	1:40	3:00PM	5:25 ²⁵¹	8:40	
51 P	5:45	6:30		1:04		PAYNE 191.2	1:20		4:40	7:50	
54 P	5:53	6:40		1:13 ³⁰		BASSETT 196.5	1:13 ²⁹		4:30	7:40	
54 PW	6:02	6:50		1:20		D ROBERTS AR 202.0	1:03		4:20	7:30	
54 P	6:11	7:00		1:26		TENNO 207.0	12:56		4:10	7:20	
49 P	6:20	7:10 ²⁷⁸		1:32		HAWGOOD 212.1	12:50		4:00	7:10 ²⁷⁷	
51 P	6:29	7:20		1:39		HAMER 217.5	12:43		3:50	6:55	
50 PY	6:39	7:32		1:46		CAMAS 223.1	12:35		3:40	6:45	
49 P	6:48	7:45		1:53		JONES 228.2	12:28		3:28	6:33	
51 105 PWY	7:15	8:20		2:01		DN DUBOIS YL BO 234.9	12:20		3:15	6:20	
49 P	7:33	8:38		2:11		HIGHBRIDGE 242.9	12:06AM		2:50	5:55	
57 P	7:45	8:50		2:22		D SPENCER RC 248.5	11:58PM		2:35	5:40	
55 52 PW	8:11	9:16		2:40		HUMPHREY 258.0	11:39		2:10	5:12	
61 PY	8:30	9:35		2:52		D MONIDA MO 264.7	11:29		1:50	4:45	
50 P	8:47	9:52		3:06		SNOWLINE 273.7	11:14		1:30	4:25	
OPWY	9:15 ³⁰ 10:55	10:15 11:30		3:20 ²⁷⁸ 3:30		DN-R LIMA YL RD 279.9	11:05 ²⁵¹ 10:55		1:00 12:15PM	4:00 ²⁹ 3:00	
47 P	11:15	11:50AM ²⁵²		3:45		D DELL DE 288.0	10:38		11:50AM ²⁷⁷	2:15	
48 P	11:30	12:05PM		3:53		KIDD 294.0	10:29		11:30	2:00	
78 P	11:50PM	12:27		4:15		DN ARMSTEAD AD 307.0	10:13		11:00	1:30	
48 P	12:04AM	12:42		4:25		GRAYLING 312.9	9:58		10:45	1:15	
64 P	12:19	12:57		4:36		BARRATTS 320.4	9:45		10:30	1:00	
64 CPW	12:40 ²⁷⁸	1:30		4:50		DN DILLON YL DN 328.0	9:35		10:10	12:40 ²⁵¹	
36 P	12:55	1:43		5:00		BOND 334.4	9:20		9:41	12:16	
45 P	1:11	2:00		5:09		APEX 340.3	9:13		9:30	12:05AM	
47 PY	1:40	2:25		5:25		NAVY 348.7	8:57		9:12	11:47PM	
61 PW	2:10	2:55		5:40		D MELROSE VI 358.9	8:42		8:50	11:25	
37 P	2:30	3:15		5:51		QUINN 364.9	8:27		8:31	11:06	
39 P	2:45	3:30		6:03		D DIVIDE J 370.1	8:17		8:18	10:53	
65 P	2:55	3:40		6:13		WOODIN 374.3	8:09		8:07	10:42	
17 P	3:15	4:00		6:25		FEELY 380.7	8:00		7:52	10:27	
50 P	3:26	4:12		6:34		BUXTON 384.6	7:53		7:40	10:15	
PWY	A 4:00AM	A 4:30PM		As 6:50AM		DN-R SILVER BOW YL SB 390.0	7:45PM		7:25AM	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 7:10 AM		DN BUTTE YL BY 397.0	7:30 PM		6:30 AM	9:30 PM	
						(261.9)	Daily	Daily	Daily	Daily	
(13.35) Thru Time		(17.15)		(7.35) (1.40)		Average speed per hour		(7.35) (1.15)		(12.40) (12.55)	
19.3		15.2		34.5 29.6		34.5		39.5		24.5 23.9	
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.											
All fourth subdivision trains, except westward second-class and extra trains, will operate via Pocatello Jct., unless otherwise directed by train dispatcher.											
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. 15 September 11, 1953		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 15 September 11, 1953		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 15 September 11, 1953		Mile Post
	STATIONS				STATIONS				STATIONS		
CPTWZ	DN-R	KEMMERER YL	Z	0.0	70	PY	0.0	53	GN	ELKOL JCT. YL	0.0
		1.0				4.8				3.9	
		NO. KEMMERER JCT. YL		1.0	53	GN	4.8			ELKOL	3.9
		1.4				4.5				(3.9)	
		NO. KEMMERER YL		2.4		BLAZON JCT.	9.3				
		2.7			16	MINE NO. 8 YL	13.0				
		PHOSPHATE YL		5.1		(13.0)					
		4.1									
		QUEALY YL		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. 15 September 11, 1953		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 15 September 11, 1953		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 15 September 11, 1953		Mile Post
	STATIONS				STATIONS				STATIONS		
53		GLENCOE JCT. YL		0.0		BLAZON JCT.	0.0	178	PN	SODA SPRINGS YL SD	0.0
		1.9				1.4		80		MONSANTO YL (Spur)	1.8
		GLENCOE		1.9		RADIANT	1.4	6		FORMATION (Spur)	2.8
								6		PANTING	5.0
		(1.9)				(1.4)		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. 15 September 11, 1953		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 15 September 11, 1953		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 15 September 11, 1953		Mile Post
	STATIONS				STATIONS				STATIONS		
108	PW	ALEXANDER YL		0.0	72	PW	D	19	PN	GOSHEN JCT.	0.0
		6.0				9.1				4.8	
		GRACE	GA	6.0	42	M.P. 9.1		22		GOSHEN	4.8
						11.7				5.8	
		(6.0)			132	GAY	20.8	11		GERRARD	10.8
						(20.8)				1.8	
								14		INDIAN	12.4
										2.8	
								P		HACKMAN	15.2
										6.4	
										LINCOLN JCT.	21.8
											(21.8)

WESTWARD ANNIS BRANCH EASTWARD				WESTWARD THOMAS BRANCH EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 15 September 11, 1953		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 15 September 11, 1953		Mile Post
	STATIONS				STATIONS		
		ANNIS JCT.		0.0		THOMAS JCT.	0.0
		0.5				4.4	
		GRAYS (Spur)		0.5	12	THOMAS (Spur)	4.4
		2.1				0.2	
		ANNIS (Spur)		2.6		END OF TRACK	4.6
							(4.6)

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

WESTWARD		YELLOWSTONE BRANCH				EASTWARD										
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 15 September 11, 1953	Mile Post	FIRST CLASS		SECOND CLASS							
	477 Local Freight Daily Except Sunday	491 Mixed Daily Except Sunday	31 Passenger Daily				32 Passenger	492 Mixed	478 Local Freight							
	COPTWYZ	9.15AM	7.55AM		7.00AM	DN-R	AK	IDAHO FALLS YL	0.0	A	2.30PM		A	2.00PM	A	6.00PM
	17	PY	9.25	At 8.05AM		7.06		ORVIN YL	3.0	f	2.13		f	1.50		4.30
	60	PW	9.40			7.14	D	UCON UN	7.6	s	2.05		s	1.40PM		4.20
	54	P	10.05			7.25	D	RIGBY RG	13.8	s	1.55		s	1.40PM		4.05
	36	W	10.20			7.31		LORENZO	18.1	s	1.48		s	1.40PM		3.45
	25	P	10.40			7.36		THORNTON	20.7	s	1.43		s	1.40PM		3.35
	67	P	11.10			7.46	D	REXBURG RX	26.0	s	1.35		s	1.40PM		3.15
	51	P	11.25			7.53	D	SUGAR CITY SC	29.8	s	1.28		s	1.40PM		2.30
	36	PY						HART	30.9							
	110	PWY	11.40AM			8.05	D	ST. ANTHONY YL SH	36.8	s	1.18		s	10.50AM		2.05
		P						BELT YL	38.3				s	10.40AM		
	43	P	12.05PM			8.15	f	CHESTER	42.8	f	1.07		f			1.30
	46	COPWY	At 12.30PM			8.35AM	DN-R	ASHTON YL HN	51.0	A	12.55PM		A			1.05PM
								INGLING	52.5							
	28	P						WARM RIVER	58.2							
	22	P						GERRIT	66.9							
	22							ECCLES	75.7							
	15	P						ISLAND PARK	80.6							
	26	P						TRUDE	85.4							
	25	PWY						BIG SPRINGS	90.7							
	22	PY						REAS PASS	97.2							
	29	COPWY						WEST YELLOWSTONE YL	107.1							
								(107.1)								
			(3.15)	(0.10)	(1.35)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
			15.7	18.0	32.2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
					
					
					
					

WESTWARD		TETON VALLEY BRANCH				EASTWARD										
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 15 September 11, 1953	Mile Post	FIRST CLASS		SECOND CLASS							
	481 Local Freight Daily Except Sunday		31 Passenger Daily				32 Passenger	482 Local Freight								
	46	COPWY			6.30AM	8.40AM	DN-R	ASHTON YL	HN	0.0	At 12.50PM		At 12.30PM			
	19				6.40	f 8.44		MARYSVILLE YL		1.8	f 12.40		12.15			
	33				6.55	f 8.52		GRAINVILLE		6.0	f 12.32		12.01PM			
	22	PW			7.10	s 8.58	D	DRUMMOND	MD	8.6	s 12.27		11.50AM			
	12				7.25	f 9.06		FRANCE		12.8	f 12.19		11.33			
	33	P			7.35	s 9.13		LAMONT		15.8	s 12.13PM		11.23			
	21				8.08	s 9.37		FELT		26.3	s 11.50AM		10.50			
	22	PWY			8.23	s 9.47	D	TETONIA	NA	30.3	s 11.42		10.35			
						f 9.52		DWIGHT		32.7	f 11.36					
	31				8.42	s 10.02	D	DRIGGS	DI	37.2	s 11.28		10.02			
	19	PWY			A 9.05AM	At 10.20AM	D-R	VICTOR YL	VR	45.6	f 11.10AM		9.30AM			
								(45.6)					Daily Except Sunday			
			(2.35)	(1.40)
			17.6	27.3
				
				

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.
No. 31 stop daily, except Sunday and holidays, to dispatch mail at Chester.
For stations not shown on schedule pages.—See page 17.

WESTWARD		MACKAY BRANCH			EASTWARD		WESTWARD		EAST BELT BRANCH			EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 15 September 11, 1953			Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 15 Sept. 11, 1953			Mile Post			
	421 Mixed	409 Mixed	STATIONS			422 Mixed		410 Mixed	491 Mixed	STATIONS					
	Daily Except Sunday	Daily Except Sunday				Daily Except Sunday		Daily Except Sunday	Daily Except Sunday						
CPWY	8-15AM	7-30AM	DN-R	BLACKFOOT YL BF	0.0	A	2-20PM	A	3-55PM	17 PY		8-05AM	ORVIN	0.0	
7	f 8-25	f 7-42		CLARKSON	4.3	f	2-00	f	3-42	22		f 8-15	LINCOLN	2.3	
31	f 8-30	f 7-47		MORELAND	5.7	f	1-55	f	3-37	P			LINCOLN JCT.	3.1	
				THOMAS JCT.	5.9					46 P		s 8-27	IONA	5.7	
P	A 8-35AM	f 7-51		ABERDEEN JCT. YL	7.1		1-45PM	f	3-33	21 PW		s 9-05	RIRIE RK	16.4	
33 PW		f 8-24		TABER	20.1			f	3-00	11 P		f 9-18	BYRNE	21.4	
35 PY		f 9-15		SCOVILLE	39.7			f	2-10	11 P		f 9-30	JENSON	25.6	
37 PWY		s 10-05	D	ARCO YL RO	59.1			s	1-20	23 P		f 9-40	WALKER	28.2	
21 P		s 10-27		MOORE	66.7			s	12-48	40 P		f 9-52	PARKINSON	32.4	
10		s 10-45		DARLINGTON	72.6			f	12-30	11 P		f 9-58	MOODY	34.3	
5		s 11-00		LESLIE	77.3			s	12-15PM	12 P		s 10-20	NEWDALE NE	38.1	
68 PWY		A 11-25AM	D-R	MACKAY YL MY	85.3			A	10-40AM	P		A	10-40AM	BELT YL	44.4
				(85.3)									(44.4)		
	(0.20) 21.3	(3.55) 21.7 Thru Time				(0.35) 12.2	(4.05) 20.9 Thru Time				(2.35) 17.2 Average speed per hour.....	

WESTWARD		ABERDEEN BRANCH			EASTWARD		WESTWARD		WEST BELT BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 15 September 11, 1953			Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 15 September 11, 1953			Mile Post		
	421 Mixed	STATIONS				422 Mixed		492 Mixed	STATIONS					
	Daily Except Sunday					Daily Except Sunday		Daily Except Sunday						
P	8-35AM	ABERDEEN JCT. YL			0.0	A	1-45PM	60 PW	D-R	UCON	UN	0.0	A	1-40PM
32	f 8-48	ROCKFORD			4.3	f	1-30	22 P		LEWISVILLE		8.8	f	1-10
17	f 8-53	LIBERTY			5.9	f	1-20	50 P	D	MENAN	MN	10.5	s	1-00
32 P	s 9-13	D	PINGREE	PG	10.2	f	12-58			ANNIS JCT.		11.5		
31 P	f 9-33	SPRINGFIELD			16.5	f	12-40	51 PW		PLANO		25.0	f	12-12
17 P	s 9-50	STERLING			19.7	s	12-25PM	18		EDMONDS		26.7	f	12-05PM
8		FINGAL			26.0			11 P		EGIN		29.3	f	11-56AM
37 PWY	A 10-25AM	D-R	ABERDEEN YL	BN	28.2		11-50AM	32		HEMAN		31.6	f	11-46
			(28.2)					19 P		PARKER		33.5	f	11-40
	(1.50) 15.4	..... Thru Time				(1.55) 14.7	..... Thru Time				(2.25) 16.0	..... Average speed per hour.....		

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

WESTWARD		TWIN FALLS BRANCH						EASTWARD									
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	FIRST CLASS		Time-Table No. 15 September 11, 1953			Mile Post	FIRST CLASS	SECOND CLASS								
	439 Freight	475 Time Freight	STATIONS			49 Mixed		50 Mixed	440 Freight	476 Time Freight							
	Daily Except Sunday	Daily Except Sunday				Daily											
101 CPWY	12-20PM	3-00AM				5-20AM	DN-R	MINIDOKA YL	RT	0.0	A	9-00PM		A	11-00AM	A	1-30AM
73 P	12-35	3-17				f 5-33		ACEQUIA		8.2	f	8-43			10-35		11-10PM
94 OPWY	12-50	3-40				s 6-05	DN-R	RUPERT YL	MS	13.5	s	8-35			10-20		10-55
32 P	1-01	3-52				s 6-15		HEYBURN		19.6	f	8-19			10-05		10-40
59 PWY	1-15	4-10				s 6-32	DN	BURLEY YL	BU	21.7	s	8-15			10-00		10-35
76 P	1-37	4-20				f 6-39		STARRH'S FERRY		25.8	f	8-01			9-45		10-15
58 P	1-50	4-35				f 6-51		MILNER		33.5	f	7-49			9-30		10-00
16 P						f 6-54		PARSONS		35.5	f	7-46					
71 PW	2-05	4-50				s 7-04	D	MURTAUGH	MU	41.4	s	7-37			9-15		9-45
53 P	2-15	4-59				7-10		BICKEL		45.1	f	7-29			9-05		9-35
23								BILLS		49.0							
41 P	2-30	5-10				s 7-18	D	HANSEN	NS	49.7	s	7-22			8-55		9-25
60 P	2-43	5-18				s 7-26	D	KIMBERLY	KY	53.3	s	7-12			8-45		9-15
31 P						7-31		McMILLAN YL		58.4							
						7-40 7-50		TWIN FALLS YL	NA	58.9		7-00 6-45			8-30AM		9-00PM
42						f 7-57		CURRY		63.3	f	6-35					
60 P						s 8-02	D	FILER	FR	65.9	s	6-30					
45						f 8-06		PEAVEY		68.5	f	6-25					
41						f 8-10		CEDAR		71.3	f	6-20					
						A 8-20AM	DN-R	BUHL YL	BO	73.8		6-15PM					
								(73.8)			Daily				Daily Except Sunday		Daily Except Sunday
	(3.40) 16.1	(4.00) 14.7	..... Thru Time				(3.00) 24.6	..... Thru Time				(2.45) 27.0	(2.30) 23.6	..... Average speed per hour.....		(4.30) 13.1	

WESTWARD		OAKLEY BRANCH			EASTWARD		WESTWARD		RAFT RIVER BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 15 September 11, 1953			Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 15 September 11, 1953			Mile Post	
	439 Freight	STATIONS				49 Mixed		STATIONS					
	Daily Except Sunday					Daily							
59 PWY		DN-R	BURLEY YL	BU	0.0		59 PWY	DN-R	BURLEY YL	BU	0.0		
28			BEETVILLE		4.3		34		UNITY		3.1		
23			PELLA		5.2		15		EVANS (Spur)		4.7		
23			TROUT		16.3		22		SPRINGDALE		6.0		
60			MARION		17.8		16		DECLO		9.1		
12			WARR		19.4								
20 Y		D-R	OAKLEY	OA	21.8								
			(21.8)						(9.1)				

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		WELLS BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 15			Mile Post	SECOND CLASS
	439 Mixed	September 11, 1953				440 Mixed
	Daily Except Sunday	STATIONS				
	COPWYZ	7:00PM	DN-R	TWIN FALLS YL NA	0.0	A 8:00AM
31	f	7:25		10.9 BERGER	10.9	f 7:15
26	s	7:45		8.5 HOLLISTER	19.4	s 6:55
9	f	7:54		3.8 AMSTERDAM (Spur)	23.2	f 6:44
21	PWY	s 8:10	D	5.6 ROGERSON RG	28.8	s 6:30
38	f	8:35		9.9 METEOR	38.7	f 6:03
34	f	9:05		11.4 IDAVADA	50.1	f 5:36
34	PW	f 9:19		6.0 DELAPLAIN	56.1	f 5:22
34	f	9:35		4.6 SAN JACINTO	60.7	f 5:12
34	P	s 9:55		8.1 CONTACT	68.8	s 4:55
33	CPW	f 10:10		6.3 HENRY	75.1	f 4:38
33	f	10:40		11.6 SHORES	86.7	f 4:14
48	PWY	f 11:00		6.9 WILKINS	93.6	f 3:59
37	f	11:10		3.7 HERRELL	97.3	f 3:49
44	PY	s 11:30		5.2 SUMMER CAMP	102.5	s 3:33
44	f	11:50PM		6.4 MELANDCO	108.9	f 3:04
35	f	12:05AM		7.2 TOWN CREEK	116.1	f 2:47
	PWY	A 12:30AM	DN-R	7.3 WELLS YL HU	123.4	A 2:30AM
				(123.4)		
		(5.30) Thru Time			(5.30)	Daily Except Monday
		22.4 Average speed per hour			22.4	

WESTWARD		KETCHUM BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 15			Mile Post	SECOND CLASS
	441 Mixed	September 11, 1953				442 Mixed
	Monday Wednesday Friday	STATIONS				
WS 121-115 ES 111-130	COPWYZ	6:00AM	DN-R	SHOSHONE YL X	0.0	A 12:45PM
3	f			10.9 MARLEY	10.9	f
39	PWY	s 6:35	D-R	4.4 RICHFIELD YL FK	15.8	s 12:05PM
29	f	6:50		6.4 PAGARI	21.7	f 11:45AM
27	f	7:10		8.0 TIKURA	29.7	f 11:25
50	PW	s 7:30	D	7.6 PICABO XN	37.3	s 11:05
6	f	7:40		4.5 HAY	41.8	f 10:50
10	f	7:45		2.5 GANNETT	44.3	f 10:45
30	s	8:05		7.8 BELLEVUE	52.1	s 10:25
17	W	s 8:16	D	5.1 HAILEY RI	57.2	s 10:05
22	f	8:22		2.8 BARITE	60.0	f 9:52
13	f	8:40		7.6 TRIUMPH	67.6	f 9:35
30	W Loop	A 8:45AM	D-R	1.8 KETCHUM YL KU	69.4	A 9:30AM
				(69.4)		
		(2.45) Thru Time			(3.15)	Monday Wednesday Friday
		25.2 Average speed per hour			21.4	

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		HOMESTEAD BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 15			Mile Post	SECOND CLASS
	439 Mixed	September 11, 1953				440 Mixed
	Daily Except Sunday	STATIONS				
	P			BLAKES JCT.	0.0	
4	P			14.0 HOME (Spur)	14.0	
10				1.3 MINERAL (Spur)	15.3	
2				0.9 STILL (Spur)	16.2	
15				10.9 STURGILL (Spur)	27.1	
34	PT		D-R	5.8 ROBINETTE YL RQ	32.9	
				(32.9)		

WESTWARD		PAYETTE BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 15			Mile Post	SECOND CLASS
	483 Mixed	September 11, 1953				484 Mixed
	Daily Except Sunday	STATIONS				
92	OPWY	6:00AM	DN-R	PAYETTE YL AY	0.0	A 2:45PM
18	f	6:20		3.9 EIFFIE	3.9	f 2:30
27	P	s 6:30	D	1.2 FRUITLAND FU	5.1	s 2:25
19	f	6:40		1.7 BUCKINGHAM	6.8	f 2:06
30	P	s 7:00	D	4.3 NEW PLYMOUTH NP	11.1	s 1:55
11	f	7:27		10.5 LETHA	21.6	f 1:23
96	PWY	A 7:50AM	D-R	8.1 EMMETT YL MP	29.7	A 1:00PM
				(29.7)		Daily Except Sunday
		(1.50) Thru Time			(1.45)	
		16.2 Average speed per hour			16.8	

WESTWARD		STODDARD BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 15			Mile Post	SECOND CLASS
	483 Mixed	September 11, 1953				484 Mixed
	Daily Except Sunday	STATIONS				
	OPTWYZ		DN-R	NAMPA YL AU-Q	0.0	
17				4.4 DEAL	4.4	
44				4.5 BOWMONT	8.9	
28				5.7 MELBA	14.6	
54				2.5 STODDARD	17.1	
				2.9 END OF TRACK	20.0	
				(20.0)		

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

Westward IDAHO NORTHERN BRANCH Eastward				
Car Capacity of Sidings, etc., See Rule 6(A), Page 23.	SECOND CLASS		Mile Post	SECOND CLASS
	485 Mixed Daily Except Sunday	Time-Table No. 15 September 11, 1953			486 Mixed
		STATIONS		
OPTWYZ	8:30 AM	DN-R NAMPA YL AU-D	0.0	A 2:35 PM
		IDA. NOR. JCT. YL	0.7	
49	f 8:40	FISCHER	2.4	2:25
14	s 9:00	MIDDLETON	9.3	s 2:10
15	f 9:20	JENNESS	18.9	f 1:40
96 PWY	s 10:20	D-R EMMETT YL MF	27.0	s 1:10
42	f 10:40	PLAZA	31.8	f 12:55
43 P	s 11:20	MONTOUR	41.1	s 12:20 PM
33 P	s 11:55 AM	D HORSESHOE BEND HB	49.7	s 11:55 AM
32	f 12:20 PM	GARDENA	55.1	f 11:35
35 OPTW	s 1:20	D BANKS YL AB	64.1	s 11:10
25 PW	f 2:10	BIG EDDY	75.4	f 10:25
31 PWY	s 3:00	SMITHS FERRY YL	83.0	s 9:55
15 P	f 3:35	CABARTON	92.7	f 9:20
32 W	f 3:45	BELVIDERE	95.5	f 9:11
32 PY	s 4:30	D CASCADE YL CD	99.2	s 9:00
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
32 OPWY	A 6:15 PM	D-R McCALL YL NE	132.8	A 7:00 AM
		(132.8)		Daily Except Sunday
	(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.	Time-Table No. 15		Mile Post	
		September 11, 1953		
		STATIONS		
107 OP		DN-R WEISER YL SR	0.0	
139 TWY		REBECCA	6.0	
12		CONCRETE	19.1	
48		MIDVALE MI	31.8	
23 P		D CAMBRIDGE RA	40.5	
35 P		GOODRICH	49.8	
3 W		MESA	56.6	
12		COUNCIL YL CN	60.2	
59 OPWY		D-R HOOPER YL	61.6	
7		GLENDALE	72.0	
6		WOODLAND	80.0	
15 W		RUBICON YL	84.1	
43		D-R NEW MEADOWS YL	89.7	
45 PWY				
		(89.7)		

WESTWARD OREGON EASTERN BRANCH EASTWARD				
Car Capacity of Sidings, etc., See Rule 6(A), Page 23.	SECOND CLASS		Mile Post	SECOND CLASS
	459 Mixed Daily Except Sunday	Time-Table No. 15 September 11, 1953			460 Mixed
		STATIONS		
ES 170 OP		DN-R ONTARIO YL ON	0.0	A 4:00 PM
WS 252 WY		1.00 PM		
		PY MALHEUR JCT. YL	1.9	3:40
14	f 1:10	CAIRO	3.7	f 3:35
38	f 1:15	LUSE	6.9	f 3:25
		MALLETT	10.0	f 3:15
24	f 1:25	VALE YL VA	15.5	s 3:00
184 PWY	s 1:35			
		HOPE	23.5	f 2:20
46	f 2:20	LITTLE VALLEY	34.8	f 1:50
52	f 2:50	HARPER	42.0	s 1:25
53 P	s 3:15	NAMORF	51.2	f 12:55
50	f 3:40	JONESBORO	62.2	f 12:28 PM
27	f 4:07	D JUNTURA JN	73.6	s 11:50 AM
53 PWY	s 4:40	LONG	86.6	f 11:10
50	f 5:25	RIVERSIDE	92.7	s 10:50
49 PW	s 5:50	DUNNEAN	102.8	f 10:25
31	f 6:15	VENATOR	110.2	f 10:05
30 PW	f 6:40	CIRCLE BAR	117.9	f 9:45
30	f 7:00	CRANE	126.6	s 9:15
31 PW	s 7:30	REDESS	143.5	f 8:32
31	f 8:20	BURNS YL BR	156.8	s 8:00 AM
23 OP WYZ	A 9:00 PM			A 8:00 AM
		(156.8)		Daily Except Sunday
	(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.	Time-Table No. 15		Mile Post	
		September 11, 1953		
		STATIONS		
184 PWY		D-R VALE YL VA	0.0	
20		LANCASTER (Spur)	11.4	
20		JAMIESON	17.3	
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	Location	Mile Post
First Subdivision		Spur 2.4 Mi. PY	Both	Ketchum Branch					
Leefe	64.8		Both	Priest (5)	33.9	{ 7	East		
Onyx	197.5	13 P	West	Gimlet (5)	63.2	{ 7	West		
Inkom Ballast Quarry	202.9	140 P	East			32	East		
Second Subdivision		{ 43 PX	Both	Payette Branch					
Don	219.6	{ 72 P	Both	Ingard	3.3	8	Both		
Schiller	226.5	11 P	Both	Falks (6)	17.2	5	East		
Coates	369.5	8 P	West	Little Rock	18.9	9	Both		
Sand Bank	370.9	42 PX	Both	Stoddard Branch					
Third Subdivision				Westma	11.6	9	East		
Hillcrest	B-445.1	14 P	Both	Idaho Northern Branch					
Apple Valley	485.9	26	Both	Maddens (7)	6.1	5	East		
Arcadia	491.7	45 P	Both	Josephson (7)	12.6	12	Both		
Washoe Spur	500.9	32	West	Amseo	13.6	12	Both		
Wood	506.2	10	Both	Bramwell (7)	22.2	5	East		
Feltham	512.7	23	Both	Black Canyon (7)	33.0	5	East		
Fourth Subdivision				Archabal (7)	127.4	9	Both		
Chubbuck	138.2	36	Both	Oregon Eastern Branch					
Mitchell	176.9	17	Both	Lawen (8)	138.4	3	East		
Red Rock (1)	302.8	25 W	Both	New Meadows Branch					
Rock	314.6	62	Both	Presley	11.7	9	Both		
Dalys (1)	316.4	14 P	Both	Diamond	26.7	4 W	West		
Glen (1)	347.8	8	West	Tamarack	81.9	29	Both		
Maiden Rock (1)	366.0	{ 12	Both						
Goshen Branch									
Cox	9.2	11	West						
Ammon	18.1	30	West						
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						
Fox Creek (2)	42.3	{ 6	Both						
Mackay Branch									
Collins (3)	2.1	10	West						
Aiken (3)	3.8	{ 10	Both						
Cerro Grande (3)	35.5	None	East						
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						
Pyke (4)	35.3	19	West						
East Belt Branch									
Gale Spur	27.5	10	East						
Twin Falls Branch									
Amalga	17.3	13	Both						
North Side Branch									
Travers	3.5	18	Both						
Hunt	31.5	8	Both						
Haytown	44.7	4	Both						
Hydra	45.8	7	Both						
Appleton	52.9	12	Both						

(1) Flag stop for Nos. 29-30. (5) Flag stop for Nos. 441-442.
(2) Flag stop for Nos. 31-32. (6) Flag stop for Nos. 483-484.
(3) Flag stop for Nos. 409-410. (7) Flag stop for Nos. 485-486.
(4) Flag stop for No. 492. (8) Flag stop for Nos. 459-460.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS			
Train	At	Discharge Passengers From	Pick up Passengers Destined To
12	Any station First Subdivision.	Pocatello or beyond.	Green River or beyond.
17	Any station First Subdivision.	Green River or beyond.	Pocatello or beyond.
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.

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.

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	70	50	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.				
Inspection bus cars.		40	40					
Battery motor car 01886.		50					30	
When caboose is handled in train consisting of passenger train equipment.		60					25	
Within yard limits— Protected by continuous block signal system.	60	50	25				20	
Not protected by continuous block signal system. On branch lines.	50	40	25				15	
	30	30	15					
Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35		Jordan spreaders and other machines of spreader type, when in operation.			15
Diesel-electric locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern). Backing up pulling train. Backing up light.	40	40	40		Trains handling scale test cars— On main line, Twin Falls Branch and between Idaho Falls and Ashton. On other branch lines.			30
								20
1500 class Diesel-electric road freight locomotives.	50	50	50	Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines			20	
Diesel-electric freight and road switch locomotives.	65	65	50	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20	
Diesel-electric yard switch locomotives in road service.	35	35	35				6	
Steam engines running backward.	20	20	20	Passing fueling stations— On main lines. On branch lines.	50	40	25	
7000-7800 class engines, except between McCammon and Pocatello.		70	50			30	15	
7000-7800 class engines, between McCammon and Pocatello.		75	50	When using cross-overs and turn-outs: 9000 class engines; Forward movement. Back-up movement. All other class engines, except when using No. 14 cross-overs or turn-outs; Forward movement. Back-up movement.	15	15	15	
MacArthur type engines with 63-inch drivers.	55	50			10	10		
MacArthur type engines with 57-inch drivers.	35	35		Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement.	6	6	6	
3700 and 3900 class engines.	65	50		Over spring switches, where movement is over facing point switches, except at Reverse, Blaser and Pescadero.	20	20	20	
3800 class engines.	60	50						
4000, 9000 and 2-10-2 type engines.	50	50		When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20	
Consolidation type engines.	35	35		On wye tracks.	6	6	6	
Mallet type engines, 3500 to 3599, incl., and 3670 to 3674, incl.	35	35		Through tunnels, branch lines.		10	10	
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	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	
			35				15	

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	Alexander Between M.P. 152.1 and 152.4.	60	50	40
				Between M.P. 87.4 and 87.7.	60	50	40				
Granger Between M.P. 3.4 and 3.7.	70	60	50	Border Between M.P. 92.9 and 93.1.	60	50	40	Bancroft Over streets and alleys.	25	25	25
				Between M.P. 96.7 and 96.9.	70	60	50	Between M.P. 164.2 and 164.7.	70	60	50
Moxa Between M.P. 12.1 and 12.3.	70	60	50					Kinport Between M.P. 167.5 and 168.1.	70	60	50
				Hassett Between M.P. 14.4. and 14.6.	70	60	50	Between M.P. 168.9 and 169.3.	60	50	40
								Pebble Between M.P. 171.2 and 171.7.	60	50	40
Nutria Between M.P. 16.1 and 16.4.	70	60	50	Pegram Between M.P. 98.3 and 99.2.	60	50	40	Between M.P. 171.9 and 174.7.	70	60	50
Between M.P. 18.1 and 18.3.	60	50	40	Between M.P. 99.5 and 99.7.	70	60	50				
				Between M.P. 102.6 and 104.9.	60	50	40	Broxon Between M.P. 176.3 and 176.7.	70	60	50
Cosgriff Between M.P. 21.1 and 21.5.	70	60	50					Blaser Between M.P. 177.4 and 178.5.	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	M.P. 179.0 to 180.0 (Westward).	45	35	20
								M.P. 180.0 to 179.0 (Eastward).	50	40	25
Opal Between M.P. 28.7 and 29.6.	70	60	50	Montpelier Between M.P. 120.6 and 123.4.	60	50	40	Lava Hot Springs Between M.P. 180.1 and 181.7.	70	60	50
Between M.P. 31.3 and 32.3.	50	40	30	Between M.P. 125.1 and 125.3.	70	60	50	Between M.P. 181.8 and 183.1.	60	50	40
Between M.P. 33.0 and 33.1.	70	60	50	Between M.P. 125.8 and 126.7.	60	50	40	Between M.P. 183.2 and 184.8.	70	60	50
				Waterfall Between M.P. 34.6 and 34.8.	60	50	40	Georgetown Between M.P. 127.6 and 127.9.	70	60	50
				Between M.P. 35.5 and 38.9.	50	40	25	Between M.P. 128.2 and 128.7.	60	50	40
				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. 131.6 and 132.2.	70	60	50
				Between M.P. 43.1 and 44.0, watch for rocks.	25	20	20	Cavanaugh Between M.P. 135.5 and 135.8.	70	60	50
				Between M.P. 44.0 and 49.2.	50	40	30				
				Between M.P. 49.2 and 49.4.	40	35	25	Manson Between M.P. 138.6 and 139.3.	60	50	40
				Fossil Between M.P. 54.5 and 57.8.	40	35	25				
				Nugget Between M.P. 58.0 and 59.5.	70	60	50	Onyx Between M.P. 197.7 and 200.3.	70	60	50
				Orr Between M.P. 60.9 and 61.2.	70	60	50	Between M.P. 200.5 and 201.1.	60	50	40
				Sage Between M.P. 63.6 and 65.4.	60	50	40	Inkom Between M.P. 202.3 and 202.5.	60	50	40
				Between M.P. 66.5 and 68.2.	70	60	50	Between M.P. 207.2 and 208.4.	70	60	50
								Pocatello Within platform limits of passenger depot.	6	6	6

SECOND SUBDIVISION											
Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	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
On enginehouse lead and tracks.			6	Adelaide Between M.P. 285.8 and 286.2.	70	60	50	Between M.P. 360.2 and 360.8.	60	50	40
American Falls Between M.P. 237.9 and 239.4.	70	60	50	Dietrich M.P. 316.3 to 315.8 (Eastward).	70	60	50	Between M.P. 360.8 and 365.9.	70	60	50
Bridge 239.78.	40	25	25	Shoshone Over Greenwood Street.	15	15	15	King Hill Between M.P. 367.4 and 368.3.	70	60	50
Between M.P. 240.0 and 240.3.	40	40	25	Between M.P. 321.5 and 322.2.	20	20	20	Between M.P. 369.1 and 371.0.	60	50	40
Between M.P. 240.4 and 241.3.	70	60	50	Between M.P. 323.2 and 323.9.	70	60	50	Sand Bank Engines using west switch to Sand Bank set-out track.			5
Borah Between M.P. 244.5 and 244.8.	70	60	50	Between M.P. 325.0 and 326.6.	70	60	50	Between M.P. 371.1 and 373.4.	45	40	25
Wapi Between M.P. 258.9 and 259.2.	70	60	50	Gooding Over streets and alleys.	30	30	30	Between M.P. 373.4 and 373.8.	20	20	20
				Between M.P. 340.7 and 341.2.	60	50	40	Glenns Ferry			
				Between M.P. 342.3 and 343.4.	60	50	40				

THIRD SUBDIVISION											
Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	Fr.
Glenns Ferry Eastward, over Commercial Street Crossing.	20	20	20	Between M.P. B-439.4 and B-440.4.	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-446.1.	60	50	40	Between M.P. 484.5 and 485.0.	70	60	50
Between M.P. 378.6 and 379.3.	45	40	25	Boise Between M.P. B-448.3 and B-449.1.	50	40	25	Washoe Spur With 5000 class engines.			5
Hammett Between Hammett and Reverse.	65	60	40	Between M.P. B-450.5 and B-451.0.	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 390.6.	60	50	40	Sonna Between M.P. B-467.0 and B-467.8.	40	25	25	Weiser Between M.P. 523.1 and 526.1.	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 535.9.	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. 535.9 and 539.0.	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-434.3.	60	50	40	Kuna Line Orchard Between M.P. 428.4 and 429.0.	60	50	40	Kuna Between M.P. 447.5 and 450.8.	60	50	40
Black's Creek Between M.P. B-435.8 and B-436.1.	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		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	Fr.
Maximum speed. Between Pocatello Jct. and Idaho Falls.	70	50		Hamer Between M.P. 218.3 and 218.5.	50	40		Dillon Between M.P. 328.6 and 329.2.	35	25	
Between Idaho Falls and Silver Bow.	60	40		Dubois Between M.P. 236.0 and 236.6.	35	25		Bond Between M.P. 337.0 and 337.2.	50	40	
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		Apex Between M.P. 341.1 and 341.4.	50	40	
Pocatello Jct. Between M.P. 135.1 and 136.7.	35	25		Between M.P. 239.1 and 239.3.	50	40		Between M.P. 342.7 and 342.9.	50	40	
Montana Jct. Between M.P. 139.9 and 140.1.	60	50		Highbridge Between M.P. 244.4 and 246.7.	40	30		Between M.P. 343.3 and 343.5.	30	20	
Tyhee Between M.P. 142.3 and 142.5.	50	40		Spencer Between M.P. 248.5 and 248.9.	45	35		Between M.P. 343.5 and 345.8.	35	25	
Between M.P. 143.3 and 143.5.	50	40		Between M.P. 249.5 and 249.7.	40	30		Between M.P. 346.0 and 346.3.	30	20	
Gibson Between M.P. 152.6 and 152.9.	50	40		Between M.P. 251.0 and 251.4.	40	30		Between M.P. 347.9 and 348.2.	40	30	
Blackfoot Over streets and alleys.	20	20		Between M.P. 252.7 and 257.5.	25	20		Navy Between M.P. 351.0 and 354.4.	35	25	
Wapello Between M.P. 166.8 and 167.0.	60	50		Humphrey Between M.P. 258.3 and 258.5.	35	25		Between M.P. 357.2 and 357.7.	40	30	
Firth Between M.P. 169.7 and 169.9.	60	50		Between M.P. 258.6 and 259.2.	45	35		Melrose Between M.P. 361.8 and 366.3, watch for rocks.	25	20	
Shelley Over streets and alleys.	30	30		Between M.P. 262.9 and 267.6.	35	25		Between M.P. 366.3 and 366.6.	20	20	
Idaho Falls Over streets and alleys.	12	12		Between M.P. 269.7 and 269.9.	40	30		Curve M.P. 366.4 with 5000 and 5300 class engines.	10	10	
Between M.P. 185.5 and 185.9.	15	5		Between M.P. 271.0 and 271.7.	40	30		Between M.P. 366.7 and 367.5.	35	25	
Between M.P. 187.4 and 188.6.	40	30		Snowline Between M.P. 277.4 and 278.3.	35	25		Between M.P. 367.9 and 368.2.	30	20	
Between M.P. 190.7 and 191.0.	45	35		Lima Over Center Street east of depot.	20	15		Divide Between M.P. 373.6 and 374.6.	40	30	
Roberts Between M.P. 205.4 and 206.0.	50	40		Westward within yard limits.	25	15		Woodin Between M.P. 375.2 and 377.8.	35	25	
Tenno Between M.P. 208.4 and 210.2.	50	40		Armstead Between M.P. 307.7 and 308.0.	50	40		Between M.P. 379.0 and 381.1.	35	25	
Hawgood Between M.P. 213.7 and 214.0.	50	40		Between M.P. 308.9 and 310.3.	35	25		Feely Between M.P. 382.3 and 383.7.	25	20	
				Between M.P. 310.4 and 310.6.	25	20		Between M.P. 384.3 and 385.1.	35	25	
				Between M.P. 311.0 and 311.8.	45	35		Buxton Between M.P. 386.6 and 388.1.	35	25	
				Grayling Between M.P. 316.0 and 316.5, watch for rocks.	25	20		Between M.P. 389.8 and 390.1.	20	20	
				Between M.P. 316.5 and 318.7.	35	25		Silver Bow On interchange tracks beyond N. P. crossing, with 3500, 3800, 5000 and 7000 class engines.	5	5	

BRANCHES									
Location	Miles Per Hour	Location	Miles Per Hour	Location	Miles Per Hour				
Str.	Psg.	Fr.	Str.	Psg.	Fr.				
Kemmerer Branch. Maximum speed.		15	Blazon Branch. Maximum speed.		15				
Cumberland Branch. Maximum speed.		15	Grace Branch. Maximum speed.		20				
Glencoe Branch. Maximum speed.		15	Bridge 5.33 with MacArthur type engines.		10				
Elkol Branch Maximum speed.		15	Conda Branch. Maximum speed.		15				
			Leaf Spur. Maximum speed.		15				
			Gay Branch. Maximum speed.		25				
			Between M.P. 3.0 and Gay.		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: Diesel engines. Steam engines.		30 25	Teton Valley Branch Maximum speed.	35	25	Between Hailey and Ketchum, over truss bridges.	15	15
Between M.P. 60.0 and Mackay, All engines.		20	Bridges 4.48, 6.96 and 19.97.	12	12	Between M.P. 63.1 and 64.6.	30	20
Mackay On curve on low line smelter.		6	Between M.P. 19.1 and 19.4.	15	15	Between M.P. 68.4 and 68.5.	10	10
Thomas Branch Maximum speed.		15	Between M.P. 25.0 and 25.4.	15	15	Hill City Branch Maximum speed.		25
Aberdeen Branch Maximum speed.		25	Twin Falls Branch Maximum speed.	50	40	Over trestles 21.6 and 23.40 with snow plows.		15
Goshen Branch Maximum speed.		25	3500 and 3800 class engines.	30	30	Boise Branch Between Boise Jct. and Boise Freight.		25
Light MacArthur type engines.		20	Rupert, on west leg of wye.	10	10	Between Boise Freight and Barber.		15
Yellowstone Branch Between Idaho Falls and Ashton.	50	35	Rupert, over streets and alleys.	12	12	Stoddard Branch Maximum speed.		15
Between Idaho Falls and West Yellowstone with MacArthur type engines.	40	30	Bridge 20.10.	25	25	Maximum speed.		15
Between Ashton and Gerrit, watch for rocks.	35	25	Burley, within city limits.	20	20	Idaho Northern Branch Maximum speed.		30
Between Gerrit and Big Springs	50	35	Burley, over street crossings.	12	12	Between Jenness and Bramwell.		20
Between Big Springs and West Yellowstone, watch for rocks.	35	25	Kimberly, within city limits.	40	40	Trains handling high cars between Jenness and Bramwell.		12
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	Between Plaza and Banks. Watch for rocks between Black Canyon and Banks.		25
St. Anthony, over highway crossing just west of depot.	8	8	Buhl, on mill and elevator track with MacArthur type engines.		5	Banks, westward around curve east of east passing track switch, to east switch.		5
Between M.P. 55.4 and 55.7.	20	15	North Side Branch Maximum speed.		30	Between Banks and Smiths Ferry, watch for rocks.		15
Between M.P. 59.6 and 65.9.	20	15	Heavy MacArthur type engines.		15	Between M.P. 30.0 and 30.5.		20
Between M.P. 72.9 and 73.2.	35	25	Between M.P. 30.0 and 30.5.		20	Raft River Branch Maximum speed.		20
Between M.P. 74.0 and 74.2.	30	25	Oakley Branch Maximum speed.		25	Burley, within city limits.		20
Between M.P. 85.2 and 85.5.	35	25	Light MacArthur type engines.		20	Burley, over street crossings.		12
Between M.P. 86.4 and 87.0.	20	15	Burley, within city limits.		20	Wells Branch Maximum speed.		30
Between M.P. 92.1 and 95.0.	20	15	Burley, over street crossings.		12	Between M.P. 31.1 and 36.1.		25
Between M.P. 99.9 and 100.8.	20	15	Wells Branch Maximum speed.		30	Between M.P. 45.9 and 53.3.		25
East Belt Branch Maximum speed.		25	Between M.P. 31.1 and 36.1.		25	Between M.P. 69.6 and 71.6.		25
Light MacArthur type engines between Lincoln Jct. and Orvin.		20	Between M.P. 45.9 and 53.3.		25	Between M.P. 91.1 and 91.4.		25
Light MacArthur type engines between Lincoln Jct. and Ririe.		15	Between M.P. 69.6 and 71.6.		25	Between Herrell and Melandco.		20
Truss bridges.		15	Between M.P. 91.1 and 91.4.		25	Wells yard.		15
West Belt Branch Maximum speed.		25	Between M.P. 91.1 and 91.4.		25	Ketchum Branch Maximum speed.		40 30
Truss bridges.		15	Between M.P. 99.9 and 100.8.		15	Maximum speed.		40 30
Annis Branch Maximum speed.		15	East Belt Branch Maximum speed.		25	Bridge 16.04 with MacArthur type engines.		15 15
			Light MacArthur type engines between Lincoln Jct. and Orvin.		20	Bellevue, over streets and alleys.		12 12
			Light MacArthur type engines between Lincoln Jct. and Ririe.		15			
			Truss bridges.		15			
			West Belt Branch Maximum speed.		25			
			Truss bridges.		15			
			Annis Branch Maximum speed.		15			

BRANCHES (Continued)											
Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		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 Maximum speed.		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 Jct., 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	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						20

<p>SYMBOLS AND ABBREVIATIONS (Rules 6 and 6(A))</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>Standard clocks are located as shown below:</p> <table border="0"> <tr> <td>Ashton.....</td> <td>Telegraph Office</td> <td>Nampa.....</td> <td>Telegraph Office</td> </tr> <tr> <td>Banks.....</td> <td>Telegraph Office</td> <td>Nampa.....</td> <td>Central Yard Switch Shanty</td> </tr> <tr> <td>Blackfoot.....</td> <td>Telegraph Office</td> <td>Nampa.....</td> <td>Roundhouse Office</td> </tr> <tr> <td>Boise Freight.....</td> <td>Yard Telegraph Office</td> <td>Nampa.....</td> <td>Train Dispatcher's Office</td> </tr> <tr> <td>Boise Freight.....</td> <td>13th Street Yard Office</td> <td>Nampa.....</td> <td>East End Switch Shanty</td> </tr> <tr> <td>Buhl.....</td> <td>Telegraph Office</td> <td>Nampa.....</td> <td>West End Switch Shanty</td> </tr> <tr> <td>Burns.....</td> <td>Telegraph Office</td> <td>Nyssa.....</td> <td>Telegraph Office</td> </tr> <tr> <td>Council.....</td> <td>Telegraph Office</td> <td>Ontario.....</td> <td>Telegraph Office</td> </tr> <tr> <td>Emmett.....</td> <td>Telegraph Office</td> <td>Payette.....</td> <td>Telegraph Office</td> </tr> <tr> <td>Glenns Ferry.....</td> <td>Telegraph Office</td> <td>Pocatello.....</td> <td>Train Dispatcher's Office</td> </tr> <tr> <td>Glenns Ferry.....</td> <td>Roundhouse Register Room</td> <td>Pocatello.....</td> <td>Yard Telegraph Office</td> </tr> <tr> <td>Glenns Ferry.....</td> <td>Yard Office</td> <td>Pocatello.....</td> <td>Switchmen's Locker Room</td> </tr> <tr> <td>Huntington.....</td> <td>Yard Office</td> <td>Pocatello.....</td> <td>Engine Crew Dispatcher's Office</td> </tr> <tr> <td>Huntington.....</td> <td>Telegraph Office</td> <td>Pocatello.....</td> <td>Train Crew Dispatcher's Office</td> </tr> <tr> <td>Idaho Falls.....</td> <td>Telegraph Office</td> <td>Pocatello.....</td> <td>West End Yardmaster's Office</td> </tr> <tr> <td>Idaho Falls.....</td> <td>Yard Office</td> <td>Pocatello.....</td> <td>Tower Locker Room</td> </tr> <tr> <td>Idaho Falls.....</td> <td>Engineemen's Register Room</td> <td>Pocatello.....</td> <td>Passenger Conductors' Register Room, Passenger Station</td> </tr> <tr> <td>Jerome.....</td> <td>Telegraph Office</td> <td>Rupert.....</td> <td>Telegraph Office</td> </tr> <tr> <td>Kammerer.....</td> <td>Telegraph Office</td> <td>Shoshone.....</td> <td>Telegraph Office</td> </tr> <tr> <td>Ketchum.....</td> <td>Telegraph Office</td> <td>Silver Bow.....</td> <td>Telegraph Office</td> </tr> <tr> <td>Lima.....</td> <td>Telegraph Office</td> <td>Twin Falls.....</td> <td>Telegraph Office</td> </tr> <tr> <td>Marsing.....</td> <td>Telegraph Office</td> <td>Twin Falls.....</td> <td>Freight Office</td> </tr> <tr> <td>McCall.....</td> <td>Telegraph Office</td> <td>Weiser.....</td> <td>Telegraph Office</td> </tr> <tr> <td>Minidoka.....</td> <td>Telegraph Office</td> <td>Wells.....</td> <td>Telegraph Office</td> </tr> <tr> <td>Montpelier.....</td> <td>Telegraph Office</td> <td>West Yellowstone.....</td> <td>Telegraph Office</td> </tr> <tr> <td>Montpelier.....</td> <td>Engineers' Register Room</td> <td></td> <td></td> </tr> </table>	Ashton.....	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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.		