



UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



IDAHO DIVISION
TIME-TABLE
No. 20

Effective Monday
June 20, 1955
At 12:01 A.M. Mountain Time

Careful Handling
Prevents Damage

FOR EMPLOYEES ONLY

NORTH WESTERN DISTRICT
IDAHO DIVISION
 CORRECTED TO MAY 1, 1955.
 SCALE OF MILES

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

A. McALLISTER
General Manager

D. F. WENGERT
General Superintendent

H. E. SHUMWAY
General Supt. Transportation

C. H. Burnett, Superintendent.....Pocatello, Ida.
H. J. Bailey, Assistant Superintendent.....Pocatello, Ida.
L. E. Mangum, Assistant Superintendent.....Nampa, Ida.
R. B. Hardin, Terminal Superintendent.....Pocatello, Ida.
R. D. Wright, Assistant Terminal Superintendent.....Pocatello, Ida.
G. L. Jensen, Trainmaster.....Nampa, Ida.
J. B. Shaw, Road Foreman of Engines.....Nampa, Ida.
J. F. Fehrenbacher, Trainmaster.....Pocatello, Ida.
E. L. Chantry, Trainmaster.....Pocatello, Ida.
H. G. Baker, Trainmaster.....Pocatello, Ida.
A. R. Nelson, Master Mechanic.....Pocatello, Ida.
V. L. Orr, 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.
J. J. Kutzman, Safety Representative.....Pocatello, Ida.

First, Second and Fourth Subdivisions and Branches

W. H. Powers, Chief Train Dispatcher.....Pocatello, Ida.
R. R. Johnson, Assistant Chief Train Dispatcher.....Pocatello, Ida.
H. L. Crawford, Assistant Chief Train Dispatcher.....Pocatello, Ida.
W. P. Helsley, Assistant Chief Train Dispatcher.....Pocatello, Ida.
K. A. Leger, Assistant Chief Train Dispatcher.....Pocatello, Ida.
L. V. 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 Employees Hospital Association
Physicians and Surgeons are located as shown below:

Name	Title	Location	Name	Title	Location
R. R. Merrell	District Surgeon	Pocatello, Ida.	Simeon Hopper	Surgeon	Hazelton, Ida.
E. K. Gorton	Asst. to District Surgeon	Pocatello, Ida.	R. George Wolff	Surgeon	Homedale, Ida.
Richard G. Crandall	Surgeon	Pocatello, Ida.	Newell H. Battles	Oculist and Aurist	Idaho Falls, Ida.
R. D. Benidict	Surgeon	Pocatello, Ida.	Harvey E. Guyett	Surgeon	Idaho Falls, Ida.
Blaine B. Jorgensen	Surgeon	Pocatello, Ida.	Milton T. Rees	Surgeon	Idaho Falls, Ida.
K. A. MacInnes	Surgeon	Pocatello, Ida.	Fred E. Wallber	Oculist and Aurist	Idaho Falls, Ida.
J. P. Merkley	Physician	Pocatello, Ida.	W. C. Smail	Surgeon	Jerome, Ida.
C. W. Pond	Oculist and Aurist	Pocatello, Ida.	F. F. Young	Surgeon	Kemmerer, Wyo.
Merrill J. Sharp	Surgeon	Pocatello, Ida.	David E. Harris	Surgeon	Lava Hot Springs, Ida.
Eugene V. Simison	Oculist and Aurist	Pocatello, Ida.	J. H. Stewart	Surgeon	McCall, Ida.
H. Henry Rock	Surgeon	Aberdeen, Ida.	Carl D. Lusty	Surgeon	Meridian, Ida.
Frank L. Harms	Surgeon	American Falls, Ida.	Robert H. Burgoyne	Surgeon	Montpelier, Ida.
Ivan R. Egbert	Surgeon	Arco, Ida.	R. B. Lindsay	Surgeon	Montpelier, Ida.
Ralph G. Goates	Surgeon	Blackfoot, Ida.	Malone W. Koelsch	Surgeon	Mountain Home, Ida.
Norman G. Hedemark	Oculist	Boise, Ida.	Ernest D. Hunsaker	Oculist and Aurist	Nampa, Ida.
A. Curtis Jones, Jr.	Ear, Nose, Throat	Boise, Ida.	Frederick D. Koehne	Surgeon	Nampa, Ida.
A. C. Jones, Sr.	Oculist	Boise, Ida.	John R. Mangum	Surgeon	Nampa, Ida.
William A. Koelsch	Surgeon	Boise, Ida.	Thomas E. Mangum, Jr.	Surgeon	Nampa, Ida.
Roy L. Peterson	Ear, Nose, Throat	Boise, Ida.	G. O. Cross	Surgeon	Nampa, Ida.
Warren D. Springer	Surgeon	Boise, Ida.	K. E. Kerby	Surgeon	Nyssa, Ore.
Vern H. Anderson	Surgeon	Buhl, Ida.	Wilfred N. Sanders	Surgeon	Ontario, Ore.
John W. Davis	Surgeon	Burley, Ida.	W. S. Kotas	Surgeon	Payette, Ida.
Chas. A. Terhune	Surgeon	Burley, Ida.	Ira R. Woodward, Jr.	Surgeon	Payette, Ida.
John H. Weare	Surgeon	Burns, Ore.	Murland F. Rigby	Surgeon	Rexburg, Ida.
Harvey L. Casebeer	Oculist and Aurist	Butte, Mont.	A. C. Truxal	Surgeon	Rexburg, Ida.
Richard C. Monahan	Surgeon	Butte, Mont.	Aldon Tall	Surgeon	Rigby, Ida.
John V. Plett	Oculist and Aurist	Butte, Mont.	Otto A. Moellmer	Surgeon	Rupert, Ida.
Lester Shupe	Surgeon	Caldwell, Ida.	Emory L. Soule	Surgeon	St. Anthony, Ida.
Robert T. Whiteman	Surgeon	Cambridge, Ida.	Royal G. Neher	Surgeon	Shoshone, Ida.
J. F. Moser	Surgeon	Cascade, Ida.	Allen H. Tigert	Surgeon	Soda Springs, Ida.
John A. Edwards	Surgeon	Council, Ida.	Russell Tigert, Jr.	Surgeon	Soda Springs, Ida.
Bernard P. Strouth	Surgeon	Council, Ida.	John R. Moritz	Surgeon	Sun Valley, Ida.
George L. Routledge	Surgeon	Dillon, Mont.	George B. Saviers	Surgeon	Sun Valley, Ida.
LaGrande C. Larsen	Surgeon	Driggs, Ida.	Charles B. Beymer	Surgeon	Twin Falls, Ida.
A. C. Truxal	Surgeon	Dubois, Ida.	Wallace Bond	Oculist and Aurist	Twin Falls, Ida.
R. P. Rawlinson	Surgeon	Emmett, Ida.	F. W. Schow	Surgeon	Twin Falls, Ida.
Marion J. Kerns	Surgeon	Fairfield, Ida.	Harwood L. Stowe	Surgeon	Twin Falls, Ida.
Ward A. Rulien	Surgeon	Glenns Ferry, Ida.	Harold F. Holsinger	Surgeon	Wendell, Ida.
Marion V. Klingler	Surgeon	Gooding, Ida.	Robert M. Coats	Surgeon	Weiser, Ida.
R. H. Wright	Surgeon	Hailey, Ida.	Marion S. McGrath	Surgeon	Weiser, Ida.

WESTWARD						CONDENSED TIME-TABLE						EASTWARD							
FIRST CLASS						Distance from Granger via Boise	Time-Table No. 20 June 20, 1955	FIRST CLASS											
19	11	105	457	17	12			458	106	18	20								
Passenger	Mail and Express	Streamliner Passenger	Passenger	Passenger	Mail and Express			Passenger	Streamliner Passenger	Passenger	Passenger								
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily										
STATIONS																			
						0.0	GRANGER	A 9.05		A12.42	A10.45								
		6.05	2.05		4.25	213.9	POCATELLO	3.50 2.50		8.55 8.45	5.20 4.45								
		11.10 1.00	5.45 5.55		9.40 10.45	373.8	GLENN'S FERRY	11.40		6.10	1.30								
		4.30	8.25		2.10	448.4	BOISE	9.55		5.00	11.55								
		6.30	9.40		3.55	550.1	M.T. HUNTINGTON P.T.	7.10 6.00		3.05 2.05	9.25 8.15								
		9.25	11.40		6.50	649.7	LA GRANDE	3.25		11.40	5.35								
		8.35	10.40		6.00	723.9	PENDLETON	1.05		9.38	2.50								
		11.30	1.05		8.45	786.3	SPOKANE					A 6.30							
		2.00	3.10		11.10	837.4	AYER						4.05						
		9.00				786.3	WALLULA						2.55						
		11.27				755.3	HINKLE	12.15		9.00	2.00	2.20							
		12.30				855.4	THE DALES	10.10		7.20	11.35	12.02							
		1.50	3.05	3.55	12.40	939.5	PORTLAND	8.05	A 9.15	5.30	9.30	10.00							
		3.50	5.50	5.30	3.10	1084.6	TACOMA			5.52									
		A 6.10	A 8.40	A 7.30	8.00	1122.7	SEATTLE			4.45									
					11.05														
					A11.59														
		(9.10) 40.4	(27.35) 34.1	(18.25) 51.0	(3.59) 46.0	(26.05) 38.0 Thru Time						(24.00) 39.1	(4.30) 40.7	(18.12) 51.6	(24.15) 38.7	(8.30) 43.5		
	 Average speed per hour																	

WESTWARD				CONDENSED TIME-TABLE				EASTWARD				
FIRST CLASS				Distance from McCammon	Time-Table No. 20 June 20, 1955	FIRST CLASS						
29	33	47	35			34	30	36	48			
Passenger	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Passenger			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
STATIONS												
				0.0	McCAMMON	A 5.40	A 4.05	A 2.55				
	11.00	9.35		22.7	POCATELLO	5.10 4.30	3.30 2.55	2.25 1.55				
	11.30 12.01	10.10 10.55		73.3	IDAHO FALLS	3.00	1.15	12.15				
	1.25	A12.40		124.3	ASHTON			10.05	A 9.55			
			5.30	169.9	VICTOR				8.15			
			A 7.15	180.4	WEST YELLOWSTONE			7.30				
				285.8	BUTTE		7.15					
	A 7.25					Daily	Daily	Daily	Daily			
	(8.25) 33.9	(3.05) 23.7	(1.45) 26.1	(7.25) 24.3	..... Thru Time				(2.40) 27.5	(8.50) 32.3	(7.25) 24.3	(1.40) 27.4
	..... Average speed per hour											

Heavy figures indicate P.M.
Light figures indicate A.M.

MILEAGE

Main Line.....	848.07
Branches.....	1376.83
Grand Total.....	2224.75

WESTWARD		FIRST SUBDIVISION									Time-Table No. 20 June 20, 1955	STATIONS
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS				FIRST CLASS							
	279	263	251	257	29	11	105	33	17	35		
	Time Freight	Time Freight	Time Freight	Time Freight	Passenger	Mail and Express	Streamliner Passenger	Passenger	Passenger	Passenger		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
144 IPWY		5:00PM		2:45AM		6:05PM	2:05PM		4:25AM		DN-R GRANGER YL GN	
65 P		5:07		2:53		6:09	2:09		4:30		DONOVAN	
112 P		5:12		2:59		6:13	2:12		4:34		MOXA	
73 P		5:18		3:06		6:18	2:16		4:39		HASSETT	
115 P		5:22		3:11		6:21	2:19		4:42		NUTRIA	
80 P		5:28		3:19		6:26	2:24		4:47		COSGRIFF	
121 P		5:35		3:26		6:30	2:28		4:52		D OPAL OW	
74 P		5:42		3:34		6:35 ²⁶²	2:32		4:57		FOLGER	
125 P		5:49		3:41		6:40	2:37		5:02		WATERFALL	
		5:59		3:51		6:47	2:44		5:09 ²⁶⁴		EAST KEMMERER YL	
PTXZ		6:05		4:00		6:55	2:47		5:20		DN KEMMERER YL Z	
PXY		6:12		4:07		6:59	2:50		5:24		MOYER JCT. YL	
WS 70 P ES 70 X		6:30		4:30		7:12	3:02		5:37		DN FOSSIL YL FI	
94 PW		6:40		4:40		7:20	3:09		5:45		NUGGET	
74 P		6:45		4:48		7:24	3:13		5:49		ORR	
112 P		6:50		4:54		7:27	3:16		5:53		SAGE	
66 P		6:56		5:01		7:31	3:20		5:58		CARLSON	
124 P		7:02		5:07		7:35	3:24		6:03		BECKWITH	
74 P		7:10		5:15		7:40	3:29		6:09		PIXLEY	
120 P		7:18		5:25		7:48	3:34		6:21		DN COKEVILLE CK	
74 P		7:24		5:33		7:53	3:38		6:28		MARSE	
124 P		7:29		5:39		7:57	3:42		6:34		BORDER	
74 P		7:36		5:47		8:03	3:47		6:42 ¹²		PEGRAM	
88 P		7:42		5:55		8:10 ¹⁸	3:52		6:48		HARER	
69 P		7:50		6:04		8:15	3:57 ²⁶²		6:53		DINGLE	
DOPTWYZ		8:05 ¹¹ 8:45		6:20 6:50		8:30 ²⁶³ 8:40	4:05		7:05 7:15		DN-R MONTPELIER YL MX	
78 P		8:55		7:02		8:48	4:12		7:23		PESCADERO	
105 P		9:03		7:10		8:54	4:18		7:29		GEORGETOWN	
124 P		9:10		7:17		9:00	4:23		7:35		CAVANAUGH	
100 P		9:16		7:24		9:05	4:27		7:40		MANSON	
73 P		9:22		7:30		9:10	4:31		7:45		ROSE	
178 PY		9:30		7:40		9:22	4:37		7:57		DN SODA SPRINGS YL SD	
108 P		9:38		7:48		9:30	4:42		8:05		ALEXANDER	
112 P		9:45		7:55		9:35	4:46		8:10		TALMAGE	
225 127 PWY		9:54		8:19 ¹⁷		9:44	4:52		8:19 ²⁵⁷		DN BANCROFT BN	
112 P		9:59		8:26		9:49	4:55		8:25		KINPORT	
112 P		10:06		8:33		9:55	4:59		8:30		PEBBLE	
103 P		10:12		8:39		10:00	5:03		8:35		BROXON	
100 P		10:17		8:43		10:03	5:06		8:38		BLASER	
27 PX		10:24		8:49		10:10	5:10		8:45		DN LAVA HOT SPGS. XY	
CS 148 P		10:31		8:56		10:16	5:14		8:51		TOPAZ	
90 IPXY		11:20PM		12:10PM		11:00PM	5:21		9:00		DN McCAMMON YL MC	
WS 49 ES 88 PX						11:13	5:31		9:13		D INKOM KO	
						11:19	5:36		9:20		PORTNEUF	
DOPTWYZ		11:55PM		1:00PM		11:30PM	5:45PM		9:40AM		DN-R POCATELLO YL H-CA PO	

(0.35) 38.9 (6.15) 34.2 (0.50) 27.2 (7.00) 30.5 (0.30) 45.4 (5.05) 42.2 (3.40) 58.3 (0.35) 38.9 (5.15) 40.7 (0.35) 38.9

..... 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 72.
Rules 251 to 254, inclusive, apply between Pocatello and end of double track Blaser.
For conditional stops to discharge or pick up revenue passengers.—See page 17.
For stations not shown on schedule pages.—See page 17.

WESTWARD		FIRST SUBDIVISION									Time-Table No. 20 June 20, 1955	STATIONS
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS				FIRST CLASS							
	279	263	251	257	29	11	105	33	17	35		
	Time Freight	Time Freight	Time Freight	Time Freight	Passenger	Mail and Express	Streamliner Passenger	Passenger	Passenger	Passenger		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
144 IPWY		5:00PM		2:45AM		6:05PM	2:05PM		4:25AM		DN-R GRANGER YL GN	
65 P		5:07		2:53		6:09	2:09		4:30		DONOVAN	
112 P		5:12		2:59		6:13	2:12		4:34		MOXA	
73 P		5:18		3:06		6:18	2:16		4:39		HASSETT	
115 P		5:22		3:11		6:21	2:19		4:42		NUTRIA	
80 P		5:28		3:19		6:26	2:24		4:47		COSGRIFF	
121 P		5:35		3:26		6:30	2:28		4:52		D OPAL OW	
74 P		5:42		3:34		6:35 ²⁶²	2:32		4:57		FOLGER	
125 P		5:49		3:41		6:40	2:37		5:02		WATERFALL	
		5:59		3:51		6:47	2:44		5:09 ²⁶⁴		EAST KEMMERER YL	
PTXZ		6:05		4:00		6:55	2:47		5:20		DN KEMMERER YL Z	
PXY		6:12		4:07		6:59	2:50		5:24		MOYER JCT. YL	
WS 70 P ES 70 X		6:30		4:30		7:12	3:02		5:37		DN FOSSIL YL FI	
94 PW		6:40		4:40		7:20	3:09		5:45		NUGGET	
74 P		6:45		4:48		7:24	3:13		5:49		ORR	
112 P		6:50		4:54		7:27	3:16		5:53		SAGE	
66 P		6:56		5:01		7:31	3:20		5:58		CARLSON	
124 P		7:02		5:07		7:35	3:24		6:03		BECKWITH	
74 P		7:10		5:15		7:40	3:29		6:09		PIXLEY	
120 P		7:18		5:25		7:48	3:34		6:21		DN COKEVILLE CK	
74 P		7:24		5:33		7:53	3:38		6:28		MARSE	
124 P		7:29		5:39		7:57	3:42		6:34		BORDER	
74 P		7:36		5:47		8:03	3:47		6:42 ¹²		PEGRAM	
88 P		7:42		5:55		8:10 ¹⁸	3:52		6:48		HARER	
69 P		7:50		6:04		8:15	3:57 ²⁶²		6:53		DINGLE	
DOPTWYZ		8:05 ¹¹ 8:45		6:20 6:50		8:30 ²⁶³ 8:40	4:05		7:05 7:15		DN-R MONTPELIER YL MX	
78 P		8:55		7:02		8:48	4:12		7:23		PESCADERO	
105 P		9:03		7:10		8:54	4:18		7:29		GEORGETOWN	
124 P		9:10		7:17		9:00	4:23		7:35		CAVANAUGH	
100 P		9:16		7:24		9:05	4:27		7:40		MANSON	
73 P		9:22		7:30		9:10	4:31		7:45		ROSE	
178 PY		9:30		7:40		9:22	4:37		7:57		DN SODA SPRINGS YL SD	
108 P		9:38		7:48		9:30	4:42		8:05		ALEXANDER	
112 P		9:45		7:55		9:35	4:46		8:10		TALMAGE	
225 127 PWY		9:54		8:19 ¹⁷		9:44	4:52		8:19 ²⁵⁷		DN BANCROFT BN	
112 P		9:59		8:26		9:49	4:55		8:25		KINPORT	
112 P		10:06		8:33		9:55	4:59		8:30		PEBBLE	
103 P		10:12		8:39		10:00	5:03		8:35		BROXON	
100 P		10:17		8:43		10:03	5:06		8:38		BLASER	
27 PX		10:24		8:49		10:10	5:10		8:45		DN LAVA HOT SPGS. XY	
CS 148 P		10:31		8:56		10:16	5:14		8:51		TOPAZ	
90 IPXY		11:20PM		12:10PM		11:00PM	5:21		9:00		DN McCAMMON YL MC	
WS 49 ES 88 PX						11:13	5:31		9:13		D INKOM KO	
						11:19	5:36		9:20		PORTNEUF	
DOPTWYZ		11:55PM		1:00PM		11:30PM	5:45PM		9:40AM		DN-R POCATELLO YL H-CA PO	

(0.30) 45.4 (0.35) 38.9 (5.15) 40.7 (3.47) 58.6 (0.30) 45.4 (5.25) 39.4 (0.35) 38.9 (8.00) 26.7 (0.45) 30.3 (0.35) 38.9 (8.00) 26.7

..... 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 72.
Rules 251 to 254, inclusive, apply between Pocatello and end of double track Blaser.
For conditional stops to discharge or pick up revenue passengers.—See page 17.
For stations not shown on schedule pages.—See page 17.

WESTWARD

SECOND SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS							Time-Table No. 20 June 20, 1955	
	125	105	33	17	49	35	11	29	STATIONS		
	Time Freight	Streamliner Passenger	Passenger	Passenger	Mixed	Passenger	Mail and Express	Passenger			
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
	Daily Except Sunday and Monday	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
DOPTWYZ	1.45AM	5.55PM	10.55AM	10.45AM	4.00AM	1.05AM	1.00AM	12.01AM			
P			A 11.00AM			A 1.10AM		A 12.06AM			
CS 153 P					f 4.15						
118 P											
145 P		6.17		s 11.13	s 4.35		s 1.28				
120 P											
110 P											
119 P					f 4.55						
119 P											
119 P											
101 269 PWY		6.46		s 11.55AM	A 5.20AM		s 2.08				
119 P											
119 P											
119 P											
122 P											
119 P											
116 P							s 2.48				
WS 121-115 ES 111-130 PWY		s 7.32		s 12.50PM			s 3.05				
118 P											
117 60 P		7.48		s 1.10			s 3.25				
120 P											
118 120 PY				s 1.23			s 3.38				
CS 120 PY WS 99											
CS 130 PX		8.14		1.46			s 4.01				
DPTY	A 5.10AM	A s 8.25PM		A 2.00PM			A 4.20AM				
	(3.25) 46.8	(2.30) 64.0	(0.05) 28.8	(3.15) 49.2	(1.20) 43.9	(0.05) 28.8	(3.20) 47.9	(0.05) 28.8	..... Thru Time	
									..... Average speed per hour	

POCATELLO YL	2.4	DN-R	H-CA	PO
POCATELLO JCT. YL	2.4	DN-R	H-CA	PO
MICHAUD	3.0			
BANNOCK	5.8			
AMERICAN FALLS	8.4	DN		AF
BORAH	3.8			
QUIGLEY	7.8			
WAPI	6.9			
DEWOFF	3.8			
HAWLEY	7.5			
MINIDOKA	5.1	DN		RT
MAX	3.8			
ADELAIDE	8.1			
KIMAMA	4.7			
SENER	6.7			
OWINZA	7.8			
BESSLEN	5.8			
DIETRICH	4.6			
SHOSHONE X	7.9	DN		X
TUNUPA	9.0			
GOODING	6.7	DN		GD
FULLER	6.3			
BLISS	6.3			
TICESKA	6.8			
KING HILL	9.8			
GLENN'S FERRY YL	6.7	DN-R		GF

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

Time Table No. 20 June 20, 1955		FIRST CLASS							SECOND CLASS	
STATIONS	Mile Post	36	12	30	106	34	18	50	126	
		Passenger	Mail and Express	Passenger	Streamliner Passenger	Passenger	Passenger	Mixed	Time Freight	
POCATELLO YL	213.9	A 1.55AM	A 2.50AM	A 2.55AM	A 8.45AM	A 4.30PM	A 4.45PM	A 10.30PM	A 3.30PM	
POCATELLO JCT. YL	216.3	1.40AM		2.40AM		4.15PM				
MICHAUD	224.3							f 9.47		
BANNOCK	230.1									
AMERICAN FALLS	230.5		s 2.17		8.19		s 4.11	s 9.30		
BORAH	242.3									
QUIGLEY	250.1									
WAPI	250.0							f 9.10		
DEWOFF	259.8									
HAWLEY	267.3									
MINIDOKA	272.4		s 1.42		7.49		s 3.35	8.50PM		
MAX	276.2									
ADELAIDE	284.3									
KIMAMA	289.0		f 1.25							
SENER	295.7									
OWINZA	303.5									
BESSLEN	309.3									
DIETRICH	313.9									
SHOSHONE X	321.8		s 12.50		7.05		s 2.40			
TUNUPA	330.8									
GOODING	337.5		s 12.25		6.47		s 2.17			
FULLER	344.2									
BLISS	350.5		s 12.10AM							
TICESKA	357.3									
KING HILL	367.1		f 11.50PM							
GLENN'S FERRY YL	373.8		11.40PM		6.10AM		1.30PM		11.45AM	
	(159.9)	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday and Monday	
		(0.15)	(3.10)	(0.15)	(2.35)	(0.15)	(3.15)	(1.40)	(3.45)	
		9.6	50.5	9.6	61.9	9.6	49.2	35.1	42.6	

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. 20 June 20, 1955	Mile Post	FIRST CLASS			SECOND CLASS			
	257	125	105	17	11			106	18	12	126	262		
	Time Freight	Time Freight	Streamliner Passenger	Passenger	Mail and Express			Streamliner Passenger	Passenger	Mail and Express	Time Freight	Time Freight		
	Daily	Daily Except Sunday and Monday	Daily	Daily	Daily									
	STATIONS													
DPY	10:15AM	5:20AM	8:25PM	2:10PM	4:30AM	DN-R GLENNS FERRY YL GF	373.8	As 6:10AM	A 1:20PM	A 1:30PM	A 1:30AM	A 1:10PM		
CS 110 P	10:35	5:31	8:35	2:21	4:41	HAMMETT 8.9	382.7	5:59	1:06	11:13	10:55	10:45		
CS 123 PY	11:05	5:48 ¹⁰⁰	8:47	2:37	4:57	DN REVERSE YL RV 10.6	393.3	5:48 ¹²⁵	12:54	10:58	10:40	10:25		
71 PY	11:16	6:00	8:56	2:50	5:10	DN MOUNTAIN HOME MZ 5.9	401.6	5:41	12:45	10:48	10:30	10:10		
149 P	11:24	6:06	9:01	2:55	5:16	SEBREE 5.2	407.6	5:36	12:37	10:39	10:21	10:02		
136 P	11:31	6:12	9:05	3:00	5:32 ¹⁰⁶	CLEFT 10.3	412.7	5:32 ¹¹	12:33	10:35	10:15	9:55		
122 IPY	11:44	6:23	9:13	3:09	5:43	DN ORCHARD YL OD 10.3	428.0	5:24	12:24	10:26	10:04	9:40		
150 P	11:59AM	VIA BOISE	VIA BOISE	VIA BOISE	VIA BOISE	OWYHEE 11.7	434.7	VIA BOISE	VIA BOISE	VIA BOISE	VIA BOISE	9:16		
150 P	12:15PM	VIA BOISE	VIA BOISE	VIA BOISE	VIA BOISE	KUNA 12.0	446.7	VIA BOISE	VIA BOISE	VIA BOISE	VIA BOISE	8:48		
73 P		6:31	9:20	3:17	5:51	LEONE 7.3	B-430.3	5:17	12:16	10:17	9:56			
73 P		6:37	9:25	3:23	5:57	BLACK'S CREEK 5.6	B-435.9	5:12	12:10	10:10	9:50			
50 P		6:43	9:31	3:29	6:03	SHAFFER 5.8	B-441.7	5:06	12:03PM	10:03	9:43			
67 PY	VIA KUNA	6:53	9:40 ¹²	3:45	6:20	DN BOISE YL BG 2.3	B-448.4	5:00	11:55AM	9:55 ¹⁰⁵	9:35	VIA KUNA		
P						BOISE JCT. 0.7	B-450.7							
31 P						PERKINS 3.2	B-451.4							
29 P						BEATTY 2.7	B-454.6							
74 P		7:16	9:50	4:06	6:42	D MERIDIAN MD 3.4	B-457.3	4:46	11:37	9:17	9:14			
22 P						SONNA 7.2	B-460.7							
DPTYZ	12:30	7:35	10:08	4:25	7:00	DN-R NAMPA YL AU-Q 4.2	456.6	4:36	11:25	9:05	9:00	8:20		
55 P	12:36	8:00	10:12	4:40	7:14	MOSS 4.8	460.8	4:24	11:07	8:48	8:12	8:10		
204 P	12:43	8:07 ¹²⁶	10:17	4:55	7:28	DN CALDWELL YL CW 3.6	465.6	4:20	11:02	8:43	8:07 ¹²⁵	8:02		
122 P	12:48	8:11	10:20	4:59	7:32	ENROSE 3.3	469.2	4:16	10:55	8:35	8:01	7:57		
127 P	12:52	8:15	10:23	5:02	7:37	D NOTUB U 3.3	472.5	4:13	10:52	8:32	7:57	7:53		
160 P	1:03	8:24	10:30	5:15	7:47 ¹²⁶	DN PARMA MA 7.6	480.8	4:06	10:43	8:25	7:47 ¹¹	7:42		
168 PY	1:13	8:33	10:37	5:27	7:57	DN NYSSA YL SY 10.3	488.4	3:59	10:33	8:18	7:30	7:32		
ES 170 WS 252 PY	1:25	8:45	10:48	5:43	8:14	DN ONTARIO YL ON 3.3	498.7	3:47	10:18	8:05	7:18	7:15		
150 PY	1:31	8:51	10:54	5:53	8:23	DN PAYETTE YL AY 6.8	502.5	3:41	10:07	7:52	7:09	7:01		
150 P	1:40	8:59	11:00	6:00	8:30	CRYSTAL 6.6	509.3	3:35	10:01	7:46	7:02	6:51		
107 PY	1:48	9:06	11:08	6:12	8:41	DN WEISER YL SR 9.8	515.9	3:29	9:55	7:40	6:55	6:41		
150 P	2:01	9:18	11:18	6:24 ²⁰²	8:52	COBB 8.3	526.7	3:20	9:42	7:28	6:43	6:24 ¹⁷		
160 P	2:13	9:33 ¹⁸	11:28	6:34	9:02	ROCK ISLAND 3.1	534.0	3:12	9:33 ¹²⁵	7:19	6:34	6:03		
P						BLAKES JCT. 1.7	537.1							
DOPTWYZ	A 2:30PM	A 10:15AM	A 11:40PM	A 6:50PM	A 9:25AM	DN-R HUNTINGTON YL HU 3.3	538.8	3:05AM	9:25AM	7:10PM	6:25AM	5:50PM		
						VIA KUNA (165.0)		Daily	Daily	Daily	Daily Except Sunday and Monday	Daily		
						VIA BOISE (176.3)								
	(4.15)	(4.55)	(3.15)	(4.40)	(4.55)	..... Thru Time.....	(3.05)	(3.55)	(4.20)	(5.05)	(5.20)		
	38.8	35.8	54.3	37.7	35.8	..... Average speed per hour.....	57.2	45.0	40.7	34.8	30.9		

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, and except that No. 126 is superior to No. 125 and No. 257.—See Rule 72. Between Orchard and Nampa, all extra trains will run via Kuna unless otherwise instructed. Rules 251 to 254, inclusive, apply between end of Centralized Traffic Control territory Glenns Ferry and end of double track 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. 20 June 20, 1955	Mile Post	FIRST CLASS			SECOND CLASS			
	251	33	35	29	36			30	34	278				
	Time Freight	Passenger	Passenger	Passenger	Passenger			Passenger	Passenger	Stock Special				
	Daily	Daily	Daily	Daily										
	STATIONS													
P		11:00AM	1:10AM	12:06AM	POCATELLO JCT. YL	135.1	A 1:40AM	A 2:40AM	A 4:15PM	A 7:30AM				
P	1:30PM	11:05	1:15	12:11	MONTANA JCT. YL	136.7	1:35	2:35	4:10	7:12				
124 P	1:36	11:09	1:19	12:16	TYHEE	140.4	1:31	2:30	4:06	7:05				
150 PW	1:44	11:17	1:24 ³⁰	12:21	D FORT HALL FH	145.7	1:24 ³⁵	2:23	4:00	6:57				
71 P	1:51	11:23	1:30	12:26	GIBSON	151.0	1:13	2:15	3:53	6:49				
ES 66 WS 110 PWY	2:01	11:31	1:37	12:33	DN BLACKFOOT YL BF	158.1	12:58	1:57	3:38	6:34				
72 P	2:10	11:53AM	1:46	12:49	WAPELLO	164.0	12:49	1:46	3:31	6:19				
123 PWY	2:18	12:02PM	1:52	12:54	D FIRTH FR	169.4	12:35	1:35	3:24	6:09				
103 P	2:28	12:13	1:58	1:00	DN SHELLEY SY	175.5	12:28	1:28	3:15	5:59				
71 P	2:34	12:18	2:02	1:05	COTTON	179.3	12:22	1:22	3:08	5:52				
97 P	2:40	12:22	2:06	1:09	BACH YL	183.1	12:18	1:18	3:04	5:45				
DOPTWYZ	3:00 ³⁴	12:40PM	2:20AM	1:15 ³⁰	DN-R IDAHO FALLS YL AX	184.5	12:15AM	1:00 ²⁰	3:00 ²⁵¹	5:40				
51 P	3:20			1:34	PAYNE	191.2		12:50		4:55				
54 P	3:28			1:40	BASSETT	196.5		12:44		4:45				
54 P	3:37			1:47	D ROBERTS AR	202.0		12:37		4:35				
54 P	3:46			1:53	TENNO	207.0		12:30		4:25				
49 P	3:55			1:59	HAWGOOD	212.1		12:24		4:15				
51 P	4:04			2:06	HAMER	217.5		12:17		4:05				
50 PY	4:14			2:13	CAMAS	223.1		12:10		3:55				
49 P	4:23			2:19	JONES	228.2		12:03AM		3:43				
51 PWY	4:50			2:27	DN DUBOIS YL BO	234.9		11:55PM		3:30				
49 P	5:08			2:37	HIGHBRIDGE	242.9		11:41		3:03				
57 P	5:20			2:47 ²⁷⁸	D SPENCER RC	248.5		11:33		2:47 ²⁰				
55 PW	5:46			3:04	HUMPHREY	258.0		11:14		2:15				
61 PY	6:05			3:16	D MONIDA MO	264.7		11:04		1:55				
50 P	6:22			3:30	SNOWLINE	273.7		10:49		1:35				
DPWY	6:50			3:40	DN-R LIMA YL RD	279.9		10:40		1:15				
47 P	8:05			4:05	DELL DE	288.0		10:13		12:08AM				
48 P	8:20			4:13	KIDD	294.0		10:04		11:55PM				
78 P	8:42			4:35	DN ARMSTEAD AD	307.0		9:48		11:28				
48 P	8:57			4:45	GRAYLING	312.9		9:36		11:15				
64 P	9:25 ³⁰			4:56	BARRATTS	320.4		9:25 ²⁵¹		11:00				
64 P	9:45			5:10	DN DILLON YL DN	328.0		9:15		10:45				
36 P	10:00			5:20	BOD	334.4		9:01		10:28				
45 P	10:16			5:29	APEX	340.3		8:54		10:16				
47 PY	10:40			5:45	NAVY	348.7		8:38		9:45				
61 PW	11:10			6:00	D MELROSE VI	358.9		8:23		9:23				
37 P	11:30			6:11	QUINN	364.9		8:12		9:06				
39 P	11:45			6:23	D DIVIDE J	370.1		8:02		8:53				
65 P	11:55PM			6:33	WOODIN	374.3		7:54		8:42				
17 P	12:15AM			6:45	FEELY	380.7		7:45		8:27				
50 P	12:26			6:54	BUXTON	384.6		7:38		8:15				
PWY	A 1:00AM			As 7:10AM	DN-R SILVER BOW YL SB	390.0		7:30PM		8:00PM				
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 7:25 AM	DN BUTTE YL BY	397.0		7:15 PM		7:30 PM				
					(281.9)		Daily	Daily	Daily	Daily				
	(15.30)	(1.40)	(1.10)	(7.19)	..... Thru Time.....	(1.25)	(7.25)	(1.15)	(12.00)				
	18.7	29.6	42.3	35.8	..... Average speed per hour.....	34.9	35.3	39.5	21.8				

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 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. 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. 20 June 20, 1955		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 20 June 20, 1955		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 20 June 20, 1955		Mile Post
	STATIONS				STATIONS				STATIONS		
PTZ	DN-R	KEMMERER YL	0.0	70	PY	MOYER JCT. YL	0.0	53	GLENCOE JCT. YL	0.0	
		1.0 NO. KEMMERER JCT. YL	1.0	53		4.8 GLENCOE JCT. YL	4.8		3.9 ELKOL	3.9	
		1.4 NO. KEMMERER YL	2.4			4.5 BLAZON JCT.	9.3		(3.9)		
		2.7 PHOSPHATE YL	5.1	16		3.7 MINE NO. 8 YL	13.0				
22		4.1 QUEALY YL	9.2								
		(9.2)				(13.0)					

WESTWARD GLENCOE BRANCH EASTWARD			WESTWARD BLAZON BRANCH EASTWARD			WESTWARD CONDA BRANCH EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 20 June 20, 1955		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 20 June 20, 1955		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 20 June 20, 1955		Mile Post
	STATIONS				STATIONS				STATIONS		
53		GLENCOE JCT. YL	0.0		BLAZON JCT.	0.0	178	PY	DN	SODA SPRINGS YL SD	0.0
55		1.9 GLENCOE	1.9		0.8 RADIANT	0.8	80			1.8 MONSANTO YL (Spur)	1.8
		(1.9)			(0.8)		6			1.0 FORMATION (Spur)	2.8
							6			2.8 PANTING	5.6
							19	Y		1.4 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. 20 June 20, 1955		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 20 June 20, 1955		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 20 June 20, 1955		Mile Post		
	STATIONS				STATIONS				STATIONS				
108	P	ALEXANDER YL	0.0	150	PW	D FORT HALL	PH	0.0	123	PWY	D FIRTH	FR	0.0
16	D	6.0 GRACE	6.0	42		9.1 M.P. 9.1	9.1	19			5.2 GOSHEN	5.2	
		(6.0)		132	YZ	11.7 GAY	20.8	22			5.8 GERRARD	11.0	
						(20.8)		11			1.9 INDIAN	12.8	
								14			2.8 HACKMAN	15.6	
								P			6.4 LINCOLN JCT.	22.0	
											(22.0)		

WESTWARD THOMAS BRANCH EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 20 June 20, 1955		Mile Post
	STATIONS		
		THOMAS JCT.	0.0
12		4.4 THOMAS (Spur)	4.4
		0.2 END OF TRACK	4.6
		(4.6)	

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

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	WESTWARD				YELLOWSTONE BRANCH				EASTWARD						
	SECOND CLASS		FIRST CLASS		Time-Table No. 20 June 20, 1955		FIRST CLASS		SECOND CLASS						
	491 Mixed Daily Except Sunday	477 Local Freight Daily Except Sunday	35 Passenger Daily		36 Passenger	492 Mixed	478 Local Freight								
DOPTWYZ		7.55AM	4.30AM		2.45AM	DN-R	AK	IDAHO FALLS YL	0.0	A	11.55PM	A	2.00PM	A	6.00PM
17	PY	A 8.05AM	4.40		2.51			3.0 ORVIN YL	3.0	f	11.38	f	1.50	f	4.10
60	PW		4.55		3.01	D	UN	4.6 UCON	7.6	f	11.28		1.40PM		4.00
64	P		5.20		3.17	D	RG	6.2 RIGBY	13.8	f	11.16				3.45
36			5.35		3.26			4.3 LORENZO	18.1	f	11.05				3.25
25	P		5.55		3.33			2.6 THORNTON	20.7	f	10.58				3.15
67	P		6.25		3.53	D	RX	5.3 REXBURG	26.0	s	10.48				2.55
51	P		6.40		4.03	D	SC	3.8 SUGAR CITY	29.8	f	10.40				2.10
36	PY							1.1 HART	30.9						
110	PWY		6.55		4.24	D	SH	5.9 ST. ANTHONY YL	36.8	f	10.30		A	10.50AM	1.50
	P							1.5 BELT YL	38.3						
43	P		7.20		4.35			4.5 CHESTER	42.8	f	10.17				1.25
46	PWY		A 7.45AM		5.10	DN-R	HN	5.2 ASHTON YL	51.0	s	10.05				1.05PM
								1.5 INGLING	52.5		9.30				
28	P				5.19			5.7 WARM RIVER	58.2	f	9.18				
22	P				5.48			2.7 GERRIT	66.9	f	8.55				
22					6.04			2.8 ECCLES	75.7	f	8.41				
15	P				6.13			4.9 ISLAND PARK	80.6	f	8.33				
26	P				6.26			4.8 TRUDE	85.4	s	8.26				
25	PWY				6.41			5.3 BIG SPRINGS	90.7	s	8.12				
22	PY				6.58			6.5 REAS PASS	97.2	f	7.52				
29	PWY				A 7.30AM	D-R	WS	9.9 WEST YELLOWSTONE YL	107.1		7.30PM				
								(107.1)		Daily			Daily Except Sunday	Daily Except Sunday	
		(0.10)	(3.15)	(4.45)	..... Thru Time	(4.25)				(3.20)			(3.20)	(4.55)	
		18.0	15.7	22.5	..... Average speed per hour	24.2				14.3			14.3	10.4	

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	WESTWARD				TETON VALLEY BRANCH				EASTWARD						
	SECOND CLASS		FIRST CLASS		Time-Table No. 20 June 20, 1955		FIRST CLASS		SECOND CLASS						
	481 Local Freight Daily Except Sunday	47 Passenger Daily			48 Passenger	482 Local Freight									
46	PWY		6.30AM		5.30AM	DN-R	HN	ASHTON YL	0.0	A	9.55PM		A	12.30PM	
19			6.40		5.34			1.8 MARYSVILLE YL	1.8	f	9.45				12.15
33			6.55		5.42			3.0 GRAINVILLE	6.0	f	9.37				12.01PM
22	PW		7.10		5.48	D	MD	2.6 DRUMMOND	8.6	s	9.32				11.50AM
12			7.25		5.56			4.2 FRANCE	12.8	f	9.24				11.33
33	P		7.35		6.04			5.0 LAMONT	15.8	f	9.18				11.23
21			8.08		6.29			10.6 FELT	26.3	f	8.55				10.50
22	PWY		8.23		6.40	D	NA	4.0 TETONIA	30.3	s	8.47				10.35
31			8.42		6.55	D	DI	5.0 DRIGGS	37.2	s	8.33				10.02
19	PWY		A 9.05AM		A 7.15AM	D-R	VR	3.4 VICTOR YL	45.6		8.15PM				9.30AM
								(45.6)		Daily			Daily Except Sunday	Daily Except Sunday	
		(2.35)	(1.45)	..... Thru Time	(1.40)					(3.00)			(3.00)	15.2	
		17.6	26.1	..... Average speed per hour	27.3					15.2			15.2		

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.
No. 35 stop daily, except Sunday and holidays, to dispatch mail at Chester.
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. 20 June 20, 1955	Mile Post	SECOND CLASS	Mile Post	
	439 Mixed					440 Mixed
	Daily Except Sunday					
STATIONS						
	DOPWYZ	7:00PM	DN-R	TWIN FALLS YL NA	0.0	
31	f	7:25		BERGER	10.9	
26	s	7:45		HOLLISTER	19.4	
9	f	7:54		AMSTERDAM (Spur)	23.2	
21	PWY	s		ROGERSON	28.8	
38	f	8:35		METEOR	38.7	
34	f	9:05		IDAVADA	50.1	
34	P	f		DELAPLAIN	58.1	
34	f	9:35		SAN JACINTO	60.7	
34	P	s		CONTACT	68.8	
33	PW	f		HENRY	75.1	
33	f	10:44		SHORES	86.7	
48	PY	f		WILKINS	93.6	
37	f	11:15 ⁴⁴⁰		HERRELL	97.3	
44	PY	s		SUMMER CAMP	102.5	
44	f	11:54PM		MELANDCO	108.9	
35	f	12:10AM		TOWN CREEK	116.1	
	PWY	A	12:30AM	DN-R WELLS YL HU	123.4	
				(123.4)		
		(5.30)		Thru Time	(5.30)	
		22.4		Average speed per hour	22.4	

WESTWARD		NORTH SIDE BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 20 June 20, 1955	Mile Post	SECOND CLASS	Mile Post	
	439 Mixed					440 Mixed
	Daily Except Sunday					
STATIONS						
94	PWY	DN-R	RUPERT YL MS	0.0		
34	P		MYERS YL	4.4		
38	P	D	PAUL YL DJ	5.9		
20			BUDGE	7.9		
54			SCHODDE	15.9		
21			McHENRY	19.8		
22		D	HAZELTON AZ	24.0		
28			BLACK	26.9		
63	W	D	EDEN DX	28.1		
54			PERRINE	34.8		
12			SUGAR LOAF	38.3		
25			FALLS CITY	40.8		
10			BARRYMORE	42.6		
64	WY	DN	JEROME YL JO	47.9		
54		D	WENDELL ND	56.7		
17			KING	58.1		
64			TUTTLE	66.2		
118			BLISS YL	73.6		
120	PY		(73.6)			

WESTWARD		KETCHUM BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 20 June 20, 1955	Mile Post	SECOND CLASS	Mile Post	
	441 Mixed					442 Mixed
	Monday Wednesday Friday					
STATIONS						
WS 121-115 ES 111-130	PWY	6:00AM	DN-R	SHOSHONE YL X	0.0	
39	PWY	A	6:35	D-R RICHFIELD YL FK	15.8	
29	f	6:50		PAGARI	21.7	
27	f	7:10		TIKURA	29.7	
59	PW	s	7:30	D PICABO XN	37.3	
6	f	7:40		HAY	41.8	
10	f	7:45		GANNETT	44.3	
30	s	8:05		BELLEVUE	52.1	
17	W	s	8:16	D HAILEY RI	57.2	
22	f	8:22		BARITE	60.0	
13	f	8:40		TRIUMPH	67.6	
30	W Loop	A	8:45AM	D-R KETCHUM YL KU	69.4	
				(69.4)		
		(2.45)		Thru Time	(3.15)	
		25.2		Average speed per hour	21.4	

WESTWARD		HILL CITY BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 20 June 20, 1955	Mile Post	SECOND CLASS	Mile Post	
	441 Mixed					442 Mixed
	Monday Wednesday Friday					
STATIONS						
39	PWY	D-R	RICHFIELD YL FK	0.0		
10			RAWSON	4.5		
12			BURMAH	9.4		
42	P		MAGIC	21.5		
32			MACON	31.2		
13	P		BLAINE	34.0		
7			RANDS	36.8		
17			SELBY	39.7		
42	PW	D	FAIRFIELD FD	43.8		
32			CORRAL	51.7		
50	WY	D-R	HILL CITY YL HC	57.8		
			(57.8)			

WESTWARD		HOMESTEAD BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 20 June 20, 1955	Mile Post	SECOND CLASS	Mile Post	
	439 Mixed					440 Mixed
	Daily Except Sunday					
STATIONS						
	P		BLAKES JCT.	0.0		
4	P		HOME (Spur)	14.0		
10			MINERAL (Spur)	15.3		
2			STILL (Spur)	16.2		
15			STURGILL (Spur)	27.1		
34	PT	D-R	ROBINETTE YL RQ	32.9		
			(32.9)			

WESTWARD		HOMEDALE BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 20 June 20, 1955	Mile Post	SECOND CLASS	Mile Post	
	439 Mixed					440 Mixed
	Daily Except Sunday					
STATIONS						
168	PY		DN-R NYSSA YL SY	0.0		
19			OVERSTREET	8.1		
20			ADRIAN	10.6		
32			NAFTON	16.9		
62	PWY	D	HOMEDALE YL HR	24.4		
19			CLAYTONIA	31.0		
19	PY	D-R	MARSING YL MR	33.1		
			(33.1)			

WESTWARD		PAYETTE BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 20 June 20, 1955	Mile Post	SECOND CLASS	Mile Post	
	483 Mixed					484 Mixed
	Daily Except Sunday					
STATIONS						
92	PY	6:00AM	DN-R	PAYETTE YL AY	0.0	
18	f	6:20		EFFIE	3.9	
27	P	s	6:30	D FRUITLAND FU	5.1	
19	f	6:40		BUCKINGHAM	6.8	
30	P	s	7:00	D NEW PLYMOUTH NP	11.1	
11	f	7:27		LETHA	21.6	
96	PWY	A	7:50AM	D-R EMMETT YL MF	29.7	
				(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	Time-Table No. 20 June 20, 1955	Mile Post	SECOND CLASS	Mile Post	
	483 Mixed					484 Mixed
	Daily Except Sunday					
STATIONS						
204	P		DN-R CALDWELL YL CW	0.0		
40			SIMPLON YL	2.5		
21			WEITZ YL	3.7		
26			DOLES YL	5.1		
9			GREENLEAF (Spur)	7.0		
13			ALLENDALE	9.7		
43			WILDER YL WR	11.5		
			(11.5)			

WESTWARD		STODDARD BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 20 June 20, 1955	Mile Post	SECOND CLASS	Mile Post	
	483 Mixed					484 Mixed
	Daily Except Sunday					
STATIONS						
	DPYZ		DN-R	NAMPA YL AU-Q	0.0	
17				DEAL	4.4	
44				BOWMONT	8.9	
28				MELBA	14.6	
54				STODDARD	17.1	
				END OF TRACK	20.0	
				(20.0)		

WESTWARD		BOISE BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 20 June 20, 1955	Mile Post	SECOND CLASS	Mile Post	
	483 Mixed					484 Mixed
	Daily Except Sunday					
STATIONS						
	P			BOISE JCT.	0.0	
22				FAIR GROUNDS YL	1.1	
	PTWZ		D-R	BOISE FREIGHT YL BD	3.2	
10				PENITENTIARY SPUR	5.0	
10				VERNON (Spur)	6.3	
				BARBER	8.4	
				(8.4)		

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

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 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. 20 June 20, 1955	Mile Post	SECOND CLASS	Mile Post
	485 Mixed					486 Mixed
STATIONS					
DPYZ	8:30AM	DN-R NAMPY YL AU-Q	0.0	A 2:35PM	
40	f 8:40	FISCHER YL	2.4	2:25	
14	s 9:00	MIDDLETON	9.3	2:10	
15	f 9:20	JENNESS	18.9	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 12:20PM	
32 P	s 11:55 ⁴⁸⁶	D HORSESHOE BEND HB	49.7	s 11:55AM ⁴⁸⁵	
32	f 12:20PM	GARDENA	55.1	f 11:35	
35 PTW	s 1:20	BANKS	64.1	s 11:10	
25 PW	f 2:10	BIG EDDY	75.4	f 10:25	
31 PWY	s 3:00	SMITHS FERRY	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 PWY	A 6:15PM	D-R McCALL YL NE	132.8	7:00AM	
(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. 20	Mile Post	Time-Table No. 20	Mile Post	Time-Table No. 20
	June 20, 1955				
STATIONS					
107 P	DN-R	WEISER YL SR	0.0		
130 TY		REBECCA	6.0		
12		CONCRETE	19.1		
48		MIDVALE	31.8		
23 P		CAMBRIDGE RA	40.5		
35 P	D	GOODRICH	49.8		
3 W		MESA	56.6		
26		COUNCIL YL CN	60.2		
12		HOOVER YL	61.6		
59 PWY	D	GLENDALE	72.0		
7		RUBICON YL	84.1		
6		NEW MEADOWS YL	89.7		
43	D-R				
45 PWY					
(89.7)					

Westward		OREGON EASTERN BRANCH		Eastward	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 20 June 20, 1955	Mile Post	SECOND CLASS	Mile Post
	459 Mixed					460 Mixed
STATIONS					
ES 170 P	1:00PM	DN-R ONTARIO YL ON	0.0	A 4:00PM	
WS 252 Y	f 1:15	CAIRO	3.7	f 3:35	
14	f 1:25	LUSE	6.9	f 3:25	
38	f 1:35	MALLETT	10.0	f 3:15	
24	s 1:55	D-R VALE YL VA	15.5	s 3:00	
134 PY	f 2:20 ⁴⁶⁰	HOPE	23.5	f 2:20 ⁴⁵⁹	
46	f 2:50	LITTLE VALLEY	34.8	f 1:50	
52	s 3:15	HARPER	42.0	s 1:25	
53 P	f 3:40	NAMORF	51.2	f 12:55	
50	f 4:07	JONESBORO	62.2	f 12:28PM	
27	s 4:40	D JUNTURA JN	73.6	s 11:50AM	
53 PWY	f 5:25	LONG	86.6	f 11:10	
50	s 5:50	RIVERSIDE	92.7	s 10:50	
49 PW	f 6:15	DUNNEAN	102.8	f 10:25	
31	f 6:40	VENATOR	110.2	f 10:05	
30 PW	f 7:00	CIRCLE BAR	117.9	f 9:45	
20	s 7:30	CRANE	126.6	s 9:15	
31 PW	f 8:20	REDESS	143.5	f 8:32	
31	A 9:00PM	D-R BURNS YL BR	156.8	8:00AM	
23 P					
WYZ					
(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. 20	Mile Post	Time-Table No. 20	Mile Post	Time-Table No. 20
	June 20, 1955				
STATIONS					
134 PY	D-R	VALE YL VA	0.0		
20		LANCASTER (Spur)	11.4		
29		JAMIESON	17.3		
31 PY		BROGAN YL	23.3		
(23.3)					

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 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		Spur 2.4 Mi. PY	Both	Ketchum Branch			
Leefe.....	64.8	13 P	West	Priest.....(5).....	33.9	{ 7	East
Onyx.....	197.5	140 P	East	Gimlet.....(5).....	63.2	7	West
Inkom Ballast Quarry....	202.9					32	East
Second Subdivision		{43 PX	Both	Payette Branch			
Don.....	219.6	{72 PX	Both	Little Rock.....	18.9	9	Both
Schiller.....	226.5	11 P	Both	Stoddard Branch			
Coates.....	369.5	8 P	West	Westma.....	11.6	9	East
Sand Bank.....	370.9	42 PX	Both	Idaho Northern Branch			
Third Subdivision		B-445.1	Both	Maddens.....(6).....	6.1	5	East
Hillcrest.....	485.9	26	Both	Josephson.....(6).....	12.6	12	Both
Apple Valley.....	491.7	45 P	Both	Amsco.....	13.6	12	Both
Arcadia.....	500.9	32	West	Bramwell.....(6).....	22.2	5	East
Washoe Spur.....	506.2	10	Both	Black Canyon.....(6).....	33.0	5	East
Wood.....	512.7	23	Both	Archabal.....(6).....	127.4	9	Both
Feltham.....				Oregon Eastern Branch			
Fourth Subdivision				Lawen.....(7).....	138.4	3	East
Chubbuck.....	138.2	36	Both	New Meadows Branch			
Mitchell.....	176.9	17	Both	Presley.....	11.7	9	Both
Red Rock.....(1).....	302.8	25	Both	Diamond.....	26.7	4 W	West
Rock.....	314.6	62 P	Both	Tamarack.....	81.9	29	Both
Dalys.....(1).....	316.4	14 P	Both				
Glen.....(1).....	347.8	8	West				
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				
Dwight.....(2).....	32.7	None	Both				
Fox Creek.....(2).....	42.3	12	None				
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				
North Side Branch							
Travers.....	3.5	18	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. 47-48. (6) Flag stop for Nos. 485-486.
(3) Flag stop for Nos. 409-410. (7) Flag stop for Nos. 459-460.
(4) Flag stop for No. 492.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Train	At	Discharge Passengers From	Pick up Passengers Destined To
17	Any station First Subdivision.	Green River or beyond.	Pocatello or beyond.
17	Any station Second and Third Subdivisions.	Ogden, Pocatello or beyond.	Huntington or beyond.
18	Any station First Subdivision.	Pocatello or beyond.	Green River or beyond.
18	Any station Second and Third Subdivisions.	Huntington or beyond.	Pocatello, Ogden or beyond.
105	Minidoka, Gooding, Mountain Home, Caldwell, Nyssa, Ontario, Weiser.	Omaha or beyond.	Portland or beyond.
106	Weiser, Ontario, Nyssa, Caldwell, Mountain Home, 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 locomotive and all light-weight roller-bearing passenger equipment.
Designation "Psgr."—Train with steam locomotive and all passenger train equipment; train with Diesel 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 a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Frt.		Str.	Psg.	Frt.
Maximum speed.	79	79	50	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first 5 miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35 20
No. 125 and No. 126, maximum speed.		60	60	Trains handling company roadway machines on their own wheels, except wrecking derricks— On main line and Twin Falls Branch: On straight track. On curves. Between Idaho Falls and Ashton. On other branch lines.			30 25 20 15
No. 49 and No. 50 between Pocatello and Minidoka, maximum speed.		60	60	Trains handling dead steam locomotives: With a side rod or main rod removed.			15
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	With side rods and main rods in place.			25
Inspection bus cars.		40	40	Jordan spreaders and other machines of spreader type, when in operation.			15
Battery motor car 01886.		50		Trains handling scale test cars— On main line, Twin Falls Branch and between Idaho Falls and Ashton. On other branch lines.			30 20
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines			20
Within yard limits— Protected by continuous block signal system. Not protected by continuous block signal system. On branch lines.	60 50 30	50 40 30	25 25 15	Trains handling U. P. ore cars Nos. 8000 to 8499 . .			45
No. 125 and No. 126, within yard limits.		40	40	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 6
Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Passing fueling stations— On main lines. On branch lines.	50	40 30	25 15
Diesel 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 40	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement.	20	20	20
1500 class Diesel road freight locomotives.	50	50	50	Over spring switches, where movement is over facing point switches, except at Reverse, Blaser and Pescadero.	20	20	20
Diesel freight and road switch locomotives.	65	65	50	When using cross-overs or turn-outs: Forward movement. Back-up movement.	15 10	15 10	15 10
1000-1100 class Diesel yard switch locomotives in road service.	35	35	35	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
1800 class Diesel yard locomotives in road service.	50	50	50	On wye tracks.	6	6	6
Steam engines running backward.	20	20	20	Through tunnels, branch lines.		10	10
7000-7800 class engines, except between McCammon and Pocatello.		70	50	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch lines. (Slower speed must be observed where conditions require.)			25 15
7000-7800 class engines, between McCammon and Pocatello.		75	50				
MacArthur type engines with 63-inch drivers.		55	50				
MacArthur type engines with 57-inch drivers.		35	35				
3700 and 3900 class engines.		65	50				
3800 class engines.		60	50				
5000 class engines.		50	50				
Consolidation type engines.		35	35				

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Frt.		Str.	Psg.	Frt.		Str.	Psg.	Frt.
Maximum speed.	75	75	50	Cokeville Over streets and alleys.	30	30	30	Alexander Between M.P. 152.1 and 152.4.	60	50	40
Granger Between M.P. 0.0 and 0.8.	40	35	25	Between M.P. 87.4 and 87.7.	60	50	40	Bancroft Between M.P. 163.6 and 163.9.	70	60	50
Between M.P. 3.4 and 3.7.	70	60	50	Border Between M.P. 92.9 and 93.1.	60	50	40	Between M.P. 164.2 and 164.7.	70	60	50
Moxa Between M.P. 12.1 and 12.3.	70	60	50	Between M.P. 96.7 and 96.9.	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	Pegram Between M.P. 98.3 and 99.2.	60	50	40	Between M.P. 168.9 and 169.3.	60	50	40
Nutria Between M.P. 16.1 and 16.4.	70	60	50	Between M.P. 99.5 and 99.7.	70	60	50	Pebble Between M.P. 171.2 and 171.7.	60	50	40
Between M.P. 18.1 and 18.3.	60	50	40	Between M.P. 102.6 and 104.9.	60	50	40	Between M.P. 171.9 and 174.7.	70	60	50
Cosgriff Between M.P. 21.1 and 21.5.	70	60	50	Harer Between M.P. 105.2 and 105.4.	70	60	50	Broxon Between M.P. 176.3 and 176.7.	70	60	50
Between M.P. 23.6 and 23.8.	70	60	50	Between M.P. 114.9 and 115.2.	50	40	25	Blaser Between M.P. 177.4 and 178.5.	60	50	40
Opal Between M.P. 28.7 and 29.6.	70	60	50	Montpelier Between M.P. 115.9 and 116.2.	50	40	25	M.P. 179.0 to 180.0 (Westward).	45	35	20
Between M.P. 31.3 and 32.3.	50	40	30	Between M.P. 120.6 and 123.4.	60	50	40	M.P. 180.0 to 179.0 (Eastward).	50	40	35
Between M.P. 33.0 and 33.1.	70	60	50	Between M.P. 125.1 and 125.3.	70	60	50	Lava Hot Springs Between M.P. 180.1 and 181.7.	70	60	50
Waterfall Between M.P. 34.6 and 34.8.	60	50	40	Between M.P. 125.8 and 126.7.	60	50	40	Between M.P. 181.8 and 183.1.	60	50	40
Between M.P. 35.5 and 36.5.	50	40	25	Georgetown Between M.P. 127.6 and 127.9.	70	60	50	Between M.P. 183.2 and 184.8.	70	60	50
Between M.P. 36.5 and 38.9.	40	35	25	Between M.P. 128.2 and 128.7.	60	50	40	Topaz Between M.P. 185.5 and 185.7.	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. 186.1 and 187.3.	50	40	30
Between M.P. 43.1 and 44.0, watch for rocks.	25	20	20	Between M.P. 131.6 and 132.2.	70	60	50	Between M.P. 187.4 and 187.9.	60	50	40
Between M.P. 44.0 and 49.2.	50	40	30	Cavanaugh Between M.P. 135.5 and 135.8.	70	60	50	Between M.P. 188.1 and 190.3.	70	60	50
Between M.P. 49.2 and 49.4.	40	35	25	Manson Between M.P. 138.6 and 139.3.	60	50	40	McCammon Between M.P. 195.0 and 195.4.	60	50	40
Fossil Between M.P. 54.5 and 57.8.	40	35	25	Rose Between M.P. 141.0 and 141.9.	60	50	40	Onyx Between M.P. 197.7 and 200.3.	70	60	50
Nugget Between M.P. 58.0 and 59.5.	70	60	50	Between M.P. 142.4 and 143.5.	70	60	50	Between M.P. 200.4 and 201.1.	60	50	40
Orr Between M.P. 60.9 and 61.2.	70	60	50	Between M.P. 143.7 and 143.9.	60	50	40	Inkom Between M.P. 202.3 and 202.5.	60	50	40
Sage Between M.P. 63.6 and 65.4.	60	50	40	Between M.P. 144.6 and 145.2.	60	50	40	Between M.P. 207.2 and 208.4.	70	60	50
Between M.P. 66.5 and 68.2.	70	60	50	Soda Springs Over streets and alleys.	30	30	30	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.	Pagr.	Fr.		Str.	Pagr.	Fr.		Str.	Pagr.	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	25	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.	Pagr.	Fr.		Str.	Pagr.	Fr.		Str.	Pagr.	Fr.
Glenns Ferry Eastward, over Commercial Street Crossing.	20	20	20	Leone Between M.P. B-431.0 and B-433.8.	70	60	50	Nampa Between passenger depot and M.P. 456.3.	15	15	15
Between M.P. 376.5 and 377.6.	60	50	40	Between M.P. B-433.9 and B-434.3.	60	50	40	Caldwell Over streets and alleys.	25	25	25
Between M.P. 378.6 and 379.3.	45	40	25	Black's Creek Between M.P. B-435.8 and B-436.1.	70	60	50	Between M.P. 482.8 and 483.0.	70	60	50
Hammett Between Hammett and Reverse.	65	60	40	Between M.P. B-438.5 and B-438.8.	70	60	50	Between M.P. 484.5 and 485.0.	70	60	50
Between M.P. 385.6 and 387.0.	60	50	40	Between M.P. B-439.4 and B-440.4.	50	40	25	Washoe Spur With 5000 class engines.			5
Between M.P. 389.8 and 390.6.	60	50	40	Between M.P. B-440.4 and B-446.1.	60	50	40	Ontario No. 106, to exchange mail.	10		
Mountain Home Over street crossings.	25	25	25	Boise Between M.P. B-448.3 and B-449.1.	50	40	25	Payette Between Payette and Weiser, trains handling logs.			30
Orchard Between M.P. 428.4 and 429.0.	60	50	40	Between M.P. B-450.5 and B-451.0.	70	60	50	Weiser Between M.P. 523.1 and 526.1.	70	60	50
Kuna Between M.P. 447.5 and 450.8.	60	50	40	Meridian No. 17, to exchange mail. No. 18, to dispatch mail.			20 40	Between M.P. 526.4 and 535.9.	60	50	40
Nampa				Sonna Between M.P. B-467.0 and B-467.8.	40	25	25	Between M.P. 535.9 and 539.0.	40	25	25
Orchard Between M.P. B-423.5 and B-423.9.	60	50	40	Huntington							
Between M.P. B-429.1 and B-430.0.	60	50	40								

FOURTH SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Pagr.	Fr.		Pagr.	Fr.		Pagr.	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.	59	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 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 3800, 5000 and 7000 class engines.	5	5

BRANCHES

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

BRANCHES (Continued)								
Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
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	First Class Trains, within yard limits.	30	30	Boise Branch Between Boise Jct. and Boise Freight.		25
Light MacArthur type engines.		20	3800 class engines.	30	30	Between Boise Freight and Barber.		15
Yellowstone Branch Between Idaho Falls and Ashton.	50	35	Rupert, on west leg of wye.	10	10	Stoddard Branch Maximum speed.		20
Between Idaho Falls and West Yellowstone with MacArthur type engines.	40	30	Rupert, over streets and alleys.	12	12	Between Stoddard and end of track.		15
Between Ashton and Gerrit, watch for rocks.	35	25	Bridge 20.10.	25	25	Idaho Northern Branch Maximum speed.		30
Between Gerrit and Big Springs	50	35	Burley, within city limits.	20	20	Between Jenness and Bramwell.		20
Between Big Springs and West Yellowstone, watch for rocks.	35	25	Burley, over street crossings.	12	12	Trains handling high cars between Jenness and Bramwell.		12
Rexburg, Sugar City and St. Anthony, over streets and alleys.	20	20	Burley, within city limits.	40	40	Between Plaza and Banks. Watch for rocks between Black Canyon and Banks.		25
St. Anthony, over highway crossing just west of depot.	8	8	McMillan, on tracks leading to sugar factory, with 3800 class engines.	10	10	Banks, westward around curve east of east siding switch, to east switch.		5
Between M.P. 55.4 and 55.7.	20	15	Buhl, on mill and elevator track with MacArthur type engines.		5	Between Banks and Smiths Ferry, watch for rocks.		15
Between M.P. 59.6 and 65.9.	20	15	North Side Branch Maximum speed.		30	Trains handling logs or high cars between Banks and M.P. 81.0.		12
Between M.P. 72.9 and 73.2.	35	25	Heavy MacArthur type engines.		15	Between Smiths Ferry and Cabarton, watch for rocks.		20
Between M.P. 74.0 and 74.2.	30	25	Between M.P. 30.0 and 30.5.		20	M.P. 31.4.		20
Between M.P. 85.2 and 85.5.	35	25	Raft River Branch Maximum speed.		20	Between M.P. 33.0 and 35.4.		10
Between M.P. 86.4 and 87.0.	20	15	Burley, within city limits.		20	Bridge 36.61.		20
Between M.P. 92.1 and 95.0.	20	15	Burley, over street crossings.		12	Between M.P. 99.6 and 108.3.		20
Between M.P. 99.9 and 100.8.	20	15	Oakley Branch Maximum speed.		25	Between M.P. 111.4 and 111.6.		20
East Belt Branch Maximum speed.		25	Light MacArthur type engines.		20	Between M.P. 113.0 and 113.3.		20
Light MacArthur type engines between Lincoln Jct. and Orvin.		20	Burley, within city limits.		20	Between M.P. 128.2 and 128.5.		15
Light MacArthur type engines between Lincoln Jct. and Ririe.		15	Burley, over street crossings.		12	McCall, over street crossings.		10
Truss bridges.		15	Wells Branch Maximum speed.		30	Wilder Branch Maximum speed.		25
West Belt Branch Maximum speed.		25	Between M.P. 31.1 and 36.1.		25	Homedale Branch Maximum speed.		25
Truss bridges.		15	Between M.P. 45.9 and 53.3.		25	Oregon Eastern Branch Maximum speed.		25
Highway Crossing M.P. 37.44.	5	5	Between M.P. 69.6 and 71.6.		25	Hope Between M.P. 20.5 and 33.5, watch for rocks.		20
			Between M.P. 91.1 and 91.4.		25	Little Valley Between M.P. 36.5 and 37.6, watch for rocks.		20
			Wells yard.		15			
			Ketchum Branch Maximum speed.	40	30			
			Bridge 16.04 with MacArthur type engines.	15	15			
			Bellevue, over streets and alleys.	12	12			

BRANCHES (Continued)								
Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
Little Valley (Continued) Between M.P. 37.6 and 37.7, soft spot.		10	Circle Bar Between M.P. 119.0 and 124.0, watch for rocks.		20	Between Concrete and M.P. 30.0. Straight track. On curves.		15 10
Between M.P. 37.7 and 38.2, watch for rocks.		20	Brogan Branch 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	Engines running backwards.		10
Dunnean Between M.P. 103.5 and 106.5.		20	Engines running backwards.		10	Between Weiser and Concrete. Straight track. On curves.	25 20	20
Bridge 106.14.		15	Homestead Branch Maximum speed, watch for rocks. On curves.					15

SYMBOLS AND ABBREVIATIONS

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

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

The following letters placed in column provided in time-table indicate:
 D—diesel oil station;
 I—interlocking;
 O—fuel oil station;
 P—dispatcher's telephone;
 T—turntable;
 W—water station;
 X—cross-over;
 Y—wye;
 Z—track scales;
 AI—automatic interlocking;
 CS—center siding;
 ES—eastward siding;
 WS—westward siding.

Standard clocks are located as shown below:

Blackfoot.....	Telegraph Office	Nampa.....	East End Switch Shanty
Boise Freight.....	Yard Telegraph Office	Nampa.....	West End Switch Shanty
Boise Freight.....	13th Street Yard Office	New Meadows.....	Telegraph Office
Buhl.....	Telegraph Office	Nyssa.....	Telegraph Office
Burns.....	Telegraph Office	Ontario.....	Telegraph Office
Emmett.....	Telegraph Office	Payette.....	Telegraph Office
Glenns Ferry.....	Telegraph Office	Pocatello.....	Train Dispatcher's Office
Glenns Ferry.....	Yard Office	Pocatello.....	Yard Telegraph Office
Huntington.....	Yard Office	Pocatello.....	Switchmen's Locker Room
Huntington.....	Telegraph Office	Pocatello.....	Engine Crew Dispatcher's Office
Idaho Falls.....	Telegraph Office	Pocatello.....	Train Crew Dispatcher's Office
Idaho Falls.....	Yard Office	Pocatello.....	West End Yardmaster's Office
Idaho Falls.....	Enginemen's Register Room	Pocatello.....	Tower Locker Room
Kemmerer.....	Telegraph Office	Pocatello.....	Passenger Conductors' Register Room, Passenger Station
Ketchum.....	Telegraph Office	Rupert.....	Telegraph Office
Lima.....	Telegraph Office	Shoshone.....	Telegraph Office
Marsing.....	Telegraph Office	Silver Bow.....	Telegraph Office
McCall.....	Telegraph Office	Twin Falls.....	Telegraph Office
Minidoka.....	Telegraph Office	Twin Falls.....	Freight Office
Montpelier.....	Telegraph Office	Victor.....	Telegraph Office
Nampa.....	Telegraph Office	Weiser.....	Telegraph Office
Nampa.....	Central Yard Switch Shanty	Wells.....	Telegraph Office
Nampa.....	Roundhouse Office	West Yellowstone.....	Telegraph Office
Nampa.....	Train Dispatcher's 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.		