

UNION PACIFIC RAILROAD COMPANY  
NORTHWESTERN DISTRICT



IDAHO DIVISION

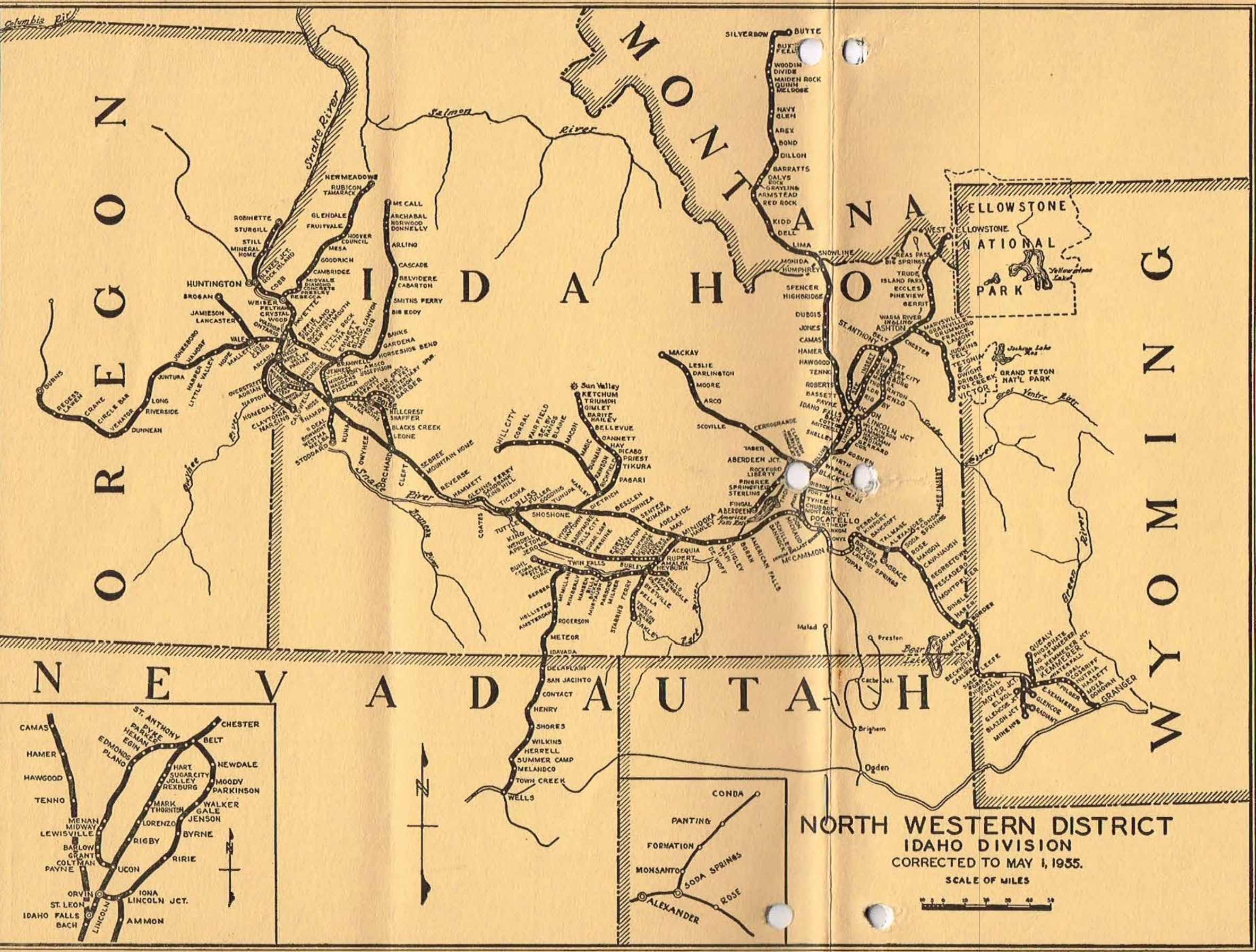
TIME-TABLE  
No. 22

Effective Sunday  
**October 30, 1955**  
At 12:01 A.M. Mountain Time

*Safety Gains  
Where Courtesy Reigns*

FOR EMPLOYEES ONLY

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







**WESTWARD SECOND SUBDIVISION**

**SECOND SUBDIVISION EASTWARD**

**Time-Table No. 22**  
October 30, 1955

**Time Table No. 22**  
October 30, 1955

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS						STATIONS
	125 Time Freight	105 Streamliner Passenger	33 Passenger	17 Passenger	49 Mixed	11 Mail and Express	29 Passenger		
			Daily	Daily	Daily	Daily	Daily	Daily	
DOPTWYZ	1:45 AM	5:55 PM	10:55 AM	10:35 AM	4:00 AM	12:15 AM	12:10 AM	<b>CENTRALIZED TRAFFIC CONTROL</b> (DN-R) POCATELLO YL (H-CA) PO (2.4) POCATELLO JCT. YL (3.0) MICHAUD (5.8) BANNOCK (5.4) DN AMERICAN FALLS (AF) (3.8) BORAH (7.8) QUIGLEY (5.9) WAPI (3.8) DEWOFF (7.5) HAWLEY (5.1) DN MINIDOKA (RT) (3.8) MAX (8.1) ADELAIDE (4.7) KIMAMA (6.7) SENTER (7.8) OWINZA (5.8) BESSLEN (4.6) DIETRICH (9.0) DN SHOSHONE (X) (6.7) TUNUPA (6.7) DN GOODING (GD) (6.3) FULLER (6.8) BLISS (9.8) TICESKA (6.7) KING HILL (DN-R) GLENN'S FERRY YL (GF)	
P			11:00 AM		4:15		12:15 AM		
CS 153 P									
118 P									
145 P		6:17		11:03	4:35	12:43			
120 P									
119 P									
119 P					4:55				
119 P									
119 P									
101 289 PWY		6:46		11:45 AM	5:20 AM	1:20			
119 P									
119 P									
119 P									
122 P									
119 P						1:59			
116 P									
WS 121-115 ES 111-130 PWY		7:32		12:40 PM		2:20			
118 P									
117 60 P		7:48		1:00		2:40			
120 P									
118 120 PY				1:13		2:53			
CS 120 P WS 99									
CS 139 P		8:14		1:36		3:16			
DPTY	5:10 AM	8:25 PM		1:50 PM		3:35 AM			

Mile Post	FIRST CLASS						SECOND CLASS
	30 Passenger	106 Streamliner Passenger	34 Passenger	18 Passenger	50 Mixed	12 Mail and Express	
	Daily	Daily	Daily	Daily	Daily	Daily	
213.9	2:45 AM	8:20 AM	4:30 PM	4:55 PM	10:30 PM	2:50 AM	3:30 PM
216.3	2:30 AM		4:15 PM				
224.3					9:47		
230.1							
238.5		7:54		4:21	9:30	2:15	
242.3							
250.1							
256.0					9:10		
259.8							
267.3							
272.4		7:24		3:45	8:50 PM	1:40	
276.2							
284.3							
289.0							
295.7							
303.5							
309.3							
313.9							
321.8		6:40		2:50		12:45	
330.8							
337.5		6:22		2:27		12:20	
344.2							
350.5						12:01 AM	
357.3							
367.1						11:40 PM	
373.8		5:45 AM		1:40 PM		11:30 PM	11:45 AM

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

..... 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.

For conditional stops to discharge or pick up revenue passengers.—See page 17.  
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. 22 October 30, 1955	Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 22 October 30, 1955	Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 22 October 30, 1955	Mile Post
STATIONS			STATIONS			STATIONS		
PTZ	DN-R KEMMERER YL Z	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		(13.0)				
	(9.2)							

WESTWARD GLENCOE BRANCH EASTWARD			WESTWARD BLAZON BRANCH EASTWARD			WESTWARD CONDA BRANCH EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 22 October 30, 1955	Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 22 October 30, 1955	Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 22 October 30, 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. 22 October 30, 1955	Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 22 October 30, 1955	Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 22 October 30, 1955	Mile Post
STATIONS			STATIONS			STATIONS		
108 P	ALEXANDER YL	0.0	150 PW	D FORT HALL FH	0.0	123 PW	D FIRTH FR	0.0
16	6.0 GRACE GA	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	1.8 INDIAN	12.8
						14	2.8 HACKMAN	15.6
						P	8.4 LINCOLN JCT.	22.0
							(22.0)	

WESTWARD THOMAS BRANCH EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 22 October 30, 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.

WESTWARD YELLOWSTONE BRANCH EASTWARD											
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			FIRST CLASS		Time-Table No. 22 October 30, 1955	Mile Post	FIRST CLASS		SECOND CLASS	
	491 Mixed	477 Local Freight	31 Passenger	32 Passenger	492 Mixed			478 Local Freight			
									Daily Except Sunday	Daily Except Sunday	
STATIONS											
		7:55AM	4:30AM		7:00AM	DN-R IDAHO FALLS YL AK	0.0	A 2:30PM		A 2:00PM	A 6:00PM
17 PY		8:05AM	4:40		7:06	3.0 ORVIN YL	3.0	f 2:13		f 1:50	4:10
60 PW			4:55		7:14	4.6 UCON UN	7.6	s 2:05		1:40PM	4:00
54 P			5:20		7:25	6.2 RIGBY RG	13.8	s 1:55		Via West Bat Branch	3:45
38			5:35		7:31	4.3 LORENZO	18.1	s 1:48			3:25
25 P			5:55		7:36	2.6 THORNTON	20.7	s 1:43			3:15
67 P			6:25		7:46	5.3 REXBURG RX	26.0	s 1:35			2:55
51 P			6:40		7:53	3.8 SUGAR CITY SC	29.8	s 1:28			2:10
36 PY						1.1 HART	30.9				
110 PWY			6:55		8:05	5.9 ST. ANTHONY YL SH	36.8	s 1:18		10:50AM	1:50
P						1.5 BELT YL	38.3			10:40AM	
43 P			7:20		8:15	4.5 CHESTER	42.8	s 1:07			1:25
46 PWY		A 7:45AM			8:35AM	8.2 ASHTON YL HN	51.0	12:55PM			1:05PM
						1.5 INGLING	52.5				
28 P						5.7 WARM RIVER	58.2				
22 P						8.7 GERRIT	66.9				
22						3.8 ECCLES	75.7				
15 P						4.9 ISLAND PARK	80.6				
26 P						4.8 TRUDE	85.4				
25 PWY						5.3 BIG SPRINGS	90.7				
22 PY						6.6 REAS PASS	97.2				
29 PWY						9.9 WEST YELLOWSTONE YL WS	107.1				
						(107.1)		Daily		Daily Except Sunday	Daily Except Sunday
		(0.10)	(3.15)	(1.35)		..... Thru Time.....	(1.25)		(3.20)	(4.55)	
		18.0	15.7	32.2		..... Average speed per hour.....	32.2		14.3	10.4	

WESTWARD TETON VALLEY BRANCH EASTWARD											
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			FIRST CLASS		Time-Table No. 22 October 30, 1955	Mile Post	FIRST CLASS		SECOND CLASS	
	481 Local Freight	31 Passenger	32 Passenger	482 Local Freight							
					Daily Except Sunday			Daily			
STATIONS											
46 PWY		6:30AM		8:40AM	DN-R ASHTON YL HN	0.0	A 12:50PM		A 12:30PM		
19		6:40		f 8:44	1.8 MARYSVILLE YL	1.8	f 12:40		12:15		
33		6:55		f 8:52	4.2 GRAINVILLE	6.0	f 12:32		12:01PM		
22 PW		7:10		s 8:58	2.6 DRUMMOND MD	8.6	s 12:27		11:50AM		
12		7:25		f 9:06	4.0 FRANCE	12.8	f 12:19		11:33		
33 P		7:35		s 9:13	3.0 LAMONT	16.8	s 12:13PM		11:23		
21		8:08		s 9:37	10.6 FELT	26.3	s 11:50AM		10:50		
22 PWY		8:23		s 9:47	4.0 TETONIA NA	30.3	s 11:42		10:35		
31		8:42		s 10:02 <sup>482</sup>	8.4 DRIGGS DI	37.2	s 11:28		10:02 <sup>31</sup>		
19 PWY		A 9:05AM		A 10:20AM	6.9 VICTOR YL VR	45.6	11:10AM		9:30AM		
					(45.6)		Daily		Daily Except Sunday		
		(2.35)	(1.40)		..... Thru Time.....	(1.40)		(3.00)	(8.00)		
		17.6	27.3		..... 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. 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. Time-Table No. 22 October 30, 1955. Second Class 421 409. Stations: BLACKFOOT YL, CLARKSON, MORELAND, THOMAS JCT., ABERDEEN JCT. YL, TABER, SCOVILLE, ARCO YL RO, MOORE, DARLINGTON, LESLIE, MACKAY YL MY. (85.3)

WESTWARD ABERDEEN BRANCH EASTWARD WESTWARD WEST BELT BRANCH EASTWARD. Time-Table No. 22 October 30, 1955. Second Class 421 422. Stations: ABERDEEN JCT. YL, ROCKFORD, LIBERTY, PINGREE, SPRINGFIELD, STERLING, FINGAL, ABERDEEN YL BN, UCON, LEWISVILLE, MENAN, PLANO, EDMONDS, EGIN, HEMAN, PARKER, ST. ANTHONY YL SH. (88.7)

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 TWIN FALLS BRANCH EASTWARD. Time-Table No. 22 October 30, 1955. Second Class 439 475. First Class 49. Stations: MINIDOKA YL, ACEQUIA, RUPERT YL, AMALGA, HEYBURN, BURLEY YL, STARRH'S FERRY, MILNER, PARSONS, MURTAUGH, BICKEL, BILLS, HANSEN, KIMBERLY, McMILLAN YL, TWIN FALLS YL, CURRY, FILER, PEAVEY, CEDAR, BUHL YL. (73.8)

WESTWARD OAKLEY BRANCH EASTWARD WESTWARD RAFT RIVER BRANCH EASTWARD. Time-Table No. 22 October 30, 1955. Stations: BURLEY YL, RUBY, BEETVILLE, PELLA, KENYON, CHURCHILL, TROUT, MARION, WARR, OAKLEY, BURLEY YL, UNITY, ELCOCK, EVANS, SPRINGDALE, HATCH, DECLO. (21.8) (9.1)

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.

WESTWARD			WELLS BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 22		Mile Post	SECOND CLASS	Mile Post	
	439 Mixed	October 30, 1955			440 Mixed		
	Daily Except Sunday	STATIONS					
	DOPWYZ	7:00 PM	DN-R	TWIN FALLS YL NA	0.0	A 3:30 AM	
31		f 7:25		BERGER	10.9	f 2:46	
26		s 7:45		HOLLISTER	8.5	s 2:26	
9		f 7:54		AMSTERDAM (Spur)	3.5	f 2:15	
21	PWY	s 8:10		ROGERSON	5.5	s 2:01	
38		f 8:35		METEOR	9.5	f 1:34	
34		f 9:05		IDAVADA	11.4	f 1:07	
34	P	f 9:19		DELAPLAIN	6.0	f 12:53	
34		f 9:35		SAN JACINTO	4.0	f 12:43	
34	P	s 9:59		CONTACT	8.1	s 12:26	
33	PW	f 10:14		HENRY	6.3	f 12:09 AM	
33		f 10:44		SIORES	11.5	f 11:45 PM	
48	PY	f 11:04		WILKINS	6.9	f 11:30	
37		f 11:15 <sup>410</sup>		HERRELL	3.7	f 11:15 <sup>439</sup>	
44	PY	s 11:34		SUMMER CAMP	5.2	s 10:55	
44		f 11:54 PM		MELANDCO	0.4	f 10:34	
35		f 12:10 AM		TOWN CREEK	7.2	f 10:17	
	PWY	A 12:30 AM	DN-R	WELLS YL HU	123.4	10:00 PM	
				(123.4)		Daily Except Sunday	
(5.30) ..... Thru Time .....						(5.30)	
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. 22		Mile Post	SECOND CLASS	Mile Post	
	441 Mixed	October 30, 1955			442 Mixed		
	Monday Wednesday Friday	STATIONS					
	WS 121-115 PWY ES 111-130	6:00 AM	DN-R	SHOSHONE YL X	0.0	A 12:45 PM	
39	PWY	s 6:35	D-R	RICHFIELD YL FK	15.3	s 12:05 PM	
29		f 6:50		PAGARI	6.4	f 11:45 AM	
27		f 7:10		TIKURA	8.0	f 11:25	
59	PW	s 7:30	D	PICABO XN	7.8	s 11:05	
6		f 7:40		HAY	4.5	f 10:50	
10		f 7:45		GANNETT	2.5	f 10:45	
30		s 8:05		BELLEVUE	7.8	s 10:25	
17	W	s 8:16	D	HAILEY RI	5.1	s 10:05	
22		f 8:22		BARITE	2.8	f 9:52	
13		f 8:40		TRIUMPH	7.6	f 9:35	
30	W Loop	A 8:45 AM	D-R	KETCHUM YL KU	1.8	9:30 AM	
				(69.4)		Monday Wednesday Friday	
(2.45) ..... Thru Time .....						(3.15)	
25.2 ..... Average speed per hour.....						21.4	

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			HOMESTEAD BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 22		Mile Post	SECOND CLASS	Mile Post	
		October 30, 1955					
		STATIONS					
	P			BLAKES JCT.	0.0		
4	P			HOME (Spur)	14.0		
10				MINERAL (Spur)	1.3		
2				STILL (Spur)	0.9		
15				STURGILL (Spur)	10.9		
34	PT		D-R	ROBINETTE YL RQ	5.8	32.9	
(32.9)							

WESTWARD			PAYETTE BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 22		Mile Post	SECOND CLASS	Mile Post	
	483 Mixed Daily Except Sunday	October 30, 1955			484 Mixed		
		STATIONS					
92	PY	6:00 AM	DN-R	PAYETTE YL AY	0.0	A 2:45 PM	
18		f 6:20		EIFFIE	3.9	f 2:30	
27	P	s 6:30	D	FRUITLAND FU	1.2	s 2:25	
19		f 6:40		BUCKINGHAM	1.7	f 2:06	
30	P	s 7:00	D	NEW PLYMOUTH NP	4.3	s 1:55	
11		f 7:27		LETHA	10.5	f 1:23	
96	PWY	A 7:50 AM	D-R	EMMETT YL MF	8.1	1:00 PM	
				(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. 22		Mile Post	SECOND CLASS	Mile Post	
		October 30, 1955					
		STATIONS					
	DPYZ			NAMPA YL AU-Q	0.0		
17				DEAL	4.4		
44				BOWMONT	4.5		
28				MELBA	5.7		
54				STODDARD	2.5		
END OF TRACK						20.0	
(20.0)							

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. 22 October 30, 1955	Mile Post	SECOND CLASS
	485			486
	Mixed			Mixed
		<b>STATIONS</b>		
DPYZ	8:30AM	DN-R NAMPA YL AU-Q	0.0	A 2:35PM
49	f 8:40	FISCHER YL	2.4	2:25
14	s 9:00	MIDDLETON	9.3	a 2:10
15	f 9:20	JENNESS	18.9	f 1:40
98 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 11:55AM	D HORSESHOE BEND HB	49.7	s 11:55AM
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	a 3:00	SMITHS FERRY	83.0	a 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)				
(9.45) ..... Thru Time ..... (7.35) 13.6 ..... Average speed per hour ..... 17.5				

**Westward NEW MEADOWS BRANCH Eastward**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 22 October 30, 1955	Mile Post	
				STATIONS
160 P	DN-R	WEISER YL SR	0.0	
205 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	DS			
(89.7)				

**WESTWARD OREGON EASTERN BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 22 October 30, 1955	Mile Post	SECOND CLASS
	459			460
	Mixed			Mixed
		<b>STATIONS</b>		
ES 170 P		DN-R ONTARIO YL ON	0.0	A 4:00PM
WS 252 Y		CAIRO	3.7	f 3:35
14	f 1:15	LUSE	6.9	f 3:25
38	f 1:25	MALLETT	10.0	f 3:15
24	f 1:35	VALE YL VA	15.5	f 3:00
134 PY	s 1:55	HOPE	23.5	f 2:20
46	f 2:20	LITTLE VALLEY	34.8	f 1:50
52	f 2:50	HARPER	42.0	s 1:25
53 P	s 3:15	NAMORF	51.2	f 12:55
50	f 3:40	JONESBORO	62.2	f 12:28PM
27	f 4:07	D JUNPURA JN	73.6	s 11:50AM
53 PWY	s 4:40	LONG	86.6	f 11:10
50	f 5:25	RIVERSIDE	92.7	s 10:50
49 PW	s 5:50	DUNNEAN	102.8	f 10:25
31	f 6:15	VENATOR	110.2	f 10:05
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	8:00AM
23 P	A 9:00PM			Daily Except Sunday
WYZ				
(156.8)				
(8.00) ..... Thru Time ..... (8.00) 19.6 ..... Average speed per hour ..... 19.6				

**WESTWARD BROGAN BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 22 October 30, 1955	Mile Post	
				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
<b>First Subdivision</b>				<b>Ketchum Branch</b>			
Donovan	4.1	65 P	Both	Priest.....(6).....	33.9	{ 7 7	East West
Hassett	12.5	73 P	Both	Gimlet.....(6).....	63.2	32	East
Cosgriff	20.2	80 P	Both	<b>Payette Branch</b>			
Folger	29.3	74 P	Both	Little Rock.....	18.9	9	Both
Sage.....(1).....	63.1	75 P	Both	<b>Stoddard Branch</b>			
Onyx	197.5	13 P	West	Westma.....	11.6	9	East
Inkom Ballast Quarry....	202.9	140 P	East	<b>Idaho Northern Branch</b>			
<b>Second Subdivision</b>				Maddens.....(7).....			
Don	219.6	{ 43 PX 72	Both	Josephson.....(7).....	6.1	5	East
Schiller	226.5	11 P	Both	Amsco.....	12.6	12	Both
Coates	369.5	8 P	West	Bramwell.....(7).....	13.6	12	Both
Sand Bank	370.9	42 PX	Both	Black Canyon.....(7).....	22.2	5	East
<b>Third Subdivision</b>				Archabal.....(7).....			
Hillcrest	B-445.1	14 P	Both	<b>Oregon Eastern Branch</b>			
Apple Valley	485.9	26	Both	Lawen.....(8).....	133.4	3	East
Arcadia	491.7	45 P	Both	<b>New Meadows Branch</b>			
Washoe Spur	500.9	32	West	Presley.....	11.7	9	Both
Wood	506.2	10	Both	Diamond.....	26.7	4 W	West
Feltham	512.7	23	Both	Tamarack.....	81.9	29	Both
<b>Fourth Subdivision</b>				<b>CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS</b>			
Chubbuck	138.2	36	Both	Train	At	Discharge Passengers From	Pick up Passengers Destined To
Mitchell	176.9	17	Both	17	Any station First Subdivision.	Green River or beyond.	Pocatello or beyond.
Red Rock.....(2).....	302.8	25	Both	17	Any station Second and Third Subdivisions.	Ogden, Pocatello or beyond.	Huntington or beyond.
Rock	314.6	62 P	Both	18	Any station First Subdivision.	Pocatello or beyond.	Green River or beyond.
Dalys.....(2).....	316.4	14 P	Both	18	Any station Second and Third Subdivisions.	Huntington or beyond.	Pocatello, Ogden or beyond.
Glen.....(2).....	347.8	8	West	105	Minidoka, Gooding, Mountain Home, Caldwell, Nyssa, Ontario, Weiser.	Omaha or beyond.	Portland or beyond.
Maiden Rock.....(2).....	366.0	{ 12 12	Both	106	Weiser, Ontario, Nyssa, Caldwell, Mountain Home, Gooding, Minidoka.	Portland or beyond.	Omaha or beyond.
<b>Goshen Branch</b>							
Cox	9.2	11	West				
Ammon	18.1	30	West				
Wilkinson	21.0	3	West				
<b>Yellowstone Branch</b>							
St. Leon	3.7	16	East				
Mark	22.2	24	Both				
Jolley	27.6	10	Both				
Pineview	72.5	5 P	Both				
<b>Teton Valley Branch</b>							
Judkins.....(3).....	22.3	{ 6 6	East				
Dwight.....(3).....	32.7	None	Both				
Fox Creek.....(3).....	42.3	12	None				
<b>Mackay Branch</b>							
Collins.....(4).....	2.1	10	West				
Aiken.....(4).....	3.8	{ 10 10	Both				
Cerro Grande.....(4).....	35.5	None	East				
<b>West Belt Branch</b>							
Coltman.....(5).....	2.8	19 P	East				
Grant.....(5).....	4.8	18 P	East				
Barlow	7.0	17	East				
Midway	9.4	{ 31 19	Both				
Pyke.....(5).....	35.3	5	West				
<b>East Belt Branch</b>							
Gale Spur	27.5	10	East				
<b>North Side Branch</b>							
Travers	3.5	18	Both				
Haytown	44.7	4	Both				
Hydra	45.8	7	Both				
Appleton	52.9	12	Both				

**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.	Psgr.	Frt.		Str.	Psgr.	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.)					
No. 125 and No. 126, maximum speed.		60	60		40			35	
No. 49 and No. 50 between Pocatello and Minidoka, maximum speed.		60	60					20	
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30		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			30			25
Battery motor car 01886.		50				20			15
When caboose is handled in train consisting of passenger train equipment.		60							
Within yard limits— Protected by continuous block signal system. Not protected by continuous block signal system. On branch lines.	60	50	25		Trains handling dead steam locomotives: With a side rod or main rod removed.			15	
	50	40	25			25			
	30	30	15		With side rods and main rods in place.			15	
No. 125 and No. 126, within yard limits.		40	40	Jordan spreaders and other machines of spreader type, when in operation.			15		
Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.				Trains handling scale test cars— On main line, Twin Falls Branch and between Idaho Falls and Ashton. On other branch lines.			30		
					20				
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	Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines			20		
1500 class Diesel road freight locomotives.	50	50	50	Trains handling U. P. ore cars Nos. 8000 to 8499, loaded or empty.			45		
Diesel 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		
1000-1100 class Diesel yard switch locomotives in road service.	35	35	35		6				
1800 class Diesel yard locomotives in road service.	50	50	50	Passing fueling stations— On main lines. On branch lines.	50	40	25		
Steam engines running backward.	20	20	20	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement. Over spring switches, where movement is over facing point switches, except at Reverse, Blaser and Pescadero.	20	20	20		
7000-7800 class engines, except between McCammon and Pocatello.		70	50		20	20	20		
7000-7800 class engines, between McCammon and Pocatello.		75	50	When using cross-overs or turn-outs: Forward movement. Back-up movement.	15	15	15		
MacArthur type engines with 63-inch drivers.		55	50	10	10	10			
MacArthur type engines with 57-inch drivers.		35	35	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20		
3700 and 3900 class engines.		65	50	On wye tracks.	6	6	6		
3800 class engines.		60	50	Through tunnels, branch lines.		10	10		
5000 class engines.		50	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		
Consolidation type engines.		35	35						

**FIRST SUBDIVISION**

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	75	75	50	<b>Cokeville</b> Over streets and alleys.	30	30	30	<b>Alexander</b> Between M.P. 152.1 and 152.4.	60	50	40
<b>Granger</b> Between M.P. 0.0 and 0.8.	40	35	25		Between M.P. 87.4 and 87.7.	60	50		40	<b>Bancroft</b> Between M.P. 163.6 and 163.9.	70
Between M.P. 3.4 and 3.7.	70	60	50	<b>Border</b> Between M.P. 92.9 and 93.1.	60	50	40	Between M.P. 164.2 and 164.7.	70		60
<b>Moxa</b> Between M.P. 12.1 and 12.3.	70	60	50		Between M.P. 96.7 and 96.9.	70	60	50	<b>Kinport</b> Between M.P. 167.5 and 168.1.	70	60
Between M.P. 14.4. and 14.6.	70	60	50	<b>Pegram</b> Between M.P. 98.3 and 99.2.	60	50	40	Between M.P. 168.9 and 169.3.		60	50
<b>Nutria</b> Between M.P. 16.1 and 16.4.	70	60	50		Between M.P. 99.5 and 99.7.	70	60	50	<b>Pebble</b> Between M.P. 171.2 and 171.7.	60	50
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
Between M.P. 21.1 and 21.5.	70	60	50	<b>Harer</b> Between M.P. 105.2 and 105.4.	70	60	50	<b>Broxon</b> 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	<b>Blaser</b> Between M.P. 177.4 and 178.5. M.P. 179.0 to 180.0 (Westward). M.P. 180.0 to 179.0 (Eastward).	60
<b>Opal</b> Between M.P. 28.7 and 29.6.	70	60	50	<b>Montpelier</b> Between M.P. 115.9 and 116.2. Between M.P. 120.6 and 123.4. Between M.P. 125.1 and 125.3. Between M.P. 125.8 and 126.7.	50	40	25	60	50		40
Between M.P. 31.3 and 32.3.	50	40	30		Between M.P. 127.6 and 127.9.	70	60	50	70		60
Between M.P. 33.0 and 33.1.	70	60	50		Between M.P. 128.2 and 128.7.	60	50	40	70	60	50
<b>Waterfall</b> Between M.P. 34.6 and 34.8.	60	50	40	Between M.P. 129.5 and 130.0.	60	50	40	<b>Topaz</b> Between M.P. 185.5 and 185.7. Between M.P. 186.1 and 187.3. Between M.P. 187.4 and 187.9. Between M.P. 188.1 and 190.3.	70	60	50
Between M.P. 35.5 and 36.5.	50	40	25	Between M.P. 131.6 and 132.2.	70	60	50		50	40	30
Between M.P. 36.5 and 38.9.	40	35	25	<b>Cavanaugh</b> Between M.P. 135.5 and 135.8.	70	60	50	<b>McCannon</b> Between M.P. 195.0 and 195.4.	60	50	40
<b>Kemmerer</b> 7000 and heavier type engines, turntable lead. Passing coal chute.	30	30	5		Between M.P. 138.6 and 139.3.	60	50		40	<b>Onyx</b> Between M.P. 197.7 and 200.3. Between M.P. 200.4 and 201.1.	70
Between M.P. 43.1 and 44.0, watch for rocks.	25	20	20	<b>Rose</b> Between M.P. 141.0 and 141.9. Between M.P. 142.4 and 143.5. Between M.P. 143.7 and 143.9.	60	50	40	60	50		40
Between M.P. 44.0 and 49.2.	50	40	30		Between M.P. 144.6 and 145.2.	60	50	40	<b>Inkom</b> Between M.P. 202.3 and 202.5. Between M.P. 207.2 and 208.4.	60	50
Between M.P. 49.2 and 49.4.	40	35	25	<b>Nugget</b> Between M.P. 58.0 and 59.5.	70	60	50	70		60	50
<b>Fossil</b> Between M.P. 54.5 and 57.8.	40	35	25		<b>Orr</b> Between M.P. 60.9 and 61.2. Between M.P. 63.6 and 65.4.	70	60	50	<b>Soda Springs</b> Over streets and alleys. Between M.P. 148.0 and 148.3.	30	30
<b>Nugget</b> Between M.P. 58.0 and 59.5.	70	60	50	Between M.P. 66.5 and 68.2.		70	60	50		60	50
<b>Orr</b> Between M.P. 60.9 and 61.2.	70	60	50					70	60	50	
Between M.P. 63.6 and 65.4.	60	50	40					60	50	40	
Between M.P. 66.5 and 68.2.	70	60	50					70	60	50	
								6	6	6	

SECOND SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
<b>Pocatello</b> Within platform limits of passenger depot.	6	6	6	<b>Minidoka</b> Between M.P. 272.4 and 273.0.	20	20	20	<b>Ticeska</b> Between M.P. 357.3 and 360.2.	70	60	50
On enginehouse lead and tracks.			6	<b>Adelaide</b> Between M.P. 285.8 and 286.2.	70	60	50	Between M.P. 360.2 and 360.8.	60	50	40
<b>American Falls</b> Between M.P. 237.9 and 239.4.	70	60	50	<b>Dietrich</b> 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	<b>Shoshone</b> Over Greenwood Street.	15	15	15	<b>King Hill</b> 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	<b>Sand Bank</b> Engines using west switch to Sand Bank set-out track.			5
<b>Borah</b> 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
<b>Wapi</b> Between M.P. 258.9 and 259.2.	70	60	50	<b>Gooding</b> 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	Between M.P. 373.4 and 373.8.	20	20	20
				Between M.P. 342.3 and 343.4.	60	50	40	<b>Glenns Ferry</b>			

THIRD SUBDIVISION

<b>Glenns Ferry</b> Eastward, over Commercial Street Crossing.	20	20	20	<b>Leone</b> Between M.P. B-431.0 and B-433.8.	70	60	50	<b>Nampa</b> 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	<b>Caldwell</b> Over streets and alleys.	25	25	25
Between M.P. 378.6 and 379.3.	45	40	25	<b>Black's Creek</b> Between M.P. B-435.8 and B-436.1.	70	60	50	Between M.P. 482.8 and 483.0.	70	60	50
Between M.P. 384.0 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	<b>Washoe Spur</b> 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	<b>Ontario</b> No. 106, to exchange mail.	10		
<b>Mountain Home</b> Over street crossings.	50	50	50	<b>Boise</b> Between M.P. B-448.3 and B-449.1.	50	40	25	<b>Payette</b> Between Payette and Weiser, trains handling logs.			30
<b>Orchard</b> Between M.P. 428.4 and 429.0.	60	50	40	Between M.P. B-450.5 and B-451.0.	70	60	50	<b>Welser</b> Between M.P. 523.1 and 526.1.	70	60	50
<b>Kuna</b> Between M.P. 447.5 and 450.8.	60	50	40	<b>Meridian</b> No. 17, to exchange mail. No. 18, to dispatch mail.			20 40	Between M.P. 526.4 and 535.9.	60	50	40
<b>Nampa</b>				<b>Sonna</b> Between M.P. B-467.0 and B-467.8.	40	25	25	Between M.P. 535.9 and 539.0.	40	25	25
<b>Orchard</b> Between M.P. B-423.5 and B-423.9.	60	50	40	<b>Huntington</b>							
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	
	Psgr.	Fr.		Psgr.	Fr.		Psgr.	Fr.
Maximum speed. Between Pocatello Jct. and Idaho Falls.	70	50	<b>Hamer</b> Between M.P. 218.3 and 218.5.	50	40	<b>Dillon</b> Between M.P. 328.6 and 329.2.	35	25
Between Idaho Falls and Silver Bow.	59	40	<b>Dubois</b> Between M.P. 236.0 and 236.6.	35	25	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	<b>Apex</b> Between M.P. 341.1 and 341.4.	50	40
<b>Pocatello Jct.</b> Between M.P. 135.1 and 130.7.	35	25	Between M.P. 239.1 and 239.3.	50	40	Between M.P. 342.7 and 342.9.	50	40
<b>Montana Jct.</b> Between M.P. 139.9 and 140.1.	60	50	<b>Highbridge</b> Between M.P. 244.4 and 246.7.	40	30	Between M.P. 343.3 and 343.5.	30	20
<b>Tyhee</b> Between M.P. 142.3 and 142.5.	50	40	<b>Spencer</b> 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
<b>Gibson</b> 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
<b>Blackfoot</b> Over streets and alleys.	20	20	Between M.P. 252.7 and 257.5.	25	20	<b>Navy</b> Between M.P. 351.0 and 354.4.	35	25
<b>Capello</b> Between M.P. 166.8 and 167.0.	60	50	<b>Humphrey</b> Between M.P. 258.3 and 258.5.	35	25	Between M.P. 357.2 and 357.7.	40	30
<b>Firth</b> Between M.P. 169.7 and 169.9.	60	50	Between M.P. 258.6 and 259.2.	45	35	<b>Melrose</b> Between M.P. 361.8 and 366.3, watch for rocks.	25	20
<b>Shelley</b> 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
<b>Idaho Falls</b> 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	<b>Snowline</b> 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	<b>Lima</b> Over Center Street east of depot.	20	15	<b>Divide</b> Between M.P. 373.6 and 374.6.	40	30
<b>Roberts</b> Between M.P. 205.4 and 206.0.	50	40	Westward within yard limits.	25	15	<b>Woodin</b> Between M.P. 375.2 and 377.8.	35	25
<b>Tenno</b> Between M.P. 208.4 and 210.2.	50	40	<b>Armstead</b> Between M.P. 307.7 and 308.0.	50	40	Between M.P. 379.0 and 381.1.	35	25
<b>Hawgood</b> Between M.P. 213.7 and 214.0.	50	40	Between M.P. 308.9 and 310.3.	35	25	<b>Feely</b> 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	<b>Buxton</b> Between M.P. 386.6 and 388.1.	35	25
			<b>Grayling</b> 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	<b>Silver Bow</b> On interchange tracks beyond N. P. crossing, with 3800, 5000 and 7000 class engines.	5	5

BRANCHES

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

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
<b>Mackay Branch</b> Between Blackfoot and M.P. 60.0: Diesel engines. Steam engines.	30	25	<b>Teton Valley Branch</b> 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
<b>Mackay</b> 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
<b>Thomas Branch</b> Maximum speed.	15		Between M.P. 25.0 and 25.4.	15	15	<b>Hill City Branch</b> Maximum speed.	25	
<b>Aberdeen Branch</b> Maximum speed.	25		<b>Twin Falls Branch</b> Maximum speed.	50	40	Over trestles 21.6 and 23.40 with snow plows.	15	
<b>Goshen Branch</b> Maximum speed.	25		First Class Trains, within yard limits.	30	30	<b>Boise Branch</b> Between Boise Jet. and Boise Freight.	25	
Light MacArthur type engines.	20		3800 class engines.	30	30	Between Boise Freight and Barber.	15	
<b>Yellowstone Branch</b> Between Idaho Falls and Ashton.	50	35	Rupert, on west leg of wye.	10	10	<b>Stoddard Branch</b> 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	<b>Idaho Northern Branch</b> 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 ears be- tween Jenness and Bramwell.	12	
Rexburg, Sugar City and St. Anthony, over streets and alleys.	20	20	Kimberly, within city limits.	40	40	Between Plaza and M.P. 63, watch for rocks.	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	Between M.P. 63 and Smiths Ferry, watch for rocks.	15	
Between M.P. 55.4 and 55.7.	20	15	Buhl, on mill and elevator track with MacArthur type engines.	5		Trains handling logs or high ears between Banks and M.P. 81.0.	12	
Between M.P. 59.6 and 65.9.	20	15	<b>North Side Branch</b> Maximum speed.	30		Between Smiths Ferry and Cabarton, watch for rocks.	20	
Between M.P. 72.9 and 73.2.	35	25	Heavy MacArthur type engines.	15		M.P. 31.4.	20	
Between M.P. 74.0 and 74.2.	30	25	Between M.P. 30.0 and 30.5.	20		Between M.P. 33.0 and 35.4.	10	
Between M.P. 85.2 and 85.5.	35	25	<b>Raft River Branch</b> Maximum speed.	20		Bridge 36.61.	20	
Between M.P. 86.4 and 87.0.	20	15	Burley, within city limits.	20		Between M.P. 99.6 and 108.3.	20	
Between M.P. 92.1 and 95.0.	20	15	Burley, over street crossings.	12		Between M.P. 111.4 and 111.6.	20	
Between M.P. 99.9 and 100.8.	20	15	<b>Oakley Branch</b> Maximum speed.	25		Between M.P. 113.0 and 113.3.	20	
<b>East Belt Branch</b> Maximum speed.	25		Light MacArthur type engines.	20		Between M.P. 128.2 and 128.5.	15	
Light MacArthur type engines between Lincoln Jet. and Orvin.	20		Burley, within city limits.	20		McCall, over street crossings.	10	
Light MacArthur type engines between Lincoln Jet. and Ririe.	15		Burley, over street crossings.	12		<b>Wilder Branch</b> Maximum speed.	25	
Truss bridges.	15		<b>Wells Branch</b> Maximum speed.	30		<b>Homedale Branch</b> Maximum speed.	25	
<b>West Belt Branch</b> Maximum speed.	25		Between M.P. 31.1 and 36.1.	25		<b>Oregon Eastern Branch</b> Maximum speed.	25	
Truss bridges.	15		Between M.P. 45.9 and 53.3.	25		<b>Hops</b> Between M.P. 29.5 and 33.5, watch for rocks.	20	
Highway Crossing M.P. 37.44.	5	5	Between M.P. 69.6 and 71.6.	25		<b>Little Valley</b> Between M.P. 36.5 and 37.6, watch for rocks.	20	
			Between M.P. 91.1 and 91.4.	25				
			Between Herrell and Melandco.	20				
			Wells yard.	15				
			<b>Ketchum Branch</b> Maximum speed.	40	30			
			Bridge 16.04 with MacArthur type engines.	15	15			
			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.
<b>Little Valley (Continued)</b> Between M.P. 37.6 and 37.7, soft spot.		10	<b>Circle Bar</b> Between M.P. 119.0 and 124.0, watch for rocks.		20	Between Concrete and M.P. 30.0. Straight track. On curves.		15 10
Between M.P. 37.7 and 38.2, watch for rocks.		20	<b>Brogan Branch</b> Maximum speed.		20	Between M.P. 30.0 and 55.0. Straight track. On curves.		25 15
<b>Juntura</b> Between M.P. 78.6 and 80.7, watch for rocks.		20	<b>Payette Branch</b> Maximum speed.		25	Between M.P. 55.0 and 55.5.		10
Between M.P. 80.7 and 81.0, watch for rocks.		10	Payette Jet., on curve.		10	Between M.P. 55.5 and 66.5. Straight track. On curves.		25 15
Between M.P. 81.0 and 86.6, watch for rocks.		20	Trains handling logs between Payette and Emmett on curves.		20	Between M.P. 66.5 and New Meadows. Straight track. On curves.		15 10
<b>Long</b> Between M.P. 86.6 and 89.0, watch for rocks.		20	<b>New Meadows Branch</b> Maximum speed.		25	<b>Homestead Branch</b> Maximum speed, watch for rocks.		20
<b>Dunnean</b> 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

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"	28.6		
40"	90.	51"	70.6	1' 2"	58.	1' 15"	48.	2' 30"	24.		