



UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



IDAHO DIVISION

TIME-TABLE
No. 23

Effective Monday
June 18, 1956
At 12:01 A.M. Mountain Time

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

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

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



D. F. WENGERT
General Manager

J. G. KIMMELL
General Superintendent

O. A. Durrant, Superintendent.....Pocatello, Ida.
H. J. Bailey, Assistant Superintendent.....Pocatello, Ida.
L. E. Mangum, Assistant Superintendent.....Nampa, Ida.
R. D. Wright, Terminal Superintendent.....Pocatello, Ida.
J. J. Kutzman, Assistant Terminal Superintendent.....Pocatello, Ida.
F. M. Ladd, Trainmaster.....Nampa, Ida.
J. B. Shaw, Road Foreman of Engines.....Nampa, Ida.
J. F. Fehrenbacher, Trainmaster.....Pocatello, Ida.
K. J. Hennessy, 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.
H. R. Humphrey, Safety Representative.....Pocatello, Ida.

H. E. SHUMWAY
General Supt. Transportation

First, Second and Fourth Subdivisions and Branches
W. H. Powers, Chief Train Dispatcher.....Pocatello, Ida.
R. R. Johnson, Assistant Chief Train Dispatcher.....Pocatello, Ida.
W. P. Helsley, Assistant Chief Train Dispatcher.....Pocatello, Ida.
K. A. Leger, Assistant Chief Train Dispatcher.....Pocatello, Ida.
G. C. 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.	R. H. Wright	Surgeon	Hailey, Ida.
R. K. Gorton	Asst. to District Surgeon	Pocatello, Ida.	Simeon Hopper	Surgeon	Hazelton, Ida.
J. E. Comstock	Physician	Pocatello, Ida.	Newell H. Battles	Oculist and Aurist	Idaho Falls, Ida.
Richard G. Crandall	Surgeon	Pocatello, Ida.	Harvey E. Guyett	Surgeon	Idaho Falls, Ida.
R. D. Benedict	Surgeon	Pocatello, Ida.	Milton T. Rees	Surgeon	Idaho Falls, Ida.
Blaine B. Jorgensen	Surgeon	Pocatello, Ida.	Fred E. Wallber	Oculist and Aurist	Idaho Falls, Ida.
W. A. Mumford	Surgeon	Pocatello, Ida.	W. C. Smail	Surgeon	Jerome, Ida.
J. P. Merkley	Physician	Pocatello, Ida.	F. F. Young	Surgeon	Kemmerer, Wyo.
C. W. Pond	Oculist and Aurist	Pocatello, Ida.	J. H. Stewart	Surgeon	McCall, Ida.
Merrill J. Sharp	Surgeon	Pocatello, Ida.	Carl D. Lusty	Surgeon	Meridian, Ida.
Frank V. Simison	Oculist and Aurist	Pocatello, Ida.	Robert H. Burgoyne	Surgeon	Montpelier, Ida.
Frank L. Harms	Surgeon	American Falls, Ida.	R. B. Lindsay	Surgeon	Montpelier, Ida.
Ivan R. Egbert	Surgeon	Arco, Ida.	Malone W. Koelsch	Surgeon	Mountain Home, Ida.
Willis A. Melcher	Surgeon	Ashton, Ida.	T. C. Horton, Jr.	Surgeon	Nampa, Ida.
Ralph G. Goates	Surgeon	Blackfoot, Ida.	Ernest D. Hunsaker	Oculist and Aurist	Nampa, Ida.
Norman G. Hedemark	Oculist	Boise, Ida.	Frederick D. Koehne	Surgeon	Nampa, Ida.
A. Curtis Jones, Jr.	Ear, Nose, Throat	Boise, Ida.	John R. Mangum	Surgeon	Nampa, Ida.
A. C. Jones, Sr.	Oculist	Boise, Ida.	Thomas E. Mangum, Jr.	Surgeon	Nampa, Ida.
William A. Koelsch	Surgeon	Boise, Ida.	G. O. Cross	Surgeon	Nampa, Ida.
Roy L. Peterson	Ear, Nose, Throat	Boise, Ida.	K. E. Kerby	Surgeon	Nyssa, Ore.
Warren D. Springer	Surgeon	Boise, Ida.	Wilfred N. Sanders	Surgeon	Ontario, Ore.
Vern H. Anderson	Surgeon	Buhl, Ida.	W. S. Kotas	Surgeon	Payette, Ida.
John W. Davis	Surgeon	Burley, Ida.	Ira R. Woodward, Jr.	Surgeon	Payette, Ida.
Chas. A. Terhune	Surgeon	Burley, Ida.	Murland F. Rigby	Surgeon	Rexburg, Ida.
John H. Weare	Surgeon	Burns, Ore.	A. C. Truxal	Surgeon	Rexburg, Ida.
Harvey L. Casebeer	Oculist and Aurist	Butte, Mont.	Aldon Tall	Surgeon	Rigby, Ida.
Richard C. Monahan	Surgeon	Butte, Mont.	Otto A. Moellmer	Surgeon	Rupert, Ida.
John V. Plett	Oculist and Aurist	Butte, Mont.	Emory L. Soule	Surgeon	St. Anthony, Ida.
Lester Shupe	Surgeon	Caldwell, Ida.	Royal G. Neher	Surgeon	Shoshone, Ida.
Robert T. Whiteman	Surgeon	Cambridge, Ida.	Allen H. Tigert	Surgeon	Soda Springs, Ida.
J. F. Moser	Surgeon	Cascade, Ida.	Russell Tigert, Jr.	Surgeon	Soda Springs, Ida.
John A. Edwards	Surgeon	Council, Ida.	John R. Moritz	Surgeon	Sun Valley, Ida.
Bernard P. Strouth	Surgeon	Council, Ida.	George B. Saviers	Surgeon	Sun Valley, Ida.
George L. Routledge	Surgeon	Dillon, Mont.	Charles B. Beymer	Surgeon	Twin Falls, Ida.
LaGrande C. Larsen	Surgeon	Driggs, Ida.	Wallace Bond	Oculist and Aurist	Twin Falls, Ida.
A. C. Truxal	Surgeon	Dubois, Ida.	F. W. Schow	Surgeon	Twin Falls, Ida.
R. P. Rawlinson	Surgeon	Emmett, Ida.	Harwood L. Stowe	Surgeon	Twin Falls, Ida.
Marion J. Kerns	Surgeon	Fairfield, Ida.	C. J. Kopp	Surgeon	Vale, Ore.
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.
			Marion S. McGrath	Surgeon	Weiser, Ida.

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS						Distance from Granger via Boise	Time-Table No. 23 June 18, 1956	FIRST CLASS					
401	19	11	105	457	17			12	458	106	18	20	402
Passenger	Passenger	Mail and Express	Streamliner Passenger	Passenger	Passenger			Mail and Express	Passenger	Streamliner Passenger	Passenger	Passenger	Passenger
Daily	Daily	Daily	Daily	Daily	Daily		STATIONS						
		5.35	2.05		4.20	0.0	GRANGER	A 9.10		A12.27	A11.10		
		10.45	5.45		9.35	213.9	POCATELLO	3.50		8.30	5.35		
		12.15	5.55		10.35			2.50		8.20	4.55		
		3.45	8.25		2.00	373.8	GLENN'S FERRY	11.30		5.45	1.40		
		5.45	9.40		3.45	448.4	BOISE	9.40		4.30	11.55		
		8.35	11.40		6.40	550.1	M.T. HUNTINGTON P.T.	7.00		2.35	9.25		
		7.45	10.40		5.50			5.50		1.35	8.15		
		10.35	1.05		8.40	649.7	LA GRANDE	3.15		11.10	5.35		
		12.50	3.10		11.05	723.9	PENDLETON	12.55		9.08	3.00		
	7.30					941.3	SPOKANE				A 6.30		
	9.57					837.4	AYER					4.05	
	11.00					786.3	WALLULA					2.55	
	A11.45	1.55	3.55		12.40	765.3	HINKLE	12.10		8.30	2.10	2.20	
		4.10	5.30		3.10	865.4	THE DALLES	10.05		6.50	11.40		
	11.45	A 6.45	A 7.30	9.00	A 5.30	939.5	PORTLAND	8.00	A 9.15	5.00	9.30		A 5.45
	A 6.15			A 1.00		1122.7	SEATTLE		5.00				11.45
								Daily	Daily	Daily	Daily	Daily	Daily
(6.30)	(4.15)	(26.10)	(18.25)	(4.00)	(26.10)		..... Thru Time.....	(24.10)	(4.15)	(18.27)	(24.40)	(4.10)	(6.00)
28.2	43.1	35.9	51.0	45.8	35.9		..... Average speed per hour.....	38.9	45.4	50.9	38.3	44.6	30.5

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS				Distance from McCammon	Time-Table No. 23 June 18, 1956	FIRST CLASS			
29	33	47	35			34	30	36	48
Passenger	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Passenger
Daily	Daily	Daily	Daily		STATIONS				
				0.0	MCCAMMON	A 5.55	A 4.05	A 2.55	
	11.00	9.30		22.7	POCATELLO	5.25	3.30	2.25	
	11.30	10.00		73.3	IDAHO FALLS	4.30	2.45	1.55	
	12.10	10.55		124.3	ASHTON	3.00	1.00	12.15	
	1.35	A12.40		169.9	VICTOR			10.05	A 9.55
			5.30	180.4	WEST YELLOWSTONE				8.15
			5.10	285.8	BUTTE			7.30	
		A 7.15						7.15	
			A 7.30			Daily	Daily	Daily	Daily
A 7.25									
(8.25)	(3.10)	(1.45)	(7.25)		..... Thru Time.....	(2.55)	(8.80)	(7.25)	(1.40)
33.9	23.1	26.1	24.3		..... Average speed per hour.....	25.1	32.3	24.3	27.4

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

MILEAGE

Main Line..... 848.07
Branches..... 1378.68
Grand Total..... 2224.75

WESTWARD

FIRST SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6(A), Page 22.	SECOND CLASS				FIRST CLASS						Time-Table No. 23 June 18, 1956	STATIONS
	279	263	251	277	29	11	105	33	17	35		
	Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily	Passenger Daily	Mail and Express Daily	Streamliner Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily		
144 IPWY		5:00PM				5:35PM	2:05PM		4:20AM		DN-R GRANGER YL GN	
150 P		5:12				5:44	2:12		4:29		MOXA	
150 P		5:22				5:52	2:19		4:37		NUTRIA	
150 P		5:35				6:01	2:28		4:47		D OPAL OW	
150 P		5:49				6:11	2:37		4:57		WATERFALL	
		5:59				6:18	2:44		5:04		EAST KEMMERER YL	
PTXZ		6:05				6:30	2:47		5:15		DN KEMMERER YL Z	
PXY		6:12				6:34	2:50		5:19		MOYER JCT. YL	
WS 70 P ES 70 X		6:30				6:47	3:02		5:32		DN FOSSIL YL FI	
94 PW		6:40				6:55	3:09		5:40		NUGGET	
150 P		6:45				6:59	3:13		5:44		ORR	
150 PY		7:04				7:04	3:18		5:50		LEEFE	
150 P		7:16				7:10	3:24		5:58		BECKWITH	
150 P		7:24				7:15	3:29		6:04		PIXLEY	
150 P		7:32				7:25	3:34		6:19		DN COKEVILLE CK	
150 P											MARSE	
150 P											CHAUSSE	
150 P											HARER	
20 P											DINGLE	
DOPTWYZ		8:20 8:45				8:10 8:20	4:05		7:00 7:10		DN-R MONTPELIER YL MX	
78 P		8:55				8:28	4:12		7:18		PESCADERO	
105 P		9:03				8:34	4:18		7:24		GEORGETOWN	
124 P		9:10				8:40	4:23		7:30		CAVANAUGH	
100 P		9:16				8:45	4:27		7:35		MANSON	
73 P		9:22				8:50	4:31		7:40		ROSE	
178 PY		9:30				9:02	4:37		7:52		DN SODA SPRINGS YL SD	
108 P		9:38				9:10	4:42		8:00		ALEXANDER	
112 P		9:45				9:15	4:46		8:05		TALMAGE	
225 137 PW		9:54				9:24	4:52		8:14		DN BANCROFT BN	
112 P		9:59				9:29	4:55		8:20		KINPORT	
112 P		10:06				9:35	4:59		8:25		PEBBLE	
103 P		10:12				9:40	5:03		8:30		BROXON	
100 P		10:17				9:43	5:06		8:33		BLASER	
27 PX		10:24				9:50	5:10		8:40		DN LAVA HOT SPGS. XY	
CS 148 P		10:31				9:56	5:14		8:46		TOPAZ	
CS 150 IPXY		11:30PM	10:44	12:10PM	3:45AM	11:00PM	10:05	5:21	9:30AM	8:55	DN McCAMMON YL MC	
120 PX						11:13	10:18	5:31	9:38	9:08	D INKOM KO	
						11:19	10:25	5:36	9:44	9:15	PORTNEUF	
DOPTWYZ		12:10AM	11:15PM	1:00PM	4:45AM	11:30PM	10:45PM	5:45PM	10:00AM	9:35AM	DN-R POCATELLO YL H-CA PO	

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

Except on double track and in centralized traffic control territory, westward trains are superior to trains of the same class in the opposite direction and 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.

FIRST SUBDIVISION

EASTWARD

Time-Table No. 23 June 18, 1956	Mile Post	FIRST CLASS						SECOND CLASS			
		36	30	12	106	34	18	280	262	278	270
		Passenger	Passenger	Mail and Express	Streamliner Passenger	Passenger	Passenger	Time Freight	Time Freight	Stock Special	Time Freight
DN-R GRANGER YL GN	0.0			At 9:10AM	At 12:27PM		At 11:10PM				At 7:30PM
MOXA	7.7			8:55	12:17		10:48				7:12
NUTRIA	15.4			8:45	12:09PM		10:40				7:00
D OPAL OW	24.5			8:35	11:59AM		10:30				6:45
WATERFALL	33.6			8:24	11:49		10:20				6:28
EAST KEMMERER YL	39.0			8:17	11:42		10:13				6:18
DN KEMMERER YL Z	39.7			8:15	11:40		10:10				6:05
MOYER JCT. YL	42.3			8:04	11:35		9:56				5:50
DN FOSSIL YL FI	50.3			7:50	11:24		9:40				5:28
NUGGET	56.0			7:40	11:17		9:30				5:16
ORR	59.6			7:36	11:13		9:25				5:09
LEEFE	64.8			7:30	11:08		9:18				4:59
BECKWITH	71.3			7:23	11:02		9:11				4:49
PIXLEY	77.4			7:17	10:57		9:04				4:41
DN COKEVILLE CK	83.5			7:10	10:52		8:55				4:32
MARSE	88.2										
CHAUSSE	94.5										
HARER	102.9										
DINGLE	108.0										
DN-R MONTPELIER YL MX	115.0			6:20 6:10	10:20		8:10 8:00				3:35 3:10
PESCADERO	121.3			5:55	10:09		7:43				2:50
GEORGETOWN	126.8			5:49	10:03		7:36				2:40
CAVANAUGH	131.9			5:43	9:58		7:30				2:31
MANSON	136.1			5:39	9:54		7:26				2:25
ROSE	140.0			5:35	9:50		7:22				2:19
DN SODA SPRINGS YL SD	146.0			5:27	9:44		7:14				2:07
ALEXANDER	151.6			5:15	9:37		7:01				1:56
TALMAGE	156.2			5:09	9:32		6:55				1:45
DN BANCROFT BN	161.8			6:01	9:27		6:47				1:30
KINPORT	165.6			4:55	9:22		6:40				1:19
PEBBLE	170.3			4:50	9:17		6:35				1:11
BROXON	174.8			4:45	9:12		6:30				1:03
BLASER	177.4			4:42	9:09		6:27				12:56
DN LAVA HOT SPGS. XY	180.0			4:37	9:06		6:22				12:48
TOPAZ	184.3			4:29	9:01		6:14				12:33
DN McCAMMON YL MC	191.2	A 2:55AM	As 4:05AM	4:20	8:53	As 5:55PM	6:05	As 12:40AM	12:15PM	As 2:00PM	As 5:50PM
D INKOM KO	201.9	2:41	3:48	4:05	8:43	5:41	5:50				
PORTNEUF	207.7	2:33	3:38	3:59	8:38	5:33	5:44				
DN-R POCATELLO YL H-CA PO	213.9	2:25AM	3:30AM	3:50AM	8:30AM	5:25PM	5:35PM	12:01AM	11:30AM	1:15PM	5:15PM

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

Except on double track and in centralized traffic control territory, westward trains are superior to trains of the same class in the opposite direction and 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. 23 June 18, 1956	
	125 Time Freight	105 Streamliner Passenger	33 Passenger	17 Passenger	49 Mixed	35 Passenger	11 Mail and Express	29 Passenger	STATIONS		
	Daily Except Sunday and Monday	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
DOPTWYZ	1.45 AM	5.55 PM	10.55 AM	10.35 AM	4.00 AM	1.05 AM	12.15 AM	12.10 AM	POCATELLO YL	DOBLE TRACK	
P			11.00 AM			1.10 AM		12.15 AM	POCATELLO JCT. YL	DOBLE TRACK	
CS 153 P					4.15				MICHAUD	DOBLE TRACK	
118 P									BANNOCK	DOBLE TRACK	
145 P		6.17		11.03	4.35		12.43		AMERICAN FALLS	DOBLE TRACK	
120 P									BORAH	DOBLE TRACK	
119 P					4.55				QUIGLEY	DOBLE TRACK	
119 P									WAPI	DOBLE TRACK	
119 P									DEWOFF	DOBLE TRACK	
119 P									HAWLEY	DOBLE TRACK	
125 289 PWY		6.46		11.45 AM	5.20 AM		1.20		MINIDOKA	DOBLE TRACK	
119 P									MAX	DOBLE TRACK	
119 P									ADELAIDE	DOBLE TRACK	
119 P									KIMAMA	DOBLE TRACK	
119 P									SENER	DOBLE TRACK	
122 P									OWINZA	DOBLE TRACK	
119 P									BESSLEN	DOBLE TRACK	
116 P							1.59		DIETRICH	DOBLE TRACK	
WS 121-115 ES 111-130 PWY		7.32		12.40 PM			2.20		SHOSHONE X	DOBLE TRACK	
118 P									TUNUPA	DOBLE TRACK	
117 60 P		7.48		1.00			2.40		GOODING	DOBLE TRACK	
120 P									FULLER	DOBLE TRACK	
118 120 PY				1.13			2.53		BLISS	DOBLE TRACK	
CS 120 P WS 99									TICESKA	DOBLE TRACK	
CS 142 P		8.14		1.36			3.16		KING HILL	DOBLE TRACK	
DPTY	5.10 AM	8.25 PM		1.50 PM			3.35 AM		GLENN'S FERRY YL	DOBLE TRACK	

(3.25) 46.8 (2.30) 64.0 (0.05) 28.8 (3.15) 49.2 (1.20) 43.9 (0.5) 28.8 (3.20) 47.9 (0.05) 28.8 Thru Time Average speed per hour

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

SECOND SUBDIVISION

EASTWARD

Time Table No. 23 June 18, 1956		Mile Post	FIRST CLASS							SECOND CLASS	
STATIONS			36 Passenger	30 Passenger	106 Streamliner Passenger	34 Passenger	18 Passenger	50 Mixed	12 Mail and Express	126 Time Freight	
POCATELLO YL	213.9	A 1.55 AM	A 2.45 AM	A 8.20 AM	A 4.30 PM	A 4.55 PM	A 10.30 PM	A 2.50 AM	A 3.30 PM		
POCATELLO JCT. YL	216.3	1.40 AM	2.30 AM		4.15 PM						
MICHAUD	224.3						9.47				
BANNOCK	230.1										
AMERICAN FALLS	238.5			7.54		4.21	9.30	2.15			
BORAH	242.3										
QUIGLEY	250.1										
WAPI	256.0						9.10				
DEWOFF	259.8										
HAWLEY	267.3										
MINIDOKA	272.4			7.24		3.45	8.50 PM	1.40			
MAX	276.2										
ADELAIDE	284.3										
KIMAMA	289.0										
SENER	295.7										
OWINZA	303.5										
BESSLEN	309.3										
DIETRICH	313.9										
SHOSHONE X	321.8			6.40		2.50	12.45				
TUNUPA	330.8										
GOODING	337.5			6.22		2.27	12.20				
FULLER	344.2										
BLISS	350.5						12.01 AM				
TICESKA	357.3										
KING HILL	367.1						11.40 PM				
GLENN'S FERRY YL	373.8			5.45 AM		1.40 PM	11.30 PM		11.45 AM		

(0.15) 9.6 (0.15) 9.6 (2.35) 61.9 (0.15) 9.6 (3.15) 49.2 (1.40) 35.1 (3.20) 47.9 (3.45) 42.8 Thru Time Average speed per hour

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

WESTWARD						THIRD SUBDIVISION						EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS			Time-Table No. 23 June 18, 1956	Mile Post	FIRST CLASS			SECOND CLASS						
	257 Time Freight	125 Time Freight	105 Streamliner Passenger	17 Passenger	11 Mail and Express			106 Streamliner Passenger	18 Passenger	12 Mail and Express	126 Time Freight	262 Time Freight					
	Daily	Daily Except Sunday and Monday	Daily	Daily	Daily												
	DPTY	10.15AM	5.20AM	8.25PM	2.00PM	3.45AM		DN-R GLENN'S FERRY YL ^{8.9}	373.8	As 5.45AM	A 1.30PM	A 1.20PM	A 1.30AM	A 11.00PM			
CS 110	P	10.35	5.31	8.35	2.11	3.56		HAMMETT ^{10.6}	382.7	5.32	1.12	10.57	10.55	10.35			
CS 123	PY	11.05	5.48	8.47	2.27	4.10		DN REVERSE YL RV ^{8.3}	393.3	5.21	1.00	10.45	10.40	10.15			
71	PY	11.16	6.00	8.56	s 2.40	s 4.23		DN MOUNTAIN HOME MZ ^{5.9}	401.6	5.13	s 12.50	s 10.35	10.30	10.00			
149	P	11.24	6.06	9.01	2.45	4.28		SEBREE ^{5.2}	407.5	5.06	12.41	10.25	10.21	9.52			
136	P	11.31	6.12	9.05	2.50	4.33		CLEFT ^{10.3}	412.7	5.02	12.36	10.21	10.15	9.45			
122	IPY	11.44	6.23	9.13	2.59	s 4.54 ¹⁰⁶		DN ORCHARD YL OD ^{11.7}	423.0	4.54 ¹¹	12.26	10.12	10.04	9.30			
150	P	11.59AM	VIA BOISE	VIA BOISE	VIA BOISE	VIA BOISE		OWYHEE ^{12.0}	434.7	VIA BOISE	VIA BOISE	VIA BOISE	VIA BOISE	9.06			
150	P	12.15PM	VIA BOISE	VIA BOISE	VIA BOISE	VIA BOISE		KUNA ^{9.9}	446.7	VIA BOISE	VIA BOISE	VIA BOISE	VIA BOISE	8.38			
73	P		6.31	9.20	3.07	5.02		LEONE ^{7.3}	B-430.3	4.47	12.17	10.03	9.56				
73	P		6.37	9.25	3.13	5.08		BLACK'S CREEK ^{5.6}	B-435.9	4.42	12.10	9.56	9.50				
59	P		6.43	9.31	3.19	5.14		SHAFFER ^{5.8}	B-441.7	4.36	12.03PM	9.49	9.43				
67	PY	VIA KUNA	6.53	s 9.40 ¹²	s 3.35	s 5.25		DN BOISE YL BG ^{2.3}	B-448.4	s 4.30	11.55AM	9.40 ¹⁰⁵	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	f 3.56	s 5.57		D MERIDIAN MD ^{3.4}	B-457.3	4.16	11.37	s 9.07	9.14				
22	P							SONNA ^{7.2}	B-460.7								
DPTYZ		12.30	7.35	s 10.08	4.15	6.15		DN-R NAMPA YL AU-Q ^{4.2}	456.6	s 4.06	11.25	8.55	9.00	8.10			
55	P	12.36	8.00	10.12	4.30	6.29		MOSS ^{4.8}	460.8	3.54	11.07	8.38	8.12	7.57			
204	P	12.43	8.07 ¹²⁶	10.17	s 4.45	s 6.43		DN CALDWELL YL CW ^{3.6}	465.6	3.50	s 11.02	s 8.33	8.07 ¹²⁵	7.49			
122	P	12.48	8.11	10.20	4.49	6.47		ENROSE ^{3.3}	469.2	3.46	10.55	8.25	8.03	7.44			
127	P	12.52	8.15	10.23	s 4.52	s 6.51		D NOTUS U ^{8.3}	472.5	3.43	10.52	8.22	7.59	7.39			
160	P	1.03	8.24	10.30	s 5.05	s 7.01		DN PARMA MA ^{7.6}	480.8	3.36	s 10.43	8.15	7.50	7.28			
168	PY	1.13	8.33	10.37	s 5.17	s 7.11		DN NYSSA YL SY ^{10.3}	488.4	3.29	s 10.33	s 8.08	7.42	7.18			
ES 170 WB 252	PY	1.25	8.45	10.48	s 5.33	s 7.25 ¹²⁶		DN ONTARIO YL ON ^{3.8}	498.7	3.17	s 10.18	s 7.55	7.28 ¹¹	7.01			
160	PY	1.31	8.51	10.54	s 5.43	s 7.37		DN PAYETTE YL AY ^{6.8}	502.5	3.10	s 10.06	s 7.41	7.09	6.48			
160	P	1.40	8.59	11.00	5.50	7.44		CRYSTAL ^{6.6}	509.3	3.05	10.01	7.36	7.02	6.38			
178 193	PY	1.48	9.06	11.08	s 6.02	s 7.55		DN WEISER YL SR ^{9.8}	515.9	2.59	s 9.55	s 7.30	6.55	6.28			
150	P	2.01	9.18	11.18	6.14 ²⁶²	8.06		COBB ^{8.3}	525.7	2.50	9.42	7.18	6.43	6.14 ¹⁷			
160	P	2.13	9.33 ¹⁸	11.28	6.24	8.16		ROCK ISLAND ^{3.1}	534.0	2.42	9.33 ¹²⁵	7.09	6.34	5.45			
	P							BLAKES JCT. ^{1.7}	537.1								
DOPTWYZ	A	2.30PM	A 10.15AM	As 11.40PM	A 6.40PM	A 8.35AM		DN-R HUNTINGTON YL HU	538.8	2.35AM	9.25AM	7.00PM	6.25AM	5.30PM			
								VIA KUNA (165.0)		Daily	Daily	Daily	Daily	Daily			
								VIA BOISE (176.3)		Daily	Daily	Daily	Daily	Daily			

(4.15) 38.8 (4.55) 35.8 (3.15) 54.3 (4.40) 37.7 (4.50) 36.5 Thru Time (3.10) 55.7 (4.05) 49.2 (4.20) 40.7 (5.05) 34.6 (5.30) 30.0

(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, 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 Glens 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. 23 June 18, 1956	Mile Post	FIRST CLASS			SECOND CLASS			
	251 Time Freight	33 Passenger	35 Passenger	29 Passenger	36 Passenger			30 Passenger	34 Passenger	278 Stock Special				
	Daily	Daily	Daily	Daily										
	P		11.00AM	1.10AM	12.15AM			POCATELLO JCT. YL	136.1	A 1.40AM	A 2.30AM	A 4.15PM	A 7.30AM	
	P	1.30PM	11.05	1.15	12.20			MONTANA JCT. YL	136.7	1.35	2.25	4.10	7.12	
124	P	1.36	f 11.09	1.19	12.24			TYHEE ^{6.3}	140.4	1.31	2.21	f 4.06	7.05	
150	PW	1.44	s 11.17	1.24 ³⁶	f 12.29			D FORT HALL FH ^{5.3}	145.7	1.24 ³⁵	2.16	s 4.00	6.57	
71	P	1.51	f 11.23	1.30	12.34			GIBSON ^{7.1}	151.0	1.15	2.10	f 3.53	6.49	
ES 66 WS 110	PWY	2.01	s 11.31	f 1.37	s 12.42			DN BLACKFOOT YL BF ^{5.9}	158.1	s 1.03	s 1.55	s 3.38	6.34	
72	P	2.10	f 11.53AM	1.46 ³⁶	12.54 ³⁶			WAPELLO ^{6.4}	164.0	12.54 ²⁹	1.46 ³⁵	f 3.31	6.19	
123	PW	2.18	s 12.02PM	1.52	f 1.02			D FIRTH FR ^{5.4}	169.4	12.35	1.32	s 3.24	6.09	
105	P	2.28	s 12.13	1.58	f 1.08			DN SHELLEY SY ^{5.5}	175.5	s 1.23	s 3.15	s 3.15	5.59	
71	P	2.34	f 12.18	2.02	1.15 ³⁰			COTTON ^{6.4}	179.3	12.22	1.15 ²⁹	f 3.08	5.52	
97	P	2.40	12.22	2.06	1.19			BACH YL ^{5.8}	183.1	12.18	1.03	3.04	5.45	
DOPTWYZ		3.00 ³⁴	A 12.40PM	A 2.20AM	1.25			DN-R IDAHO FALLS YL IX ^{1.4}	184.5	12.15AM	1.00	3.00 ²⁵¹	5.40	
51	P	3.20			f 1.44			PAYNE ^{6.7}	191.2		12.38		4.55	
54	P	3.28			f 1.50			BASSETT ^{6.5}	196.5		12.32		4.45	
54	P	3.37			s 1.57			D ROBERTS AR ^{6.5}	202.0		12.26		4.35	
54	P	3.46			2.03			TENNO ^{5.9}	207.0		12.20		4.25	
49	P	3.55			2.09			HAWGOOD ^{6.4}	212.1		12.14		4.15	
61	P	4.04			s 2.15			HAMER ^{6.6}	217.5		12.08		4.05	
50	P	4.14			s 2.22			CAMAS ^{6.3}	223.1		12.02AM		3.55	
49	P	4.23			2.28			JONES ^{6.1}	228.2		11.56PM		3.43	
51 106	PWY	4.50			s 2.36			DN DUBOIS YL BO ^{8.0}	234.9		11.48		3.30	
49	P	5.08			2.46			HIGHBRIDGE ^{5.6}	242.9		11.35		3.10	
67	P	5.20			s 2.55 ²⁷⁸			D SPENCER RC ^{9.5}	248.5		11.27		2.55 ²⁹	
55 52	PW	5.46			s 3.12			HUMPHREY ^{9.7}	258.0		11.09		2.15	
61	PY	6.05			s 3.22			D MONIDA MO ^{9.0}	264.7		10.59		1.55	
50	P	6.22			f 3.35			SNOWLINE ^{6.2}	273.7		10.44		1.35	
DPWY		6.50			3.45			DN-R LIMA YL RD ^{8.1}	279.9		10.35		1.15	
		7.45			3.55			DELL DE ^{6.0}	288.0		10.13		12.08AM	
47	P	8.05			s 4.09			KIDD ^{12.9}	294.0		10.04		11.55PM	
48	P	8.20			f 4.17			DN ARMSTEAD AD ^{7.9}	307.0		9.48		11.28	
78	P	8.42			s 4.39			GRAYLING ^{7.5}	312.9		9.36		11.15	
48	P	8.57			f 4.48			BARRATTS ^{7.5}	320.4		9.25 ²⁵¹		11.00	
64	P	9.25 ³⁰			f 4.58			DN DILLON YL DN ^{7.6}	328.0		9.15		10.45	
64	P	9.45			s 5.12			BOND ^{6.4}	334.4		9.01		10.28	
36	P	10.00			f 5.21			APEX ^{6.9}	340.3		8.54		10.16 ²⁵¹	
45	P	10.16 ²⁷⁸			f 5.29			NAVY ^{6.7}	348.7		8.38		9.45	
47	PY	10.40			f 5.45			MELROSE ^{10.2}	358.9		8.23		9.23	
61	PW	11.10			s 6.00			QUINN ^{6.0}	364.9		8.12		9.06	
37	P	11.30			f 6.11			D DIVIDE J ^{4.2}	370.1		8.02		8.53	
39	P	11.45			s 6.23			WOODIN ^{8.4}	374.3		7.54		8.42	
65	P	11.55PM			f 6.33			FEELY ^{6.4}	380.7		7.45		8.27	
17	P	12.15AM			f 6.45			BUXTON ^{5.4}	384.6		7.38		8.15	
50	P	12.26			f 6.54			DN-R SILVER BOW YL SB ^{7.0}	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.

(15.30) 18.7 (1.40) 29.6 (1.10) 42.3 (7.10) 36.5 Thru Time (1.25) 34.9 (7.15) 36.1 (1.15) 39.5 (12.00) 21.8

(Average speed per hour.....)

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.

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. 23 June 18, 1956		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 23 June 18, 1956		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 23 June 18, 1956		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	
		NO. KEMMERER JCT. YL	1.0	53		GLENCoe JCT. YL	4.8		ELKOL	3.9	
		NO. KEMMERER YL	2.4			BLAZON JCT.	9.3		(3.9)		
		PHOSPHATE YL	5.1	16		MINE NO. 8 YL	13.0				
22		QUEALY YL	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. 23 June 18, 1956		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 23 June 18, 1956		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 23 June 18, 1956		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		GLENCoe	1.9		RADIANT	0.8	80			MONSANTO YL (Spur)	1.8
		(1.9)			(0.8)		6			FORMATION (Spur)	2.8
							6			PANTING	5.6
							19	Y		CONDA	7.0
										(7.0)	

WESTWARD GRACE BRANCH EASTWARD			WESTWARD GAY BRANCH EASTWARD			WESTWARD GOSHEN BRANCH EASTWARD									
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 23 June 18, 1956		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 23 June 18, 1956		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 23 June 18, 1956		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	D	GRACE	6.0	42			M.P. 9.1		9.1	19			GOSHEN		5.2
		(6.0)		132	YZ		GAY		20.8	22			GERRARD		11.0
							(20.8)			11			INDIAN		12.8
										14			HACKMAN		15.6
										P			LINCOLN JCT.		22.0
													(22.0)		

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				YELLOWSTONE BRANCH				EASTWARD							
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS	Time-Table No. 23 June 18, 1956	Mile Post	FIRST CLASS		SECOND CLASS	SECOND CLASS	SECOND CLASS	SECOND CLASS				
	491 Mixed	477 Local Freight				35 Passenger	36 Passenger					492 Mixed	478 Local Freight		
DOPTWYZ		7.55AM	4.30AM		2.45AM	DN-R	AK	IDAHO FALLS YL	0.0	A11.55PM		A	2.00PM	A	6.00PM
17	PY	A18.05AM	4.40		2.51			ORVIN YL	3.0	11.38		f	1.50	f	4.10
60	PW		4.55		3.01	D	UN	UCON	7.8	11.28			1.40PM		4.00
54	P		5.20		3.17	D	RG	RIGBY	13.8	11.16					3.45
36			5.35		3.26			LORENZO	18.1	11.05					3.25
25	P		5.55		3.33			THORNTON	20.7	10.58					3.15
67	P		6.25		3.53	D	RX	REXBURG	26.0	10.48					2.55
51	P		6.40		4.03	D	SC	SUGAR CITY	29.8	10.40					2.10
38	PY							HART	30.9						
110	PWY		6.55		4.24	D	SH	ST. ANTHONY YL	38.8	10.30			A10.50AM		1.50
	P							BELT YL	38.3				10.40AM		
43	P		7.20		4.35			CHESTER	42.8	10.17					1.25
46	PWY		A 7.45AM		5.10	DN-R	HN	ASHTON YL	51.0	10.05					1.05PM
								INGLING	52.5	9.30					
28	P				5.19			WARM RIVER	58.2	9.18					
22	P				5.48			GERRIT	66.9	8.55					
22					6.04			ECCLES	75.7	8.41					
15	P				6.13			ISLAND PARK	80.6	8.33					
26	P				6.26			TRUDE	85.4	8.26					
25	PWY				6.41			BIG SPRINGS	90.7	8.12					
22	PY				6.58			REAS PASS	97.2	7.52					
29	PWY				A 7.30AM	D-R	WS	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)	(8.20)	(4.55)					
		18.0	18.7	22.5	.....	Average speed per hour	.....	24.2	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. 23 June 18, 1956	Mile Post	FIRST CLASS		SECOND CLASS	SECOND CLASS	SECOND CLASS	SECOND CLASS				
	481 Local Freight	47 Passenger				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			MARYSVILLE YL	1.8	9.45		f	12.15		
33			6.55		5.42			GRAINVILLE	6.0	9.37		f	12.01PM		
22	PW		7.10		5.48	D	MD	DRUMMOND	8.6	9.32		a	11.50AM		
12			7.25		5.56			FRANCE	12.8	9.24		f	11.33		
33	P		7.35		6.04			LAMONT	15.8	9.18		f	11.23		
21			8.08		6.29			FELT	26.3	8.55		f	10.50		
22	PWY		8.23		6.40	D	NA	TETONIA	30.3	8.47		s	10.35		
31			8.42		6.55	D	DI	DRIGGS	37.2	8.33		s	10.02		
19	PWY		A 9.05AM		A 7.15AM	D-R	VR	VICTOR YL	45.6	8.15PM					9.30AM
								(45.6)		Daily			Daily Except Sunday		
		(2.35)	(1.45)	.....	.....	Thru Time	.....	(1.40)	(3.00)						
		17.6	26.1	.....	.....	Average speed per hour	.....	27.3	18.2						

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				MACKAY BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 23 June 18, 1956	Mile Post	SECOND CLASS		STATIONS	Mile Post	SECOND CLASS		STATIONS
	421	409			422	410					
	Mixed	Mixed			Mixed	Mixed					
66	8-15AM	6-30AM	DN-R	0.0	A 2-20PM	A 3-05PM	17 PY	0.0	8-05AM	ORVIN	0.0
7	f 8-25	f 6-42		4.3	f 2-00	f 2-52	22	2.3	f 8-15	LINCOLN	2.3
31	f 8-30	f 6-47		5.7	f 1-55	f 2-47	P	3.1		LINCOLN JCT.	3.1
P	A 8-35AM	f 6-51		7.1	1-45PM	f 2-43	46 P	5.7	f 8-27	IONA	5.7
33 PW		f 7-24		20.1		f 2-10	21 PW	16.4	a 9-05	D RIRIE RK	16.4
35 PY		f 8-15		39.7		f 1-20	11 P	21.4	f 9-18	BYRNE	21.4
37 PWY		s 9-05	D	59.1		a 12-30PM	11 P	25.6	f 9-30	JENSON	25.6
21 P		f 9-27		66.7		f 11-58AM	23 P	28.2	f 9-40	WALKER	28.2
10		f 9-45		72.6		f 11-40	40 P	32.4	f 9-52	PARKINSON	32.4
5		f 10-00		77.3		f 11-25	11 P	34.3	f 9-58	MOODY	34.3
68 PY		A 10-25AM	D-R	85.3		11-00AM	12 P	38.1	a 10-20	D NEWDALE NE	38.1
							P	44.4		BELT YL	44.4
				(85.3)		Daily Except Sunday					(44.4)
	(0.20)	(3.55)		..... Thru Time		(0.35)	(4.05)		(2.35)	..... Thru Time	
	21.3	21.7		..... Average speed per hour		12.2	20.9		17.2	..... Average speed per hour	

WESTWARD				ABERDEEN BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 23 June 18, 1956	Mile Post	SECOND CLASS		STATIONS	Mile Post	SECOND CLASS		STATIONS
	421	422			421	422					
	Mixed	Mixed			Mixed	Mixed					
P	8-35AM		DN-R	0.0	A 1-45PM		60 PW	0.0	A 1-40PM	UCON UN	0.0
32	f 8-48			4.3	f 1-30		22 P	8.8	f 1-10	LEWISVILLE	8.8
17	f 8-53			5.9	f 1-20		50 P	10.5	s 1-00	D MENAN MN	10.5
32 P	f 9-13			10.2	f 12-58		51 PW	25.0	f 12-12	PLANO	25.0
31 P	f 9-33			16.5	f 12-40		18	26.7	f 12-05PM	EDMONDS	26.7
17 P	f 9-50			19.7	f 12-25PM		11 P	29.3	f 11-56AM	EGIN	29.3
8				26.0			32	31.6	f 11-46	HEMAN	31.6
37 PWY	A 10-25AM		D-R	28.2	11-50AM		19 P	33.5	f 11-40	PARKER	33.5
				(28.2)			110 PWY	38.7	11-15AM	D-R ST. ANTHONY YL SH	38.7
											Daily Except Sunday
	(1.50)			..... Thru Time		(1.55)			(2.25)		16.0
	15.4			..... Average speed per hour		14.7			..... Average speed per hour		

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			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 23 June 18, 1956	Mile Post	FIRST CLASS		STATIONS	Mile Post	FIRST CLASS		STATIONS
	439	475			49	50			440	476	
	Freight	Time Freight			Mixed	Mixed			Freight	Time Freight	
101	12-20PM	11-45PM		0.0	5-30AM		DN-R	0.0	A 8-45PM	MINIDOKA YL RT	0.0
269				8.2				8.2	f 8-32	ACEQUILA	10-35
73 P	12-35	12-01AM		5.3	f 5-43		DN	13.5	s 8-25	RUPERT YL MS	10-20
94 DPWY	12-50	12-16		17.3	s 6-10			17.3		AMALGA	9-50
13				19.6	s 6-18			19.6	f 8-09	HEYBURN	10-05
32 P	1-01	12-27		21.7	s 6-35		DN	21.7	s 8-05	BURLEY YL BU	10-00
59	1-15	12-40		25.8				25.8	f 7-54	STARRH'S FERRY	9-15
68				33.5				33.5	f 7-43	MILNER	9-30
76 P	1-37	1-02		35.5	f 6-42			35.5	f 7-40	PARSONS	9-00
58 P	1-50	1-15		41.4	f 6-54		D	41.4	s 7-32	MURTAUGH MU	8-45
16 P				45.1	f 6-57			45.1	7-24	BICKEL	8-35
71 P	2-05	1-30		49.0	s 7-07			49.0		BILLS	
53 P	2-15	1-40		49.7	f 7-13		D	49.7	s 7-18	HANSEN NS	8-55
41 P	2-30	1-55		53.3	s 7-20		D	53.3	s 7-10	KIMBERLY KY	8-45
60 P	2-43	2-08		56.4	s 7-27			56.4		McMILLAN YL	8-15
31 P				58.9	7-32		DN-R	58.9	7-00	TWIN FALLS YL NA	8-30AM
				63.3	7-40			63.3	6-45		8-00PM
DOPWYZ	A 4-00PM	A 3-00AM		65.9	7-50		D	65.9	s 6-30	CURRY	
42				68.5	f 7-57			68.5	f 6-25	FILER FR	
60 P				71.3	s 8-02			71.3	f 6-20	PEAVEY	
45				73.8	f 8-06		DN-R	73.8	6-15PM	CEDAR	
41					f 8-10					BUHL YL BO	
PY					A 8-20AM						
				(73.8)					Daily		Daily Except Sunday
	(3.40)	(3.15)		..... Thru Time		(2.50)	(2.30)		(2.30)	..... Thru Time	(2.30)
	16.1	18.1		..... Average speed per hour		26.0	29.5		23.6	..... Average speed per hour	23.6

WESTWARD				OAKLEY BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 23 June 18, 1956	Mile Post	FIRST CLASS		STATIONS	Mile Post	FIRST CLASS		STATIONS
	439	475			49	50			440	476	
	Freight	Time Freight			Mixed	Mixed			Freight	Time Freight	
59				0.0			DN-R	0.0		BURLEY YL BU	0.0
68				3.1				3.1		RUBY (Spur)	3.1
3				4.3				4.3		BEETVILLE	4.0
28				5.2				5.2		PELLA	4.7
23				8.3				8.3		KENYON	6.0
30				13.5				13.5		CHURCHILL	7.5
11				16.3				16.3		TROUT	9.1
23				17.8				17.8		MARION	
60				19.4				19.4		WARR	
12				21.8			D-R	21.8		OAKLEY OA	
20 Y											
				(21.8)							(0.1)

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. 23				Mile Post	SECOND CLASS
	439 Mixed	June 18, 1956					440 Mixed
STATIONS							
DOPWYZ	7:00PM	DN-R	TWIN FALLS YL	NA	0.0	A	3:30AM
31	7:25		BERGER		10.9	f	2:46
26	7:45		HOLLISTER		19.4	a	2:26
9	7:54		AMSTERDAM (Spur)		23.2	f	2:15
21	PWY	a	ROGERSON		28.8	a	2:01
38	8:35		METEOR		38.7	f	1:34
34	9:05		IDAVADA		50.1	f	1:07
24	P	f	DELAPLAIN		56.1	f	12:53
34	9:35		SAN JACINTO		60.7	f	12:43
34	P	a	CONTACT		68.8	a	12:26
33	PW	f	HENRY		75.1	f	12:09AM
33	10:44		SHORES		86.7	f	11:45PM
48	PY	f	WILKINS		98.6	f	11:30
37	11:15 ⁴³⁹		HERRELL		97.3	f	11:15 ⁴³⁹
44	PY	a	SUMMER CAMP		102.6	a	10:55
44	11:54PM		MELANDCO		108.9	f	10:34
35	12:10AM		TOWN CREEK		116.1	f	10:17
	PWY	A	WELLS YL	HU	128.4		10:00PM
(123.4)							
(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. 23				Mile Post	SECOND CLASS
	441 Mixed	June 18, 1956					442 Mixed
STATIONS							
WS 121-115 PWY ES 111-130	6:00AM	DN-R	SHOSHONE YL	X	0.0	A	12:45PM
39	PWY	a	RICHFIELD YL	FK	15.3	a	12:05PM
29	6:50		PAGARI		21.7	f	11:45AM
27	7:10		TIKURA		29.7	f	11:25
59	PW	a	PICABO	XN	37.3	a	11:05
6	7:40		HAY		41.8	f	10:50
10	7:45		GANNETT		44.3	f	10:45
30	8:05		BELLEVUE		52.1	a	10:25
17	W	a	HAILEY	RI	57.2	a	10:05
22	8:22		BARITE		60.0	f	9:52
30	W Loop	A	KETCHUM YL	KU	69.4		9:30AM
(69.4)							
(3.45) Thru Time						(3.15)	
23.2 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.	Time-Table No. 23				Mile Post	EASTWARD	
	June 18, 1956					Mile Post	
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		PAYETTE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 23				Mile Post	SECOND CLASS		
	483 Mixed	June 18, 1956					484 Mixed		
STATIONS									
92	PY	6:00AM	DN-R	PAYETTE YL	AY	0.0	A	2:45PM	
18	f	6:20		EFFIE		3.9	f	2:30	
27	P	a	6:30	D	FRUITLAND	FU	5.1	a	2:25
19	f	6:40		BUCKINGHAM		6.8	f	2:06	
30	P	a	7:00	D	NEW PLYMOUTH	NP	11.1	a	1:55
11	f	7:27		LETHA		21.6	f	1:23	
96	PWY	A	7:50AM	D-R	EMMETT YL	MF	29.7		1:00PM
(29.7)									
(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.	Time-Table No. 23				Mile Post	EASTWARD	
	June 18, 1956					Mile Post	
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)							

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		HOMEDALE BRANCH				EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 23				Mile Post	EASTWARD	
	June 18, 1956					Mile Post	
STATIONS							
168	PY		DN-R	NYSSA YL	SY	0.0	
19				OVERSTREET		8.1	
20				ADRIAN		10.6	
32				NAPTON		16.9	
62	PW		D	HOMEDALE YL	HR	24.4	
19				CLAYTONIA		31.0	
19	PY		D-R	MARSING YL	MR	33.1	
(33.1)							

WESTWARD		WILDER BRANCH				EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 23				Mile Post	EASTWARD	
	June 18, 1956					Mile Post	
STATIONS							
204	P		DN-R	CALDWELL YL	CW	0.0	
40				SIMPLOT 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		BOISE BRANCH				EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 23				Mile Post	EASTWARD	
	June 18, 1956					Mile Post	
STATIONS							
P				BOISE JCT.		0.0	
22				FAIR GROUNDS YL		1.1	
	PTWZ		D-R	BOISE FREIGHT YL	BE	3.2	
10				PENITENTIARY SPUR		5.0	
10				VERNON (Spur)		6.3	
BARBER							
(8.4)							

Westward		IDAHO NORTHERN BRANCH				Eastward	
Car Capacity of Sidings, etc., See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 23		Mile Post	SECOND CLASS		
	485	June 18, 1956			486		
	Mixed	STATIONS			Mixed		
	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	2.10		
	15	f 9.20	JENNESS	18.9	f 1.40		
	96 PWY	s 10.20	D-R EMMETT YL MF	27.0	s 1.10		
	42	f 10.40	PLAZA	31.8	f 12.55		
	43 P	s 11.20	MONTOUR	41.1	s 12.20PM		
	32 P	s 11.55AM	D HORSESHOE BEND HIB	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	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. 23		Mile Post			
		June 18, 1956					
		STATIONS					
	160 P	DN-R	WEISER YL SR	0.0			
	205 TY		REBECCA	6.0			
	48		CONCRETE	19.1			
	23 P		MIDVALE	31.8			
	35 P	D	CAMBRIDGE RA	40.5			
	3 W		GOODRICH	49.8			
	26		MESA	56.6			
	12		COUNCIL YL CN	60.2			
	59 PWY	D	HOOVER YL	61.6			
	7		GLENDALE	72.0			
	6		RUBICON YL	84.1			
	43	D-R	NEW MEADOWS YL	89.7			
	45 PWY		(89.7)				

Westward		OREGON EASTERN BRANCH				Eastward	
Car Capacity of Sidings, etc., See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 23		Mile Post	SECOND CLASS		
	459	June 18, 1956			460		
	Mixed	STATIONS			Mixed		
	ES 170 P	1.00PM	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	s 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	JUNTURA 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 P	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	(156.8)			Daily Except Sunday	
	WYZ						
	(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. 23		Mile Post			
		June 18, 1956					
		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				North Side Branch			
Donovan	4.1	65 P	Both	Travers	3.5	18	Both
Hassett	12.5	73 P	Both	Haytown	44.7	4	Both
Cosgriff	20.2	80 P	Both	Hydra	45.8	7	Both
Folger	29.3	74 P	Both	Appleton	52.9	12	Both
Sage	(1) 63.1	75 P	Both	Ketchum Branch			
Border	(1) 92.1	21 P	Both	Gimlet	(6) 63.2	32	East
Pegram	(1) 97.7	34 P	Both	Payette Branch			
Onyx	197.5	13 P	West	Little Rock	18.9	9	Both
Inkom Ballast Quarry	202.9	140 P	East	Stoddard Branch			
Second Subdivision				Westma	11.6	9	East
Don	219.6	(43 PX	Both	Idaho Northern Branch			
Schiller	226.5	11 P	Both	Maddens	(7) 6.1	5	East
Coates	369.5	8 P	West	Josephson	(7) 12.6	12	Both
Sand Bank	370.9	42 PX	Both	Amseo	13.6	12	Both
Third Subdivision				Bramwell	(7) 22.2	5	East
Hillcrest	B-445.1	14 P	Both	Black Canyon	(7) 33.0	5	East
Apple Valley	485.9	26	Both	Archabal	(7) 127.4	9	Both
Arcadia	491.7	45 P	Both	Oregon Eastern Branch			
Washoe Spur	500.9	32	West	Lawen	(8) 138.4	3	East
Wood	506.2	10	Both	New Meadows Branch			
Feltham	512.7	23	Both	Presley	11.7	9	Both
Fourth Subdivision				Diamond	26.7	4 W	West
Chubbuck	138.2	36	Both	Tamarack	81.9	29	Both
Mitchell	176.9	17	Both				
Red Rock	(2) 302.8	25	Both				
Rock	314.6	62 P	Both				
Dalys	(2) 316.4	14 P	Both				
Glen	(2) 347.8	8	West				
Maiden Rock	(2) 366.0	(12	Both				
				(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	(3) 22.3	{ 6	East				
Dwight	(3) 32.7	6	Both				
Fox Creek	(3) 42.3	None	None				
Mackay Branch							
Collins	(4) 2.1	10	West				
Aiken	(4) 3.8	(10	Both				
Rouse	(4) 7.6	4	East				
Olsen	(4) 16.0	13	East				
Cerro Grande	(4) 35.5	None	None				
West Belt Branch							
Coltman	(5) 2.8	19 P	East				
Grant	(5) 4.8	18 P	East				
Barlow	7.0	17	East				
Midway	9.4	(31	Both				
Pyke	(5) 35.3	19	West				
East Belt Branch							
Gale Spur	27.5	10	East				

- (1) Flag stop for Nos. 12-17.
- (2) Flag stop for Nos. 29-30.
- (3) Flag stop for Nos. 47-48.
- (4) Flag stop for Nos. 409-410.
- (5) Flag stop for No. 492.
- (6) Flag stop for Nos. 441-442.
- (7) Flag stop for Nos. 485-486.
- (8) Flag stop for Nos. 459-460.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Train	At	Discharge Passengers From	Pick up Passengers Destined To
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.

SECOND SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
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.	Psgr.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
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 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
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	Ontario No. 106, to exchange mail.	10		
Between M.P. 389.8 and 390.6.	60	50	40	Between M.P. B-440.4 and B-446.1.	60	50	40	Payette Between Payette and Weiser, trains handling logs.			30
Mountain Home Over street crossings.	50	50	50	Boise Between M.P. B-448.3 and B-449.1.	50	40	25	Weiser Between M.P. 523.1 and 526.1.	70	60	50
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	Between M.P. 526.4 and 535.9.	60	50	40
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. 535.9 and 539.0.	40	30	25
Nampa				Sonna Between M.P. B-467.0 and B-467.8.	40	25	25	Huntington			
Orchard Between M.P. B-423.5 and B-423.9.	60	50	40								
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.	Frt.		Psgr.	Frt.		Psgr.	Frt.
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
Pocatello Jct. Between M.P. 135.1 and 136.7.	35	25	Between M.P. 237.8 and 238.0.	40	30	Apex Between M.P. 341.1 and 341.4.	50	40
Montana Jct. Between M.P. 139.9 and 140.1.	60	50	Between M.P. 239.1 and 239.3.	50	40	Highbridge Between M.P. 342.7 and 342.9.	50	40
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. 343.3 and 343.5.	30	20
Between M.P. 143.3 and 143.5.	50	40	Between M.P. 249.5 and 249.7.	40	30	Between M.P. 343.5 and 345.8.	35	25
Gibson Between M.P. 152.6 and 152.9.	50	40	Between M.P. 251.0 and 251.4.	40	30	Between M.P. 346.0 and 346.3.	30	20
Blackfoot Over streets and alleys.	20	20	Between M.P. 252.7 and 257.5.	25	20	Between M.P. 347.9 and 348.2.	40	30
Wapello Between M.P. 166.8 and 167.0.	60	50	Humphrey Between M.P. 258.3 and 258.5.	35	25	Navy Between M.P. 351.0 and 354.4.	35	25
Firth Between M.P. 169.7 and 169.9.	60	50	Between M.P. 258.6 and 259.2.	45	35	Between M.P. 357.2 and 357.7.	40	30
Shelley Over streets and alleys.	30	30	Between M.P. 262.9 and 267.6.	35	25	Melrose Between M.P. 361.8 and 366.3, watch for rocks.	25	20
Idaho Falls Over streets and alleys.	12	12	Between M.P. 269.7 and 269.9.	40	30	Between M.P. 366.3 and 366.6.	20	20
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		

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	
	Psgr.	Frt.		Psgr.	Frt.		Psgr.	Frt.
Mackay Branch Between Blackfoot and M.P. 60.0: Diesel engines.		30	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
Aberdeen Branch Maximum speed.		25	Between M.P. 25.0 and 25.4.	15	15	Hill City Branch Maximum speed.		25
Goshen Branch Maximum speed.		25	Twin Falls Branch Maximum speed.	50	40	Over trestles 21.6 and 23.40 with snow plows.		15
Yellowstone Branch Between Idaho Falls and Ashton.	50	35	First Class Trains, within yard limits.	30	30	Boise Branch Between Boise Jct. and Boise Freight.		25
Between Idaho Falls and West Yellowstone with MacArthur type engines.	40	30	Rupert, on west leg of wye.	10	10	Between Boise Freight and Barber.		15
Between Ashton and Gerrit, watch for rocks.	35	25	Rupert, over streets and alleys.	12	12	Stoddard Branch Maximum speed.		20
Between Gerrit and Big Springs	50	35	Bridge 20.10.	25	25	Between Stoddard and end of track.		15
Between Big Springs and West Yellowstone, watch for rocks.	35	25	Burley, within city limits.	20	20	Idaho Northern Branch Maximum speed.		30
Rexburg, Sugar City and St. Anthony, over streets and alleys.	20	20	Burley, over street crossings.	12	12	Between Jenness and Bramwell.		20
St. Anthony, over highway crossing just west of depot.	8	8	Kimberly, within city limits.	40	40	Trains handling high cars between Jenness and Bramwell.		12
Between M.P. 55.4 and 55.7.	20	15	North Side Branch Maximum speed.		30	Between Plaza and M.P. 63, watch for rocks.		25
Between M.P. 59.6 and 65.9.	20	15	Between M.P. 30.0 and 30.5.		20	Between M.P. 63 and Smiths Ferry, watch for rocks.		15
Between M.P. 72.9 and 73.2.	35	25	Raft River Branch Maximum speed.		20	Trains handling logs or high cars between Banks and M.P. 81.0.		12
Between M.P. 74.0 and 74.2.	30	25	Burley, within city limits.		20	Between Smiths Ferry and Cabarton, watch for rocks.		20
Between M.P. 85.2 and 85.5.	35	25	Burley, over street crossings.		12	M.P. 31.4.		20
Between M.P. 86.4 and 87.0.	20	15	Oakley Branch Maximum speed.		25	Between M.P. 33.0 and 35.4.		10
Between M.P. 92.1 and 95.0.	20	15	Burley, within city limits.		20	Bridge 36.61.		20
Between M.P. 99.9 and 100.8.	20	15	Burley, over street crossings.		12	Between M.P. 99.6 and 108.3.		20
East Belt Branch Maximum speed.		25	Wells Branch Maximum speed.		30	Between M.P. 111.4 and 111.6.		20
Truss bridges.		15	Between M.P. 31.1 and 36.1.		25	Between M.P. 113.0 and 113.3.		20
West Belt Branch Maximum speed.		25	Between M.P. 45.9 and 53.3.		25	Between M.P. 128.2 and 128.5.		15
Truss bridges.		15	Between M.P. 69.6 and 71.6.		25	McCall, over street crossings.		10
Highway Crossing M.P. 37.44.	5	5	Between M.P. 91.1 and 91.4.		25	Wilder Branch Maximum speed.		25
			Between Herrell and Melandeo.		20	Homedale Branch Maximum speed.		25
			Wells yard.		15	Oregon Eastern Branch Maximum speed.		25
			Ketchum Branch Maximum speed.	40	30	Hope Between M.P. 29.5 and 33.5, watch for rocks.		20
			Bellevue, over streets and alleys.	12	12	Little Valley Between M.P. 36.5 and 37.6, watch for rocks.		20

BRANCHES (Continued)											
Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.		Psgr.	Frt.		Psgr.	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			15
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			20
Dunnean Between M.P. 103.5 and 106.5.		20	Between Weiser and Concrete. Straight track. On curves.		25	Homestead Branch Maximum speed, watch for rocks.		20			15
Bridge 106.14.		15			20	On curves.		15			20

<p>SYMBOLS AND ABBREVIATIONS</p> <p>Rules 6 and 6(A)</p> <p>Rule 6</p> <p>The following letters placed before figures of a schedule indicate:</p> <p>s—regular stop; f—flag stop to receive or discharge traffic; A—arrive.</p> <p>Rule 6(A)</p> <p>The following letters placed in column with station name in time-table indicate:</p> <p>D—day operator; N—night operator; DN—day and night operator; R—train register; YL—yard limits.</p> <p>The following letters placed in column provided in time-table indicate:</p> <p>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.</p>	<p>Standard clocks are located as shown below:</p> <p>Blackfoot..... Telegraph Office Boise Freight..... Yard Telegraph Office Boise Freight..... 13th Street Yard Office Buhl..... Telegraph Office Burns..... Telegraph Office Emmett..... Telegraph Office Glenns Ferry..... Telegraph Office Glenns Ferry..... Yard Office Huntington..... Yard Office Huntington..... Telegraph Office Idaho Falls..... Telegraph Office Idaho Falls..... Yard Office Idaho Falls..... Enginemen's Register Room Kemmerer..... Telegraph Office Ketchum..... Telegraph Office Lima..... Telegraph Office Marsing..... Telegraph Office McCall..... Telegraph Office Minidoka..... Telegraph Office Montpelier..... Telegraph Office Nampa..... Telegraph Office Nampa..... Central Yard Switchmen's Locker Room Nampa..... Crew Dispatcher's Office Nampa..... Enginemen's Register Room at Roundhouse Nampa..... Train Dispatcher's Office</p> <p>Nampa..... East End Yard Office Nampa..... West End Yard Office New Meadows..... Telegraph Office Nyssa..... Telegraph Office Ontario..... Telegraph Office Payette..... Telegraph Office Pocatello..... Train Dispatcher's Office Pocatello..... Yard Telegraph Office Pocatello..... Switchmen's Locker Room Pocatello..... Switchmen's Locker Room Hump Pocatello..... Switchmen's Locker Room Sherman St. Pocatello Engine Crew Dispatcher's Office Pocatello..... Passenger Conductors' Register Room, Passenger Station Rupert..... Telegraph Office Shoshone..... Telegraph Office Silver Bow..... Telegraph Office Twin Falls..... Telegraph Office Twin Falls..... Freight Office Victor..... Telegraph Office Weiser..... Telegraph Office Wells..... Telegraph Office West Yellowstone..... Telegraph Office</p>
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Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
30"	120.	41"	87.8	52"	69.2	1' 3"	57.1	1' 20"	45.	2' 45"	21.8
31"	116.1	42"	85.7	53"	67.9	1' 4"	56.2	1' 25"	42.3	3'	20.
32"	112.5	43"	83.7	54"	66.6	1' 5"	55.3	1' 30"	40.	3' 30"	17.1
33"	109.1	44"	81.8	55"	65.4	1' 6"	54.5	1' 35"	37.9	4'	15.
34"	105.9	45"	80.	56"	64.2	1' 7"	53.7	1' 40"	36.	5'	12.
35"	102.9	46"	78.3	57"	63.1	1' 8"	52.9	1' 45"	34.3	6'	10.
36"	100.	47"	76.6	58"	62.	1' 9"	52.1	1' 50"	32.7	7'	8.6
37"	97.3	48"	75.	59"	61.	1' 10"	51.4	1' 55"	31.3	8'	7.5
38"	94.7	49"	73.5	1'	60.	1' 11"	50.7	2'	30.	10'	6.
39"	92.3	50"	72.	1' 1"	59.	1' 12"	50.	2' 15"	26.6		
40"	90.	51"	70.6	1' 2"	58.	1' 15"	48.	2' 30"	24.		