



-D. W. GIBSON-  
 UNION PACIFIC RAILROAD COMPANY  
 NORTHWESTERN DISTRICT  
 APRIL 14, 1957



D. W. Gibson  
 IDAHO DIVISION

**TIME-TABLE  
 No. 24**

Effective Sunday  
**September 23, 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, Asst. Supt. of Safety and Courtesy**.....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.  
**B. D. Spratt, 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. Small	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.
Eugene V. Simson	Oculist and Aurist	Pocatello, Ida.	Robert H. Burgoyne	Surgeon	Montpelier, Ida.
H. Henry Rock	Surgeon	Aberdeen, Ida.	R. B. Lindsay	Surgeon	Montpelier, Ida.
Frank L. Harms	Surgeon	American Falls, Ida.	Malone W. Koelsch	Surgeon	Mountain Home, Ida.
Ivan R. Egbert	Surgeon	Arco, Ida.	T. C. Horton, Jr.	Surgeon	Nampa, Ida.
Willis A. Melcher	Surgeon	Ashton, Ida.	Ernest D. Hunsaker	Oculist and Aurist	Nampa, Ida.
Ralph G. Goates	Surgeon	Blackfoot, Ida.	Frederick D. Koehne	Surgeon	Nampa, Ida.
Norman G. Hedemark	Oculist	Boise, Ida.	John R. Mangum	Surgeon	Nampa, Ida.
A. Curtis Jones, Jr.	Ear, Nose, Throat	Boise, Ida.	Thomas E. Mangum, Jr.	Surgeon	Nampa, Ida.
A. C. Jones, Sr.	Oculist	Boise, Ida.	G. O. Cross	Surgeon	Nampa, Ida.
William A. Koelsch	Surgeon	Boise, Ida.	K. E. Kerby	Surgeon	Nyssa, Ore.
Roy L. Peterson	Ear, Nose, Throat	Boise, Ida.	Wilfred N. Sanders	Surgeon	Ontario, Ore.
Warren D. Springer	Surgeon	Boise, Ida.	W. S. Kotas	Surgeon	Payette, Ida.
Vern H. Anderson	Surgeon	Buhl, Ida.	Ira R. Woodward, Jr.	Surgeon	Payette, Ida.
John W. Davis	Surgeon	Burley, Ida.	Murland F. Rigby	Surgeon	Rexburg, Ida.
Chas. A. Terhune	Surgeon	Burley, Ida.	A. C. Truxal	Surgeon	Rexburg, Ida.
John H. Weare	Surgeon	Burns, Ore.	Aldon Tall	Surgeon	Rigby, Ida.
Harvey L. Casebeer	Oculist and Aurist	Butte, Mont.	Arthur F. Dalley	Surgeon	Rupert, 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.
Richard H. McLaren	Surgeon	Dillon, Mont.	Charles B. Beymer	Surgeon	Twin Falls, Ida.
George L. Routledge	Surgeon	Dillon, Mont.	Wallace Bond	Oculist and Aurist	Twin Falls, Ida.
LaGrande C. Larsen	Surgeon	Driggs, Ida.	F. W. Schow	Surgeon	Twin Falls, Ida.
A. C. Truxal	Surgeon	Dubois, Ida.	Harwood L. Stowe	Surgeon	Twin Falls, Ida.
R. P. Rawlinson	Surgeon	Emmett, Ida.	C. J. Kopp	Surgeon	Vale, Ore.
Marion J. Kerns	Surgeon	Fairfield, Ida.	Harold F. Holsinger	Surgeon	Wendell, Ida.
Ward A. Rulien	Surgeon	Glenns Ferry, Ida.	Robert M. Coats	Surgeon	Weiser, Ida.
Marion V. Klingler	Surgeon	Gooding, Ida.	Marion S. McGrath	Surgeon	Weiser, Ida.

**WESTWARD CONDENSED TIME-TABLE EASTWARD**

FIRST CLASS							Distance from Granger via Boise	Time-Table No. 24 September 23, 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									
10.00P		5.35	2.05		4.20	0.0	GRANGER	A 9.25		A12.27	A11.10		3.15A 3.00P	
5.00P		10.45	5.45		9.35	213.9	POCATELLO	4.10		8.30	5.35		6.30P 6.00P	
6.00P		12.15	5.55		10.35			3.25		8.20	4.55		5.00P 4.30P	
10.00P		3.45	8.25		2.00	373.8	GLENN'S FERRY	12.05		5.45	1.40		12.01P 11.30P	
10.15P		5.45	9.40		3.45	448.4	BOISE	10.20		4.30	11.55			
2.30P		8.35	11.40		6.40	550.1	M.T. HUNTINGTON	7.40		2.35	9.25		6.00P 5.30P	
1.45P		7.45	10.40		5.50	649.7	P.T. LA GRANDE	6.30		1.35	8.15		4.30P 4.00P	
5.30P		10.35	1.05		8.40	723.9	PENDLETON	3.45		11.10	5.35		12.30P 12.01P	
		12.50	3.10		11.05	786.3	SPOKANE	1.25		9.08	3.00		8.15P 7.45P	
		7.30				837.4	AYER							
		9.57				786.3	WALLULA							
		11.00				755.3	HINKLE	12.40		8.30	2.10	2.20	7.00P 6.30P	
10.00P	A11.45	1.55	3.55		12.40	855.4	THE DALES	10.30		6.50	11.40		1.30P 1.01P	
11.00P		4.10	5.30		3.10	939.5	PORTLAND	8.00	A 9.15	5.00	9.30		1.30P 1.01P	
2.00P		A 6.45	A 7.30		9.00	1122.7	SEATTLE			5.00			A 5.45 11.45	
4.35P	A 6.15				A 1.00									

28.25 (6.30) (4.15) (26.10) (18.25) (4.00) (26.10) Thru Time (24.25) (4.15) (18.27) (24.40) (4.10) (6.00) (6.00) 37.38  
 32.68 28.2 43.1 35.9 51.0 45.8 35.9 Average speed per hour 38.5 45.4 50.9 38.3 44.6 30.5

**WESTWARD CONDENSED TIME-TABLE EASTWARD**

FIRST CLASS				Distance from McCammon	Time-Table No. 24 September 23, 1956	FIRST CLASS	
29	33	34	30				
Passenger	Passenger	Passenger	Passenger				
Daily	Daily						
				0.0	McCAMMON	A 5.55	A 4.50
		10.45	9.30				
		11.15	A10.00	22.7	POCATELLO	5.25	4.15
		1.15		73.3	IDAHO FALLS		1.50
				124.3	ASHTON		
				169.9	VICTOR		
				180.4	WEST YELLOWSTONE		
				285.8	BUTTE	8.00	
						Daily	Daily

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

MILEAGE  
 Main Line ..... 848.07  
 Branches ..... 1376.68  
 Grand Total ..... 2224.75

14'30"  
 24'00"  
 2'15"

9.30 PM - Sun  
 3.15 AM Tue  
 10.00P



WESTWARD		FIRST SUBDIVISION					FIRST CLASS					Time-Table No. 24	
		SECOND CLASS			FIRST CLASS					September 23, 1956			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	257	279	251	277	29	11	105	33	17	STATIONS			
		Time Freight Daily	Time Freight Daily	Time Freight Daily	Passenger Daily	Mail and Express Daily	Streamliner Passenger Daily	Passenger Daily	Passenger Daily				
144	IPWY	10.00P				5.35PM	2.05PM		4.20AM	DN-R	GRANGER YL GN		
150	P										MOXA		
150	P										NUTRIA		
150	P					6.01			4.48	D	OPAL OW		
150	P										WATERFALL		
150	PTZ					6.30	2.47		5.20	DN	KEMMERER YL AV		
150	P										FOSSIL		
150	P										NUGGET		
150	P										ORR		
150	PY										LEEFE		
150	P										BECKWITH		
150	P										PIXLEY		
150	P					7.25			6.31	DN	COKEVILLE CK		
150	P										MARSE		
150	P										CHAUSSE		
150	P										HARER		
20	P										DINGLE		
	DOPTWYZ	1.30A 1.40A				8.10 8.20	4.05		7.10 7.20	DN-R	MONTPELIER YL MX		
	P					8.28	4.12		7.28		PESCADERO		
120	P					8.34	4.18		7.34		GEORGETOWN		
150	P					8.45	4.27		7.45		MANSON		
150	PY					8.58	4.37		7.57	DN	SODA SPRINGS YL SD		
150	P					9.10	4.42		8.07		ALEXANDER		
150	P					9.15	4.46		8.12		TALMAGE		
150	P									DN	BANCROFT BN		
150	P					9.24	4.52		8.20		PEBBLE		
150	P					9.35	4.59		8.30		BLASER		
	P					9.43	5.06		8.38		LAVA HOT SPGS. XY		
27	PX					9.50	5.10		8.44	D	MCCAMMON YL MC		
CS 150	IPXY	11.30PM	12.10PM	3.45AM	12.20P	10.45PM	10.05	5.21	9.30AM	DN	INKOM KO		
120	PX					10.58	10.18	5.31	9.43	D	PORTNEUF		
						11.04	10.25	5.36	9.49	DN-R	POCATELLO YL H-CA PO		
	DOPTWYZ	5.00A	12.10AM	1.00PM	4.45AM	12.45P	11.15PM	10.45PM	5.45PM	10.00AM	9.35AM		
											(213.9)		

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.

213.9      7      30  
60 427.8      210  
420  
7.8

WESTWARD		FIRST SUBDIVISION					EASTWARD				
		FIRST CLASS			SECOND CLASS						
Time-Table No. 24		12	30	106	34	18	280	278	270	264	262
September 23, 1956		Mail and Express	Passenger	Streamliner Passenger	Passenger	Passenger	Time Freight	Stock Special	Time Freight		
	DN-R	GRANGER YL GN	0.0								
		MOXA	7.7								
		NUTRIA	15.4								
	D	OPAL OW	24.5	8.50							
		WATERFALL	33.6								
	DN	KEMMERER YL AV	39.7	8.30							
		FOSSIL	48.0								
		NUGGET	53.0								
		ORR	59.6								
		LEEFE	64.8								
		BECKWITH	71.3								
		PIXLEY	77.4								
	DN	COKEVILLE CK	83.6	7.25							
		MARSE	88.2								
		CHAUSSE	94.5								
		HARER	102.9								
		DINGLE	108.0								
	DN-R	MONTPELIER YL MX	115.0	6.35 6.25							
		PESCADERO	121.3	6.13							
		GEORGETOWN	126.8	6.07							
		MANSON	136.1	5.57							
	DN	SODA SPRINGS YL SD	146.0	5.46							
		ALEXANDER	151.6	5.34							
		TALMAGE	156.2	5.28							
	DN	BANCROFT BN	161.8	5.21							
		PEBBLE	170.3	5.10							
		BLASER	177.4	5.02							
	D	LAVA HOT SPGS. XY	180.0	4.57							
	DN	MCCAMMON YL MC	191.2	4.40	As 4.50AM						
	D	INKOM KO	201.9	4.25	As 5.55PM						
		PORTNEUF	207.7	4.19	4.23						
	DN-R	POCATELLO YL H-CA PO	213.9	4.10AM	4.15AM						
				Daily	Daily						

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.

213.9      7      30  
9 213.9      213.9      36.3  
18      115.0  
33      3 108.9  
27      9  
69      18  
63      18  
60  
54  
60

10.00P Granger 3.00P M  
9.00P Granger 4.00P M  
8.00P Green River 5.00P M  
Rawley's  
Rawlins











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. 24 September 23, 1956		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 24 September 23, 1956		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 24 September 23, 1956		Mile Post
	STATIONS				STATIONS				STATIONS		
150 150 PTZ	DN-R	KEMMERER YL AV	0.0	150 150 PTZ	DN-R	KEMMERER YL AV	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			MINE NO. 8 YL	13.0				
22		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. 24 September 23, 1956		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 24 September 23, 1956		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 24 September 23, 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	5.8	
							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. 24 September 23, 1956		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 24 September 23, 1956		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 24 September 23, 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 GA	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			Time-Table No. 24 September 23, 1956	Mile Post	SECOND CLASS					
		491 Mixed	477 Mixed			492 Mixed	478 Mixed				
DOPTWYZ		7.55AM	6.00AM	DN-R	IDAHO FALLS YL	0.0	A	2.00PM	A	6.00PM	
17 PY		At 8.05AM	6.10		ORVIN YL	3.0	f	1.50		5.30	
60 PW			s 6.23	D	UCON UN	7.6		1.40PM	s	5.10	
54 P			s 6.42	D	RIGBY RG	13.8			s	4.55	
36			f 6.55		LORENZO	18.1			f	4.40	
25 P			f 7.02		THORNTON	20.7			f	4.30	
67 P			s 7.15	D	REXBURG RX	26.0			s	4.15	
51 P			s 7.25	D	SUGAR CITY SC	29.8			s	4.00	
36 PY					HART	30.9					
110 PWY			s 7.40	D	ST. ANTHONY YL SH	36.8		A 10.50AM	s	3.40	
P					BELT YL	38.3		10.40AM			
43 P			f 7.55		CHESTER	42.8			f	3.20	
46 PWY			A 8.15AM	DN-R	ASHTON YL HN	51.0				3.00PM	
					INGLING	52.6					
28 P					WARM RIVER	58.2					
22 P					GERRIT	66.9					
22					ECCLES	75.7					
15 P					ISLAND PARK	80.6					
26 P					TRUDE	85.4					
25 PWY					BIG SPRINGS	90.7					
22 PY					REAS PASS	97.2					
29 PWY				D-R	WEST YELLOWSTONE YL	107.1					
					(107.1)						
		(0.10)	(2.15)					(3.20)	(3.00)		
		18.0	22.7					14.3	17.0		

WESTWARD				TETON VALLEY BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 24 September 23, 1956	Mile Post	SECOND CLASS					
		477 Mixed	478 Mixed								
46 PWY		8.45AM		DN-R	ASHTON YL HN	0.0	A	2.25PM			
19		f 8.55			MARYSVILLE YL	1.8	f	2.17			
33		f 9.10			GRAINVILLE	6.0	f	2.03			
22 PW		s 9.25		D	DRUMMOND MD	8.6	s	1.52			
12		f 9.40			FRANCE	12.8	f	1.37			
33 P		f 9.50			LAMONT	16.8	f	1.27			
21		s 10.23			FELT	26.3	f	12.54			
22 PWY		s 10.38		D	TETONIA NA	30.3	s	12.39			
31		s 10.57		D	DRIGGS DI	37.2	s	12.20PM			
19 PWY		A 11.20AM		D-R	VICTOR YL VR	45.6		11.50AM			
					(45.6)						
		(2.35)						(2.35)			
		17.7						17.7			

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		MACKAY BRANCH		EASTWARD		WESTWARD		EAST BELT BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 24 September 23, 1956	Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 24 September 23, 1956	Mile Post
	421 Mixed	409 Mixed			422 Mixed	410 Mixed		491 Mixed			
	Daily Except Sunday	Daily Except Sunday						Daily Except Sunday			
66 110 PWY	8-15AM	6-30AM	DN-R	0.0	A 2-20PM	A 3-05PM	17 PY		8-05AM	ORVIN YL	0.0
				2.1			22		8-15	LINCOLN	2.3
10	f 6-36			4.3	f 2-00	f 2-52	P			LINCOLN JCT. YL	3.1
7	f 8-25	f 6-42		5.7	f 1-55	f 2-47	46 P		f 8-27	IONA	5.7
31	f 8-30	f 6-47		7.1	1-45PM	2-43	21 PW		s 9-05	RIRIE RK	16.4
P	A 8-35AM	f 6-51		20.1			11 P		f 9-18	BYRNE	21.4
33 PW		f 7-24		39.7			11 P		f 9-30	JENSON	25.6
35 PY		f 8-15		59.1			23 P		f 9-40	WALKER	28.2
37 PWY		s 9-05	D	69.7			40 P		f 9-52	PARKINSON	32.4
21 P		f 9-27		72.6			11 P		f 9-58	MOODY	34.3
10		f 9-45		77.3			12 P		s 10-20	NEWDALE NE	38.1
5		f 10-00		85.3			P		A 10-40AM	BELT YL	44.4
68 PY		A 10-25AM	D-R								
				(85.3)							(44.4)
	(0.20) 21.3	(3.55) 21.7	..... Thru Time .....	(0.35) 12.2	(4.05) 20.9				(2.35) 17.2	..... Thru Time .....	..... Average speed per hour.....

WESTWARD		ABERDEEN BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 24 September 23, 1956	Mile Post	SECOND CLASS	
	421 Mixed	422 Mixed				
	Daily Except Sunday					
P	8-35AM	ABERDEEN JCT. YL	0.0	A 1-45PM		
32	f 8-48	ROCKFORD	4.3	f 1-30		
17	f 8-53	LIBERTY	5.9	f 1-20		
32 P	f 9-13	PINGREE	10.2	f 12-58		
31 P	f 9-33	SPRINGFIELD	16.5	f 12-40		
17 P	f 9-50	STERLING	19.7	f 12-25PM		
8		FINGAL	26.0			
37 PWY	A 10-25AM	ABERDEEN YL BN	28.2	11-50AM		
			(28.2)		Daily Except Sunday	
	(1.50) 15.4	..... Thru Time .....	(1.55) 14.7			

WESTWARD		WEST BELT BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 24 September 23, 1956	Mile Post	SECOND CLASS	
	421 Mixed	492 Mixed				
	Daily Except Sunday					
60 PW		D-R	UCON	UN	0.0	A 1-40PM
22 P			LEWISVILLE		8.8	f 1-10
50 P		D	MENAN	MN	10.5	s 1-00
51 PW			PLANO		25.0	f 12-12
18			EDMONDS		26.7	f 12-05PM
11 P			EGIN		29.3	f 11-56AM
32			HEMAN		31.6	f 11-46
19 P			PARKER		33.5	f 11-40
110 PWY		D-R	ST. ANTHONY YL	SH	38.7	11-15AM
					(38.7)	Daily Except Sunday
		..... Thru Time .....	(2.25) 16.0			

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		TWIN FALLS BRANCH				EASTWARD							
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 24 September 23, 1956	Mile Post	FIRST CLASS		SECOND CLASS				
	439 Freight	475 Time Freight	49 Mixed				50 Mixed	440 Freight	476 Time Freight				
	Daily Except Sunday	Daily Except Saturday	Daily										
101 269 PWY	12-20PM	11-45PM			5-30AM	DN-R	MINIHOOKA YL	RT	0.0	A 8-40PM		A 1-00AM	A 10-30PM
73 P	12-35	12-01AM			f 5-43		ACEQUIA		8.2	f 8-28		10-35	10-05
94 DPWY	12-50	12-16			s 6-10	DN	RUPERT YL	MS	13.5	s 8-20		10-20	9-50
13							AMALGA		17.3				
32 P	1-01	12-27			s 6-18		HEYBURN		19.8	f 8-07		10-05	9-35
59 68 PWY	1-15	12-40			s 6-35	DN	BURLEY YL	BU	21.7	s 8-03		10-00	9-30
76 P	1-37	1-02			f 6-42		STARRH'S FERRY		25.8	f 7-55		9-45	9-15
58 P	1-50	1-15			f 6-54		MILNER		33.5	f 7-44		9-30	9-00
16 P					f 6-57		PARSONS		35.5	f 7-41			
71 P	2-05	1-30			s 7-07	D	MURTAUGH	MU	41.4	s 7-32		9-15	8-45
53 P	2-15	1-40			7-13		BICKEL		45.1	7-24		9-05	8-35
23							BILLS		49.0				
41 P	2-30	1-55			s 7-20	D	HANSEN	NS	49.7	s 7-17		8-55	8-25
60 P	2-43	2-08			s 7-27	D	KIMBERLY	KY	53.3	s 7-10		8-45	8-15
31 P					7-32		McMILLAN YL		56.4				
	DOPWYZ	A 4-00PM	A 3-00AM		7-40 7-50	DN-R	TWIN FALLS YL	NA	58.9	7-00 6-45		8-30AM	8-00PM
42					f 7-57		CURRY		63.3	f 6-35			
60 P					s 8-02	D	FILER	FR	65.9	s 6-30			
45					f 8-06		PEAVEY		68.5	f 6-25			
41					f 8-10		CEDAR		71.3	f 6-20			
					A 8-20AM	DN-R	BUHL YL	BO	73.8	6-15PM			
									(73.8)	Daily		Daily Except Sunday	Daily Except Sunday
	(3.40) 16.1	(3.15) 18.1	(2.50) 26.0	..... Thru Time .....	(2.25) 30.5	..... Average speed per hour.....	(2.30) 23.6	(2.30) 23.6					

WESTWARD		OAKLEY BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 24 September 23, 1956	Mile Post	SECOND CLASS	
	439 Freight	475 Time Freight				
	Daily Except Sunday	Daily Except Saturday				
59 68 PWY		DN-R	BURLEY YL	BU	0.0	
3			RUBY	(Spur)	3.1	
28			BERTVILLE		4.3	
23			PELLA		5.2	
30			KENYON		8.3	
11			CHURCHILL		13.5	
23			TROUT		16.3	
60			MARION		17.8	
12			WARR		19.4	
20 Y		D-R	OAKLEY	OA	21.8	
					(21.8)	Daily Except Sunday

WESTWARD		RAFT RIVER BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 24 September 23, 1956	Mile Post	SECOND CLASS	
	439 Freight	475 Time Freight				
	Daily Except Sunday	Daily Except Saturday				
59 68 PWY		DN-R	BURLEY YL	BU	0.0	
34			UNITY		3.1	
28			ELCOCK		4.0	
15			EVANS	(Spur)	4.7	
23			SPRINGDALE		6.0	
25			HATCH		7.5	
16			DECLO		9.1	
					(9.1)	Daily Except Sunday

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. 24 September 23, 1956	Mile Post	SECOND CLASS	Mile Post	
	439 Mixed					440 Mixed
	Daily Except Sunday					
STATIONS						
	DOPWYZ	7:00PM	DN-R	TWIN FALLS YL NA	0.0	
31		f 7:25		BERGER	10.9	
20		s 7:45		HOLLISTER	19.4	
9		f 7:54		AMSTERDAM (Spur)	23.2	
21	PWY	s 8:10		ROGERSON	28.8	
38		f 8:35		METEOR	38.7	
34		f 9:05		IDAVADA	50.1	
34	P	f 9:19		DELAPLAIN	58.1	
34		f 9:35		SAN JACINTO	60.7	
34	P	s 9:59		CONTACT	68.8	
33	PW	f 10:14		HENRY	75.1	
33		f 10:44		SHORES	86.7	
48	PY	f 11:04		WILKINS	98.6	
37		f 11:15 <sup>440</sup>		HERRELL	97.3	
44	PY	s 11:34		SUMMER CAMP	102.5	
44		f 11:54PM		MELANDCO	108.9	
35		f 12:10AM		TOWN CREEK	116.1	
	PWY	A 12:30AM	DN-R	WELLS YL HU	123.4	
				(123.4)		
		(5.30) Thru Time		(5.30)		
		22.4 Average speed per hour		22.4		

WESTWARD		NORTH SIDE BRANCH		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 24 September 23, 1956	Mile Post	SECOND CLASS	Mile Post		
						439 Mixed	440 Mixed
						Daily Except Sunday	
STATIONS							
94	DPWYZ	DN-R	RUPERT YL MS	0.0			
34	P		MYERS YL	4.4			
36	P	D	PAUL YL DJ	5.9			
20			BUDGE	7.9			
54			SCODDE	15.9			
21			McHENRY	19.8			
22		D	HAZELTON AZ	24.0			
28			BLACK	26.9			
63	W	D	EDEN DX	28.1			
54			PERRINE	34.8			
12			SUGAR LOAF	38.3			
25			FALLS CITY	40.6			
10			BARRYMORE	42.6			
64	WY	DN	JEROME YL JO	47.9			
54		D	WENDELL ND	56.7			
17			KING	58.1			
54			TUTTLE	66.2			
118	PY		BLISS YL	73.6			
120			(73.6)				

WESTWARD		KETCHUM BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 24 September 23, 1956	Mile Post	SECOND CLASS	Mile Post	
	441 Mixed					442 Mixed
	Monday Wednesday Friday					
STATIONS						
WS 121-115 ES 111-130	PWY	6:00AM	DN-R	SHOSHONE YL X	0.0	
39	PWY	s 6:35	D	RICHFIELD YL FK	15.3	
29		f 6:50		PAGARI	21.7	
27		f 7:10		TIKURA	29.7	
59	PW	s 7:30	D	PICABO XN	37.3	
6		f 7:40		HAY	41.8	
10		f 7:45		GANNETT	44.3	
30		s 8:05		BELLEVEUE	52.1	
17	W	s 8:16	D	HATLEY RI	57.2	
22		f 8:22		BARITE	60.0	
30	W Loop	A 8:45AM	D-R	KETCHUM YL KU	69.4	
				(69.4)		
		(2.45) Thru Time		(3.15)		
		25.2 Average speed per hour		21.4		

WESTWARD		HILL CITY BRANCH		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 24 September 23, 1956	Mile Post	SECOND CLASS	Mile Post		
						439 Mixed	442 Mixed
						Daily Except Sunday	
STATIONS							
39	PWY	D	RICHFIELD YL FK	0.0			
10			RAWSON	4.5			
12			BURMAH	9.4			
42	P		MAGIC	21.5			
32			MACON	31.2			
13	P		BLAINE	34.0			
7			RANDS	36.8			
17			SELBY	39.7			
42	PW	D	FAIRFIELD FD	43.8			
32			CORRAL	51.7			
50	WY	D-R	HILL CITY YL HC	57.8			
			(57.8)				

WESTWARD		HOMESTEAD BRANCH		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 24 September 23, 1956	Mile Post	SECOND CLASS	Mile Post		
						439 Mixed	440 Mixed
						Daily Except Sunday	
STATIONS							
P		BLAKES JCT.	0.0				
4	P	HOME (Spur)	14.0				
10		MINERAL (Spur)	15.3				
2		STILL (Spur)	16.2				
15		STURGILL (Spur)	27.1				
34	PT	D-R ROBINETTE YL RQ	32.9				
		(32.9)					

WESTWARD		HOMEDALE BRANCH		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 24 September 23, 1956	Mile Post	SECOND CLASS	Mile Post		
						439 Mixed	440 Mixed
						Daily Except Sunday	
STATIONS							
168	PY	DN-R	NYSSA YL SY	0.0			
19			OVERSTREET	8.1			
20			ADRIAN	10.6			
32			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		PAYETTE BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 24 September 23, 1956	Mile Post	SECOND CLASS	Mile Post	
	483 Mixed					484 Mixed
	Daily Except Sunday					
STATIONS						
92	PY	6:00AM	DN-R	PAYETTE YL AY	0.0	
18		f 6:20		EFFIE	3.9	
27	P	s 6:30	D	FRUITLAND FU	5.1	
19		f 6:40		BUCKINGHAM	6.8	
30	P	s 7:00	D	NEW PLYMOUTH NP	11.1	
11		f 7:27		LETHA	21.6	
96	PWY	A 7:50AM	D-R	EMMETT YL MF	29.7	
				(29.7)		
		(1.50) Thru Time		(1.45)		
		16.2 Average speed per hour		16.8		

WESTWARD		WILDER BRANCH		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 24 September 23, 1956	Mile Post	SECOND CLASS	Mile Post		
						439 Mixed	440 Mixed
						Daily Except Sunday	
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		STODDARD BRANCH		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 24 September 23, 1956	Mile Post	SECOND CLASS	Mile Post		
						439 Mixed	440 Mixed
						Daily Except Sunday	
STATIONS							
DPYZ		DN-R	NAMPA YL AU-Q	0.0			
17			DEAL	4.4			
44			BOWMONT	8.9			
28			MELBA	14.6			
54			STODDARD	17.1			
			END OF TRACK	20.0			
			(20.0)				

WESTWARD		BOISE BRANCH		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 24 September 23, 1956	Mile Post	SECOND CLASS	Mile Post		
						439 Mixed	440 Mixed
						Daily Except Sunday	
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			
			(8.4)				

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

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



Westward		IDAHO NORTHERN BRANCH		Eastward	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 24 September 23, 1956	Mile Post	SECOND CLASS	Mile Post
	485			486	
	Mixed			Mixed	
	Daily Except Sunday				
STATIONS					
DPYZ	8.30AM	DN-R NAMPA YL AU-Q	0.0	A 2.35PM	
49	8.40	FISCHER YL	2.4	2.25	
14	9.00	MIDDLETON	9.3	2.10	
15	9.20	JENNESS	18.9	1.40	
94 PWY	10.20	D-R EMMETT YL MF	27.0	1.10	
42	10.40	PLAZA	31.8	12.55	
43 P	11.20	MONTOUR	41.1	12.20PM	
32 P	11.55AM	D HORSESHOE BEND HB	49.7	11.55AM	
32	12.20PM	GARDENA	55.1	11.35	
35 PTW	1.20	BANKS	64.1	11.10	
25 PW	2.10	BIG EDDY	75.4	10.25	
31 PWY	3.00	SMITHS FERRY	83.0	9.55	
15 P	3.35	CABARTON	92.7	9.20	
32 W	3.45	BELVIDERE	95.6	9.11	
32 PY	4.30	D CASCADE YL CD	99.2	9.00	
31	5.00	ARLING	111.0	8.00	
33 W	5.30	D DONNELLY FY	119.4	7.35	
14	5.45	NORWOOD	124.7	7.22	
32 PWY	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.	SECOND CLASS	Time-Table No. 24 September 23, 1956	Mile Post	SECOND CLASS	Mile Post
	485			486	
	Mixed			Mixed	
	Daily Except Sunday				
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		D CAMBRIDGE RA	40.5		
35 P		GOODRICH	49.8		
26		MESA	56.6		
12		COUNCIL YL CN	60.2		
59 PWY		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. 24 September 23, 1956	Mile Post	SECOND CLASS	Mile Post
	459			460	
	Mixed			Mixed	
	Daily Except Sunday				
STATIONS					
ES 176 P		DN-R ONTARIO YL ON	0.0	A 4.00PM	
WS 252 Y		CAIRO	3.7	3.35	
14	1.00PM	LUSE	6.9	3.25	
38	1.15	MALLETT	10.0	3.15	
24	1.25	D-R VALE YL VA	15.5	3.00	
134 PY	1.55	HOPE	23.5	2.20	
46	2.20	LITTLE VALLEY	34.8	1.50	
52	2.50	HARPER	42.0	1.25	
53 P	3.15	NAMORF	51.2	12.55	
50	3.40	JONESBORO	62.2	12.28PM	
27	4.07	D JUNTURA JN	73.6	11.50AM	
53 PWY	4.40	LONG	86.6	11.10	
50	5.25	RIVERSIDE	92.7	10.50	
49 PW	5.50	DUNNEAN	102.8	10.25	
31	6.15	VENATOR	110.2	10.05	
30 P	6.40	CIRCLE BAR	117.9	9.45	
30	7.00	CRANE	126.6	9.15	
31 PW	7.30	REDESS	143.5	8.32	
41	8.20	BURNS YL BR	156.8	8.00AM	
23 P	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. 24 September 23, 1956	Mile Post	SECOND CLASS	Mile Post
	459			460	
	Mixed			Mixed	
	Daily Except Sunday				
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>North Side Branch</b>			
Sage.....(1).....	63.1	75 P	Both	Travers.....	3.5	18	Both
Border.....(1).....	92.1	21 P	Both	Haytown.....	44.7	4	Both
Pegram.....(1).....	97.7	34 P	Both	Hydra.....	45.8	7	Both
Cavanaugh.....	131.9	124 P	Both	Appleton.....	52.9	12	Both
Rose.....	140.0	73 P	Both	<b>Ketchum Branch</b>			
Kinport.....	165.6	112 P	Both	Gimlet.....(6).....	63.2	32	East
Broxon.....	174.8	103 P	Both	<b>Payette Branch</b>			
Topaz.....	184.3	CS 148 P	Both	Little Rock.....	18.9	9	Both
Inkom Ballast Quarry.....	202.9	140 P	East	<b>Stoddard Branch</b>			
<b>Second Subdivision</b>				<b>Westma.....</b>			
Don.....	219.6	{43 PX	Both	Westma.....	11.6	9	East
Schiller.....	226.5	{72 11 P	Both	<b>Idaho Northern Branch</b>			
Coates.....	369.5	8 P	West	Maddens.....(7).....	6.1	5	East
Sand Bank.....	370.9	42 PX	Both	Josephson.....(7).....	12.6	12	Both
<b>Third Subdivision</b>				<b>Amsco.....(7).....</b>			
Hillcrest.....	B-445.1	14 P	Both	Bramwell.....(7).....	22.2	5	East
Apple Valley.....	485.9	26	Both	Black Canyon.....(7).....	33.0	5	East
Arcadia.....	491.7	45 P	Both	Archabal.....(7).....	127.4	9	Both
Washoe Spur.....	500.9	32	West	<b>Oregon Eastern Branch</b>			
Wood.....	506.2	10	Both	Lawen.....(8).....	138.4	3	East
Feltham.....	512.7	23	Both	<b>New Meadows Branch</b>			
<b>Fourth Subdivision</b>				<b>Presley.....</b>			
Chubbuck.....	138.2	36	Both	Presley.....	11.7	9	Both
Mitchell.....	176.9	17	Both	Diamond.....	26.7	4 W	Both
Red Rock.....(2).....	302.8	25	Both	Tamarack.....	81.9	29	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 12	Both				
<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	Both				
<b>Mackay Branch</b>							
Aiken.....(4).....	3.8	{10 10	Both				
Rouse.....(4).....	7.6	4	East				
Olsen.....(4).....	16.0	13	East				
Cerro Grande.....(4).....	35.5	None	None				
<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				

- (1) Flag stop for Nos. 12-17.
- (2) Flag stop for Nos. 29-30.
- (3) Flag stop for Nos. 477-478.
- (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.



**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.)			40 35 20
No. 125 and No. 126, maximum speed.		60	60	Trains handling company roadway machines on their own wheels, except wrecking derricks— On main line and Twin Falls Branch: On straight track. On curves. Between Idaho Falls and Ashton. On other branch lines.			30 25 20 15
No. 49 and No. 50 between Pocatello and Minidoka, maximum speed.		60	60	Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15 25
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	Jordan spreaders and other machines of spreader type, when in operation.			15
Inspection bus cars.		40	40	Trains handling scale test cars— On main line, Twin Falls Branch and between Idaho Falls and Ashton. On other branch lines.			30 20
Battery motor car 01886.		50		Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines			20
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling U. P. ore cars Nos. 8000 to 8499, loaded or empty.			45
Within yard limits— Protected by continuous block signal system. Not protected by continuous block signal system. On branch lines.	60 50 30	50 40 30	25 25 15	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 6
No. 125 and No. 126, within yard limits.		40	40	Passing fueling stations— On main lines. On branch lines.	50	40 30	25 15
Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement.	20	20	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 40	Over spring switches, where movement is over facing point switches, except at Reverse, Blaser and Pescadero.	20	20	20
G.P.9 type Diesel locomotives: Backing up pulling train. Backing up light.	65	65	50 50	When using cross-overs or turn-outs: Forward movement. Back-up movement.	15 10	15 10	15 10
1500 class Diesel road freight locomotives.	50	50	50	When using No. 20 turn-outs.	40	40	40
Diesel freight and road switch locomotives.	65	65	50	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
1000-1100 class Diesel yard switch locomotives in road service.	35	35	35	On wye tracks.	6	6	6
1800 class Diesel yard locomotives in road service.	50	50	50	Through tunnels, branch lines.		10	10
Steam engines running backward.	20	20	20	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch lines. (Slower speed must be observed where conditions require.)			25 15
7000-7800 class engines, except between McCammon and Pocatello.		70	50				
7000-7800 class engines, between McCammon and Pocatello.		75	50				
MacArthur type engines with 63-inch drivers.		55	50				
MacArthur type engines with 57-inch drivers.		35	35				
3700 and 3900 class engines.		65	50				
3800 class engines.		60	50				
5000 class engines.		50	50				
Consolidation type engines.		35	35				

**FIRST SUBDIVISION**

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	75	75	50	<b>Chausse</b> Between M.P. 96.7 and 96.9.	70	60	50	<b>Bancroft</b> Between M.P. 163.6 and 163.9.	70	60	50
<b>Granger</b> Between M.P. 0.0 and 0.8.	40	35	25	Between M.P. 98.3 and 99.2.	60	50	40	Between M.P. 164.2 and 164.7.	70	60	50
Between M.P. 3.4 and 3.7.	70	60	50	Between M.P. 99.5 and 99.7.	70	60	50	<b>Kinport</b> Between M.P. 167.5 and 168.1.	70	60	50
<b>Moxa</b> Between M.P. 12.1 and 12.3.	70	60	50	Between M.P. 102.6 and 104.9.	60	50	40	Between M.P. 168.9 and 169.3.	60	50	40
Between M.P. 14.4. and 14.6.	70	60	50	<b>Harer</b> Between M.P. 105.2 and 105.4.	70	60	50	Between M.P. 171.2 and 171.7.	60	50	40
<b>Nutria</b> Between M.P. 16.1 and 16.4.	70	60	50	Between M.P. 114.9 and 115.2.	50	40	25	Between M.P. 171.9 and 174.7.	70	60	50
Between M.P. 18.1 and 18.3.	60	50	40	<b>Montpelier</b> Between M.P. 115.9 and 116.2.	50	40	25	<b>Broxon</b> Between M.P. 176.3 and 176.7.	70	60	50
Between M.P. 21.1 and 21.5.	70	60	50	Between M.P. 120.6 and 123.4.	60	50	40	<b>Blaser</b> Between M.P. 177.4 and 178.5.	60	50	40
Between M.P. 23.6 and 23.8.	70	60	50	Between M.P. 125.1 and 125.3.	70	60	50	M.P. 179.0 to 180.0 (Westward).	45	35	20
<b>Opal</b> Between M.P. 28.7 and 29.6.	70	60	50	Between M.P. 125.8 and 126.7.	60	50	40	M.P. 180.0 to 179.0 (Eastward).	50	40	35
Between M.P. 31.3 and 32.3.	50	40	30	<b>Georgetown</b> Between M.P. 127.6 and 127.9.	70	60	50	<b>Lava Hot Springs</b> Between M.P. 180.1 and 181.7.	70	60	50
Between M.P. 33.0 and 33.1.	70	60	50	Between M.P. 128.2 and 128.7.	60	50	40	Between M.P. 181.8 and 183.1.	60	50	40
<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	Between M.P. 183.2 and 184.8.	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	<b>Topaz</b> Between M.P. 185.5 and 185.7.	70	60	50
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	Between M.P. 186.1 and 187.3.	50	40	30
<b>Kemmerer</b> Between M.P. 43.1 and 44.0, watch for rocks.	30	25	25	<b>Manson</b> Between M.P. 138.6 and 139.3.	60	50	40	Between M.P. 187.4 and 187.9.	60	50	40
Between M.P. 44.0 and 44.7.	70	60	50	<b>Rose</b> Between M.P. 141.0 and 141.9.	60	50	40	Between M.P. 188.1 and 190.3.	70	60	50
<b>Nugget</b> Between M.P. 54.5 and 57.8.	40	35	25	Between M.P. 142.4 and 143.5.	70	60	50	<b>McCammon</b> Between M.P. 195.0 and 195.4.	60	50	40
Between M.P. 58.0 and 59.5.	70	60	50	Between M.P. 143.7 and 143.9.	60	50	40	Between M.P. 197.7 and 200.3.	70	60	50
<b>Orr</b> Between M.P. 60.9 and 61.2.	70	60	50	Between M.P. 144.6 and 145.2.	60	50	40	Between M.P. 200.4 and 201.1.	60	50	40
Between M.P. 63.6 and 65.4.	60	50	40	<b>Soda Springs</b> Over streets and alleys.	30	30	30	<b>Inkom</b> Between M.P. 202.3 and 202.5.	60	50	40
Between M.P. 66.5 and 68.2.	70	60	50	Between M.P. 148.0 and 148.3.	70	60	50	Between M.P. 207.2 and 208.4.	70	60	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>Pocatello</b> Within platform limits of passenger depot.	6	6	6
Between M.P. 87.4 and 87.7.	60	50	40								
Between M.P. 92.9 and 93.1.	60	50	40								



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	30	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	30	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	<b>Glenns Ferry</b>			
				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.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
<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 M.P. 370.5 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>Ontario</b> 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	<b>Payette</b> Between Payette and Weiser, trains handling logs.			30
<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>Weiser</b> Between M.P. 523.1 and 526.1.	70	60	50
<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	Between M.P. 526.4 and 535.9.	60	50	40
<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. 535.9 and 539.0.	40	30	25
<b>Nampa</b>				<b>Sonna</b> Between M.P. B-467.0 and B-467.8.	40	25	25	<b>Huntington</b>			
<b>Orchard</b> 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.	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	<b>Bond</b> Between M.P. 337.0 and 337.2.	50	40
<b>Pocatello Jct.</b> Between M.P. 135.1 and 136.7.	35	25	Between M.P. 237.8 and 238.0.	40	30	<b>Apex</b> Between M.P. 341.1 and 341.4.	50	40
<b>Montana Jct.</b> Between M.P. 139.9 and 140.1.	60	50	Between M.P. 239.1 and 239.3.	50	40	Between M.P. 342.7 and 342.9.	50	40
<b>Tyhee</b> Between M.P. 142.3 and 142.5.	50	40	<b>Highbridge</b> Between M.P. 244.4 and 246.7.	40	30	Between M.P. 343.3 and 343.5.	30	20
Between M.P. 143.3 and 143.5.	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
<b>Gibson</b> Between M.P. 152.6 and 152.9.	50	40	Between M.P. 249.5 and 249.7.	40	30	Between M.P. 346.0 and 346.3.	30	20
<b>Blackfoot</b> Over streets and alleys.	20	20	Between M.P. 251.0 and 251.4.	40	30	Between M.P. 347.9 and 348.2.	40	30
<b>Wapello</b> Between M.P. 166.8 and 167.0.	60	50	Between M.P. 252.7 and 257.5.	25	20	<b>Navy</b> Between M.P. 351.0 and 354.4.	35	25
<b>Firth</b> Between M.P. 169.7 and 169.9.	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>Shelley</b> Over streets and alleys.	30	30	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>Idaho Falls</b> Over streets and alleys.	12	12	Between M.P. 262.9 and 267.6.	35	25	Between M.P. 366.3 and 366.6.	20	20
Between M.P. 185.5 and 185.9.	15	5	Between M.P. 269.7 and 269.9.	40	30	Between M.P. 366.7 and 367.5.	35	25
Between M.P. 187.4 and 188.6.	40	30	Between M.P. 271.0 and 271.7.	40	30	Between M.P. 367.9 and 368.2.	30	20
Between M.P. 190.7 and 191.0.	45	35	<b>Snowline</b> Between M.P. 277.4 and 278.3.	35	25	<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	<b>Lima</b> Over Center Street east of depot.	20	15	Between M.P. 375.2 and 377.8.	35	25
<b>Tenno</b> Between M.P. 208.4 and 210.2.	50	40	Westward within yard limits.	25	15	Between M.P. 379.0 and 381.1.	35	25
<b>Hawgood</b> Between M.P. 213.7 and 214.0.	50	40	<b>Armstead</b> Between M.P. 307.7 and 308.0.	50	40	<b>Feely</b> Between M.P. 382.3 and 383.7.	25	20
			Between M.P. 308.9 and 310.3.	35	25	Between M.P. 384.3 and 385.1.	35	25
			Between M.P. 310.4 and 310.6.	25	20	<b>Buxton</b> Between M.P. 386.6 and 388.1.	35	25
			Between M.P. 311.0 and 311.8.	45	35	Between M.P. 389.8 and 390.1.	20	20
			<b>Grayling</b> Between M.P. 316.0 and 316.5, watch for rocks.	25	20	<b>Silver Bow</b>		
			Between M.P. 316.5 and 318.7.	35	25			

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>Elkol 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.		30	<b>Teton Valley Branch</b> Maximum speed.	35	25	Between M.P. 63.1 and 64.6.	30	20
Between M.P. 60.0 and Mackay, All engines.		20	Bridges 4.48, 6.96 and 19.97.	12	12	Between M.P. 68.4 and 68.5.	10	10
<b>Mackay</b> On curve on low line smelter.		6	Between M.P. 19.1 and 19.4.	15	15	<b>Ketchum</b> Around balloon track.	15	15
<b>Aberdeen Branch</b> Maximum speed.		25	Between M.P. 25.0 and 25.4.	15	15	<b>Hill City Branch</b> Maximum speed.		25
<b>Goshen 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>Yellowstone Branch</b> Between Idaho Falls and Ashton.	50	35	First Class Trains, within yard limits.	30	30	<b>Boise Branch</b> 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	<b>Stoddard Branch</b> 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	<b>Idaho Northern Branch</b> 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 be- tween Jenness and Bramwell.		12
Between M.P. 55.4 and 55.7.	20	15	<b>North Side Branch</b> 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	<b>Raft River Branch</b> 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	<b>Oakley Branch</b> 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
<b>East Belt Branch</b> Maximum speed.		25	<b>Wells Branch</b> 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
<b>West Belt Branch</b> 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	<b>Wilder Branch</b> Maximum speed.		25
			Between Herrell and Melandco.		20	<b>Homedale Branch</b> Maximum speed.		25
			Wells yard.		15	<b>Oregon Eastern Branch</b> Maximum speed.		25
			<b>Ketchum Branch</b> Maximum speed.	40	30	<b>Hope</b> Between M.P. 29.5 and 33.5, watch for rocks.		20
			Bellevue, over streets and alleys.	12	12	<b>Little Valley</b> Between M.P. 36.5 and 37.6, watch for rocks.		20
			Between Hailey and Ketchum, over truss bridges.	15	15			

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 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
<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			

**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 Yard Office
Boise Freight.....	Yard Telegraph Office	Nampa.....	West End Yard Office
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		New Yard
Idaho Falls.....	Telegraph Office	Pocatello.....	Switchmen's Locker Room
Idaho Falls.....	Yard Office		Hump
Idaho Falls.....	Enginemen's Register Room	Pocatello.....	Switchmen's Locker Room
Kemmerer.....	Telegraph Office		Sherman St.
Ketchum.....	Telegraph Office	Pocatello.....	Engine Crew Dispatcher's Office
Lima.....	Telegraph Office	Pocatello.....	Passenger Conductors'
Marsing.....	Telegraph Office		Register Room, Passenger Station
McCall.....	Telegraph Office	Rupert.....	Telegraph Office
Minidoka.....	Telegraph Office	Shoshone.....	Telegraph Office
Montpelier.....	Telegraph Office	Silver Bow.....	Telegraph Office
Nampa.....	Telegraph Office	Twin Falls.....	Telegraph Office
Nampa.....	Central Yard Switchmen's	Twin Falls.....	Freight Office
	Locker Room	Victor.....	Telegraph Office
Nampa.....	Crew Dispatcher's Office	Weiser.....	Telegraph Office
Nampa.....	Enginemen's Register Room	Wells.....	Telegraph Office
	at Roundhouse	West Yellowstone.....	Telegraph Office
Nampa.....	Train Dispatcher's Office		

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