



**UNION PACIFIC RAILROAD COMPANY**  
**NORTHWESTERN DISTRICT**



**IDAHO DIVISION**  
**TIME-TABLE**  
**No. 25**

**Effective Sunday**  
**April 14, 1957**  
**At 12:01 A.M. Mountain Time**

*Safety Always*  
*Makes a Suggestion*

**FOR EMPLOYEES ONLY**

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

**NORTH WESTERN DISTRICT**  
**IDAHO DIVISION**  
 CORRECTED TO APRIL 1, 1957  
 SCALE OF MILES



**D. F. WENGERT**  
General Manager

**J. G. KIMMELL**  
General Superintendent

**H. E. SHUMWAY**  
General Supt. Transportation

**C. B. Lisher, 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.  
H. H. Donaldson, 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.  
R. L. Hanson, Safety and Courtesy Representative.....Pocatello, Ida.

**First, Second and Fourth Subdivisions and Branches**

W. H. Powers, Chief Train Dispatcher.....Pocatello, Ida.  
R. R. Johnson, Assistant Chief Train Dispatcher.....Pocatello, Ida.  
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.  
R. Crispino, Assistant Chief Train Dispatcher.....Nampa, Ida.

**Union Pacific Railroad Employes Hospital Association**  
Physicians and Surgeons are located as shown below:

Name	Title	Location	Name	Title	Location
R. E. 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.
Taylor F. Cottle	Surgeon	Pocatello, Ida.	Milton T. Rees	Surgeon	Idaho Falls, Ida.
Dean Call	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. Merkle	Physician	Pocatello, Ida.	F. F. Young	Surgeon	Kemmerer, Wyo.
C. W. Pond	Oculist and Aurist	Pocatello, Ida.	J. H. Stewart	Surgeon	McCall, Ida.
Calvin Buhler	Surgeon	Pocatello, Ida.	Carl D. Lusty	Surgeon	Meridian, Ida.
Eugene V. Simison	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.
H. L. Newcombe	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. Platt	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. 25		FIRST CLASS				
19	11	105	457	17		April 14, 1957		20	12	458	106	18
Passenger	Mail and Express	Streamliner Passenger	Passenger	Passenger				Passenger	Mail and Express	Passenger	Streamliner Passenger	Passenger
Daily	Daily	Daily	Daily	Daily		STATIONS						
	<b>5.35</b>	<b>2.05</b>		4.20	0.0	GRANGER						
	<b>10.45</b>	<b>5.45</b>		9.30	213.9	POCATELLO						
	<b>12.30</b>	<b>5.55</b>		10.20								
	3.55	<b>8.25</b>		<b>1.50</b>	373.8	GLENN'S FERRY						
	5.45	<b>9.40</b>		<b>3.35</b>	448.4	BOISE						
	8.35	<b>11.40</b>		<b>6.30</b>	550.1	M.T.	HUNTINGTON		M.T.	<b>7.10</b>	2.35	9.40
	7.45	<b>10.40</b>		<b>5.40</b>	649.7	P.T.			P.T.	<b>6.00</b>	1.35	8.30
	10.35	1.05		<b>8.35</b>	723.9	LA GRANDE						
	<b>12.50</b>	3.10		<b>11.00</b>	786.3	PENDLETON						
					837.4	SPOKANE						
					766.3	AYER						
					755.3	WALLULA						
					855.4	HINKLE						
					939.5	THE DALLES						
					1122.7	PORTLAND						
						SEATTLE						
						Daily						
(4.15)	(28.10)	(18.25)	(4.00)	(26.10)		Thru Time						
43.1	35.9	51.0	45.8	35.9		Average speed per hour						
						(4.10)	(24.00)	(1.15)	(18.27)	(25.00)		
						44.6	39.1	45.4	50.9	37.6		

**WESTWARD**

**CONDENSED TIME-TABLE**

**EASTWARD**

FIRST CLASS					Distance from McCall	Time-Table No. 25		FIRST CLASS				
29	33	47	35	April 14, 1957		34	30	36	48			
Passenger	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Passenger			
Daily	Daily	Daily	Daily		STATIONS							
	<b>11.20</b>	9.25			0.0	McCAMMON						
	<b>11.50</b>	A 9.55			22.7	POCATELLO						
	<b>12.20</b>											
	1.45			2.45	73.3	IDAHO FALLS						
				5.30	124.3	ASHTON						
				A 7.15	169.0	VICTOR						
				A 7.30	180.4	WEST YELLOWSTONE						
	A 7.30				285.8	BUTTE						
						Daily						
(8.10)	(0.30)	(1.45)	(4.45)			Thru Time						
35.0	45.4	26.1	22.5			Average speed per hour						
						(0.30)	(8.35)	(4.25)	(1.40)			
						45.4	33.3	24.2	27.4			

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

**MILEAGE**

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

WESTWARD

FIRST SUBDIVISION

Table with columns for Second Class (279, 251, 277) and First Class (29, 11, 105, 33, 17) services, including train numbers and times.

Time-Table No. 25

April 14, 1957

STATIONS

Station list including GRANGER YL, KEMMERER YL, MONTEPELIER YL, SODA SPRINGS YL, and POCATELLO YL with associated mileposts.

CENTRALIZED TRAFFIC CONTROL

BLOCK SIGNALS

CENTRALIZED TRAFFIC CONTROL

Two Main Tracks

TWO MAIN TRACKS

Summary table for Westward service showing average speeds per hour for various train classes.

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.

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

Table with columns for First Class (30, 12, 106, 34, 18) and Second Class (280, 278, 270, 300) services, including train numbers and times.

Time-Table No. 25

April 14, 1957

STATIONS

Station list including GRANGER YL, KEMMERER YL, MONTEPELIER YL, SODA SPRINGS YL, and POCATELLO YL with associated mileposts.

CENTRALIZED TRAFFIC CONTROL

BLOCK SIGNALS

CENTRALIZED TRAFFIC CONTROL

Two Main Tracks

TWO MAIN TRACKS

Summary table for Eastward service showing average speeds per hour for various train classes.

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.

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

SECOND CLASS

FIRST CLASS

Time-Table No. 25  
April 14, 1957

Car Capacity  
of Seating, etc.  
See Page 6 (A),  
Page 23.

125  
Time Freight  
Daily Except  
Sunday and  
Monday

105 Streamliner Passenger  
17 Passenger  
49 Mixed  
11 Mail and Express  
29 Passenger  
Daily Daily Daily Daily Daily

STATIONS

Table with columns for DPTWYZ, 1.45AM, 5.55PM, 10.20AM, 4.00AM, 12.30AM, 12.20AM, 12.25AM, and various station names like POCATELLO YL, MICHAUD, BANNOCK, etc.

(3.25) 46.8 (2.30) 64.0 (3.20) 47.9 (1.20) 43.9 (3.15) 49.2 (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

FIRST CLASS

SECOND CLASS

Time-Table No. 25  
April 14, 1957

Mile Post

30 Passenger  
106 Streamliner Passenger  
18 Passenger  
50 Mixed  
12 Mail and Express  
300  
126 Time Freight

STATIONS

Table with columns for POCATELLO YL, MICHAUD, BANNOCK, AMERICAN FALLS, BORAH, QUIGLEY, WAPI, DEWOFF, HAWLEY, MINIDOKA, MAX, ADELAIDE, KIMAMA, SENTER, OWINZA, BESSLEN, DIETRICH, SHOSHONE, TUNUPA, GOODING, FULLER, BLISS, TICESKA, KING HILL, GLENN'S FERRY YL, and various times.

(0.15) 9.6 (2.35) 61.9 (3.20) 47.9 (1.40) 35.1 (3.15) 49.2 (3.45) 42.6 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 KEMMERER BRANCH EASTWARD				WESTWARD CUMBERLAND BRANCH EASTWARD				WESTWARD ELKOL BRANCH EASTWARD			
Time-Table No. 25 April 14, 1957		Mile Post		Time-Table No. 25 April 14, 1957		Mile Post		Time-Table No. 25 April 14, 1957		Mile Post	
STATIONS				STATIONS				STATIONS			
150 PTZ	DN-R KEMMERER YL AV	0.0	150 PTZ	DN-R KEMMERER YL AV	0.0	53	GLNCOE JCT. YL	0.0			
	1.0 NO. KEMMERER JCT. YL	1.0		4.8 GLENCOE JCT. YL	4.8		3.9 ELKOL	3.9			
	1.4 NO. KEMMERER YL	2.4		4.5 BLAZON JCT.	9.3		(3.9)				
	2.7 PHOSPHATE YL	5.1	16	3.7 MINE NO. 8 YL	13.0						
22	4.1 QUEALY YL	9.2									
	(9.2)			(13.0)							

WESTWARD GLENCOE BRANCH EASTWARD				WESTWARD BLAZON BRANCH EASTWARD				WESTWARD CONDA BRANCH EASTWARD			
Time-Table No. 25 April 14, 1957		Mile Post		Time-Table No. 25 April 14, 1957		Mile Post		Time-Table No. 25 April 14, 1957		Mile Post	
STATIONS				STATIONS				STATIONS			
53	1.9 GLENCOE JCT. YL	0.0		0.8 BLAZON JCT.	0.0	178 PY	DN SODA SPRINGS YL SD	0.0			
55	1.9 GLENCOE	1.9		RADIANT	0.8	80	1.8 MONSANTO YL (Spur)	1.8			
	(1.9)			(0.8)		6	2.8 FORMATION (Spur)	2.8			
						6	2.8 PANTING	5.6			
						19 Y	1.4 CONDA	7.0			
							(7.0)				

WESTWARD GRACE BRANCH EASTWARD				WESTWARD GAY BRANCH EASTWARD				WESTWARD GOSHEN BRANCH EASTWARD			
Time-Table No. 25 April 14, 1957		Mile Post		Time-Table No. 25 April 14, 1957		Mile Post		Time-Table No. 25 April 14, 1957		Mile Post	
STATIONS				STATIONS				STATIONS			
108 P	6.0 ALEXANDER YL	0.0	150 PW	D 9.1 FORT HALL FH	0.0	123 PW	D 5.2 FIRTH FR	0.0			
16	D 6.0 GRACE GA	6.0	42	M.P. 9.1	9.1	19	5.8 GOSHEN	5.2			
	(6.0)		132 YZ	11.7 GAY	20.8	22	5.8 GERRARD	11.0			
				(20.8)		11	1.3 INDIAN	12.8			
						14	2.8 HACKMAN	15.6			
						P	6.4 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			
SECOND CLASS		FIRST CLASS		Time-Table No. 25 April 14, 1957		Mile Post		FIRST CLASS		SECOND CLASS	
491 Mixed		477 Mixed		35 Passenger				36 Passenger		492 Mixed	
Daily Except Sunday		Daily Except Sunday		Daily						478 Mixed	
STATIONS		STATIONS		STATIONS		STATIONS		STATIONS		STATIONS	
DPTWYZ	7.55AM	6.00AM	2.45AM	DN-R IDAHO FALLS YL AK	0.0	A1 1.55PM	A 2.00PM	A 6.00PM			
17 PY	A 8.05AM	6.10	2.51	3.0 ORVIN YL	3.0	f 11.38	f 1.50	f 5.30			
60 PW		6.23	f 3.01	4.6 UCON UN	7.6	f 11.28	1.40PM	s 5.10			
54 P		6.42	f 3.17	6.2 RIGBY RG	13.8	f 11.16	Via West Belt Branch	s 4.55			
36		6.55	f 3.26	4.3 LORENZO	18.1	f 11.05		f 4.40			
25 P		7.02	f 3.33	2.6 THORNTON	20.7	f 10.58		f 4.30			
67 P		7.15	s 3.53	5.3 REXBURG RX	26.0	s 10.48		s 4.15			
51 P		7.25	f 4.03	3.8 SUGAR CITY SC	29.8	f 10.40		s 4.00			
36 PY				1.1 HART	30.9						
110 PWY		7.40	s 4.24	5.9 ST. ANTHONY YL SH	36.8	f 10.30	A 10.50AM	s 3.40			
P				1.5 BELT YL	38.3		10.40AM				
43 P		7.55	f 4.35	4.5 CHESTER	42.8	f 10.17		f 3.20			
46 PWY		A 8.15AM	s 5.10	8.2 DN-R ASHTON YL HN	51.0	s 10.05		3.00PM			
				1.5 INGLING	52.5	9.30					
28 P			f 5.19	5.7 WARM RIVER	58.2	f 9.18					
22 P			f 5.48	8.7 GERRIT	66.9	f 8.55					
22			f 6.04	8.8 ECCLES	75.7	f 8.41					
15 P			f 6.13	4.9 ISLAND PARK	80.6	f 8.33					
26 P			s 6.26	4.8 TRUDE	85.4	s 8.26					
25 PWY			s 6.41	5.3 BIG SPRINGS	90.7	s 8.12					
22 PY			6.58	6.5 REAS PASS	97.2	f 7.52					
29 PWY			A 7.30AM	9.9 D-R WEST YELLOWSTONE YL WS	107.1	7.30PM					
				(107.1)		Daily	Daily Except Sunday	Daily Except Sunday			
	(0.10)	(2.15)	(4.45)	..... Thru Time .....	(4.25)	(3.20)	(3.00)				
	18.0	22.7	22.5	..... Average speed per hour .....	24.2	14.3	17.0				

WESTWARD				TETON VALLEY BRANCH				EASTWARD			
SECOND CLASS		FIRST CLASS		Time-Table No. 25 April 14, 1957		Mile Post		FIRST CLASS		SECOND CLASS	
477 Mixed		47 Passenger						48 Passenger		478 Mixed	
Daily Except Sunday		Daily		STATIONS		STATIONS		STATIONS		STATIONS	
46 PWY	8.45AM	5.30AM	DN-R ASHTON YL HN	0.0	A 9.55PM	A 2.25PM					
19	f 8.55	f 5.34	1.8 MARYSVILLE YL	1.8	f 9.45	f 2.17					
33	f 9.10	f 5.42	4.2 GRAINVILLE	6.0	f 9.37	f 2.03					
22 PW	s 9.25	s 5.48	2.6 DRUMMOND MD	8.6	s 9.32	s 1.52					
12	f 9.40	f 5.56	4.2 FRANCE	12.8	f 9.24	f 1.37					
33 P	f 9.50	f 6.04	3.0 LAMONT	15.8	f 9.18	f 1.27					
21	f 10.23	f 6.29	10.5 FELT	26.3	f 8.55	f 12.54					
22 PWY	s 10.38	s 6.40	4.0 TETONIA NA	30.3	s 8.47	s 12.39					
31	s 10.57	s 6.55	6.9 DRIGGS DJ	37.2	s 8.33	s 12.20PM					
19 PWY	A 1.20AM	A 7.15AM	8.4 D-R VICTOR YL VR	45.6	8.15PM	11.50AM					
			(45.6)		Daily	Daily Except Sunday					
	(2.35)	(1.45)	..... Thru Time .....	(1.40)	(2.35)						
	17.7	26.1	..... Average speed per hour .....	27.4	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		WELLS BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 25	Mile Post	SECOND CLASS	
	<b>439</b> Mixed	April 14, 1957		<b>440</b> Mixed	
	Daily Except Monday	<b>STATIONS</b>			
DPWYZ	4.00AM	DN-R TWIN FALLS YL NA	0.0	A 4.30PM	
31	f 4.22	10.9 BERGER	10.9	f 4.08	
26	s 4.40	8.5 HOLLISTER	10.4	s 3.50	
9	f 4.48	3.8 AMSTERDAM (Spur)	23.2	f 3.42	
21	s 5.00	5.6 ROGERSON	28.8	s 3.30	
38	f 5.25	9.9 METEOR	38.7	f 3.05	
34	f 5.55	11.4 IDAVADA	50.1	f 2.38	
34 P	f 6.09	6.0 DELAPLAIN	56.1	f 2.23	
34	f 6.19	4.6 SAN JACINTO	60.7	f 2.12	
34 P	s 6.37	8.1 CONTACT	68.8	s 1.55	
33	PW	6.3 HENRY	76.1	f 1.37	
33	f 7.25	11.6 SHORES	86.7	f 1.07	
48	PY	6.9 WILKINS	93.0	f 12.51	
37	f 7.49	3.7 HERRELL	97.3	f 12.43	
44	PY	5.2 SUMMER CAMP	102.5	s 12.26	
44	f 8.30	6.4 MELANDCO	108.9	f 12.03PM	
35	f 8.45	7.2 TOWN CREEK	116.1	f 11.48AM	
PWY	A 9.00AM	7.3 WELLS YL HU	123.4	A 11.30AM	
		(123.4)		Daily Except Monday	
(5.0)		..... Thru Time.....	(5.0)		
28.0		..... Average speed per hour.....	28.0		

WESTWARD		KETCHUM BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 25	Mile Post	SECOND CLASS	
	<b>441</b> Mixed	April 14, 1957		<b>442</b> Mixed	
	Monday Wednesday Friday	<b>STATIONS</b>			
WS 121-115 ES 111-130	PWY	6.00AM	DN-R SHOSHONE YL X	0.0	A 12.45PM
39	PWY	s 6.35	15.3 D RICHFIELD YL FK	15.3	s 12.05PM
29	f 6.50	6.4 PAGARI	21.7	f 11.45AM	
27	f 7.10	8.0 TIKURA	29.7	f 11.25	
59	PW	s 7.30	7.6 D PICABO XN	37.3	s 11.05
6	f 7.40	4.5 HAY	41.8	f 10.50	
10	f 7.45	2.5 GANNETT	44.3	f 10.45	
30	s 8.05	7.8 BELLEVUE	52.1	s 10.25	
17	W	s 8.16	5.1 D HAILEY RI	57.2	s 10.05
22	f 8.22	2.8 BARITE	60.0	f 9.52	
30	W Loop	A 8.45AM	9.4 D-R KETCHUM YL KU	69.4	A 9.30AM
			(69.4)	Monday Wednesday Friday	
(2.45)		..... Thru Time.....	(3.15)		
25.2		..... Average speed per hour.....	21.4		

WESTWARD		NORTH SIDE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 25	Mile Post	SECOND CLASS	
		April 14, 1957			
		<b>STATIONS</b>			
94	DPWY	DN-R RUPERT YL MS	0.0		
34	P	4.4 MYERS YL	4.4		
36	P	1.5 D PAUL YL DJ	5.9		
20		2.0 BUDGE	7.9		
54		8.0 SCHODDE	15.9		
21		3.9 McHENRY	19.8		
22	D	4.2 HAZELTON AZ	24.0		
28		2.9 BLACK	26.9		
63	W	1.2 D EDEN DX	28.1		
54		6.7 PERRINE	34.8		
12		3.5 SUGAR LOAF	38.3		
25		2.3 FALLS CITY	40.6		
10		2.0 BARRYMORE	42.6		
54	WY	5.3 DN JEROME YL JO	47.9		
54	D	8.8 WENDELL ND	56.7		
17		1.4 KING	58.1		
54		8.1 TUTTLE	60.2		
118		7.4 BLISS YL	73.6		
120	PY				
		(73.6)			

WESTWARD		HILL CITY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 25	Mile Post	SECOND CLASS	
		April 14, 1957			
		<b>STATIONS</b>			
39	PWY	D RICHFIELD YL FK	0.0		
10		4.5 RAWSON	4.5		
12		4.9 BURMAH	9.4		
42	P	12.1 MAGIC	21.5		
32		9.7 MACON	31.2		
13	P	2.8 BLAINE	34.0		
7		2.8 RANDE	36.8		
17		2.9 SELBY	39.7		
42	PW	4.1 D FAIRFIELD FD	43.8		
32		7.9 CORRAL	51.7		
50	WY	6.1 D-R HILL CITY YL HC	57.8		
		(57.8)			

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

WESTWARD		HOMESTEAD BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 25	Mile Post	SECOND CLASS	
		April 14, 1957			
		<b>STATIONS</b>			
P		BLAKES JCT.	0.0		
4	P	14.0 HOME (Spur)	14.0		
10		1.3 MINERAL (Spur)	15.3		
2		0.9 STILL (Spur)	16.2		
15		10.9 STURGILL (Spur)	27.1		
34	PT	5.8 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. 25	Mile Post	SECOND CLASS	
	<b>483</b> Mixed	April 14, 1957		<b>484</b> Mixed	
	Daily Except Sunday	<b>STATIONS</b>			
92	PY	6.00AM	DN-R PAYETTE YL AY	0.0	A 2.45PM
18	f 6.20	3.9 EIFFIE	3.9	f 2.30	
27	P	s 6.30	1.2 D FRUITLAND FU	5.1	s 2.25
19	f 6.40	1.7 BUCKINGHAM	6.8	f 2.06	
30	P	s 7.00	4.3 D NEW PLYMOUTH NP	11.1	s 1.55
11	f 7.27	10.5 LETHA	21.6	f 1.23	
96	PWY	A 7.50AM	8.1 D-R EMMETT YL MF	29.7	A 1.00PM
			(29.7)	Daily Except Sunday	
(1.50)		..... Thru Time.....	(1.45)		
16.2		..... Average speed per hour.....	16.8		

Westward 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.	SECOND CLASS	Time-Table No. 25	Mile Post	SECOND CLASS	
		April 14, 1957			
		<b>STATIONS</b>			
168	PY	DN-R NYSSA YL SY	0.0		
19		8.1 OVERSTREET	8.1		
20		2.5 ADRIAN	10.6		
32		6.3 NAPTON	16.9		
62	PW	7.5 D HOMEDALE YL HR	24.4		
19		0.6 CLAYTONIA	31.0		
19	PY	2.1 D-R MARSING YL MR	33.1		
		(33.1)			

WESTWARD		WILDER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 25	Mile Post	SECOND CLASS	
		April 14, 1957			
		<b>STATIONS</b>			
204	P	DN-R CALDWELL YL CW	0.0		
40		2.5 SIMPLOT YL	2.5		
21		1.2 WEITZ YL	3.7		
26		1.4 DOLES YL	5.1		
9		1.9 GREENLEAF (Spur)	7.0		
13		2.7 ALLENDALE	9.7		
43		1.8 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. 25	Mile Post	SECOND CLASS	
		April 14, 1957			
		<b>STATIONS</b>			
DPYZ		DN-R NAMPA YL AU-Q	0.0		
17		4.4 DEAL	4.4		
44		4.5 BOWMONT	8.9		
28		5.7 MELBA	14.6		
54		2.5 STODDARD	17.1		
		2.9 END OF TRACK	20.0		
		(20.0)			

WESTWARD		BOISE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 25	Mile Post	SECOND CLASS	
		April 14, 1957			
		<b>STATIONS</b>			
P		BOISE JCT.	0.0		
22		1.1 FAIR GROUNDS YL	1.1		
PTWZ		2.1 D-R BOISE FREIGHT YL BE	3.2		
10		1.8 PENITENTIARY SPUR	5.0		
10		1.3 VERNON (Spur)	6.3		
		2.1 BARBER	8.4		
		(8.4)			



Westward		IDAHO NORTHERN BRANCH		Eastward	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 25 April 14, 1957	Mile Post	SECOND CLASS	Mile Post
	485 Mixed Daily Except Sunday				
		<b>STATIONS</b>			
	DPYZ	8:30AM DN-R NAMPA YL AU-Q	0.0	A 2:35PM	
49	f	8:40 FISCHER YL	2.4	2:25	
14	s	9:00 MIDDLETON	9.3	2:10	
15	f	9:20 JENNESS	18.9	1:40	
96 PWY	s	10:20 D-R EMMETT YL MF	27.0	s 1:10	
42	f	10:40 PLAZA	31.8	12:55	
43 P	s	11:20 MONTOUR	41.1	s 12:20PM	
32 P	s	11:55AM D HORSESHOE BEND HB	49.7	s 11:55AM	
32	f	12:20PM GARDENA	55.1	11:35	
35 PTW	s	1:20 BANKS	64.1	11:10	
25 PW	f	2:10 BIG EDDY	75.4	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. 25 April 14, 1957	Mile Post		Mile Post
		<b>STATIONS</b>			
160 P		DN-R WEISER YL SR	0.0		
205 TY		6.0 REBECCA	6.0		
12		13.1 CONCRETE	19.1		
48		12.7 MIDVALE	31.8		
23 P		8.7 CAMBRIDGE RA	40.5		
35 P		9.3 GOODRICH	49.8		
3 W		6.3 MESA	56.6		
26		3.6 COUNCIL YL CN	60.2		
59 PWY		1.4 HOOVER YL	61.6		
7		10.4 GLENDALE	72.0		
6		12.1 RUBICON YL	84.1		
43		5.6 D-R NEW MEADOWS YL DS	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. 25 April 14, 1957	Mile Post	SECOND CLASS	Mile Post
	459 Mixed Daily Except Sunday				
		<b>STATIONS</b>			
ES 170 P		1.00PM DN-R ONTARIO YL ON	0.0	A 4:00PM	
WS 252 Y		3.7 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	12:55	
50	f	3:40 JONESBORO	62.2	12:28PM	
27	f	4:07 JUNTURA JN	73.6	s 11:50AM	
53 PWY	s	4:40 LONG	86.6	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 D-R			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.		Time-Table No. 25 April 14, 1957	Mile Post		Mile Post
		<b>STATIONS</b>			
134 PY		D-R VALE YL VA	0.0		
20		11.4 LANCASTER (Spur)	11.4		
29		5.9 JAMIESON	17.3		
31 PY		6.0 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
<b>First Subdivision</b>				<b>Ketchum Branch</b>		
Sage.....(1).....	63.1	75 P	Both	Gimlet.....(6).....	63.2	32
Border.....(1).....	92.1	21 P	Both			
Pegram.....(1).....	97.7	34 P	Both	<b>Payette Branch</b>		
Inkom Ballast Quarry.....	202.9	140 P	East	Little Rock.....	18.9	9
<b>Second Subdivision</b>				<b>Stoddard Branch</b>		
Don.....	219.6	{43 PX	Both	Westma.....	11.6	9
Schiller.....	226.5	11 P	Both			
Coates.....	369.5	8 P	West	<b>Idaho Northern Branch</b>		
Sand Bank.....	370.9	42 PX	Both	Maddens.....(7).....	6.1	6
<b>Third Subdivision</b>				Josephson.....(7).....	12.6	12
Hillcrest.....	B-445.1	14 P	Both	Amsco.....	13.6	12
Apple Valley.....	485.9	26	Both	Bramwell.....(7).....	22.2	5
Arcadia.....	491.7	45 P	Both	Black Canyon.....(7).....	33.0	5
Washoe Spur.....	500.9	32	West	Archabal.....(7).....	127.4	9
Wood.....	506.2	10	Both	<b>Oregon Eastern Branch</b>		
Feltham.....	512.7	23	Both	Lawen.....(8).....	138.4	3
<b>Fourth Subdivision</b>				<b>New Meadows Branch</b>		
Chubbuck.....	138.2	36	Both	Presley.....	11.7	9
Mitchell.....	176.9	17	Both	Diamond.....	26.7	4 W
Red Rock.....(2).....	302.8	25	Both	Tamarack.....	81.9	29
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			
<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			
Wamar.....	31.5	12	East			
Pineview.....	72.5	5 P	Both			
<b>Teton Valley Branch</b>						
Judkins.....(3).....	22.3	{6	East			
Dwight.....(3).....	32.7	None	Both			
Fox Creek.....(3).....	42.3	12	Both			
<b>Mackay Branch</b>						
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			
<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	Both			
Pyke.....(5).....	35.3	5	West			
<b>East Belt Branch</b>						
Gale Spur.....	27.5	10	East			
<b>North Side Branch</b>						
Travers.....	3.5	18	Both			
Haytown.....	44.7	4	Both			
Hydra.....	45.8	7	Both			
Appleton.....	52.9	12	Both			

**CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS**

Train	At	Discharge Passengers From	Pick up Passengers Destined To
17	Any station First Sub-division.	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 Sub-division.	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 company roadway machines on their own wheels, except wrecking derricks— On main line and Twin Falls Branch: On straight track.			30
No. 125 and No. 126, maximum speed.		60	60	On curves. Between Idaho Falls and Ashton. On other branch lines.			25
No. 49 and No. 50 between Pocatello and Minidoka, maximum speed.		60	60				20
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	Trains handling dead steam locomotives: With a side rod or main rod removed.			15
Inspection bus cars.		40	40	With side rods and main rods in place.			25
Battery motor car 01886.		50		Jordan spreaders and other machines of spreader type, when in operation.			15
When caboose is handled in train consisting of passenger train equipment.		60		Train handling scale test cars— On main line, Twin Falls Branch and between Idaho Falls and Ashton. On other branch lines.			30
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				20
No. 125 and No. 126, within yard limits.		40	40	Trains handling U. P. ore cars Nos. 8000 to 8499, loaded or empty.			45
Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			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	Passing fueling stations— On main lines. On branch lines.	50	40	25
G.P.9 type Diesel locomotives: Backing up pulling train. Backing up light.	65	65	50	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement.	20	20	20
1500 class Diesel road freight locomotives.	50	50	50	Over spring switches, where movement is over facing point switches, except at Reverse and Pescadero.	20	20	20
Diesel freight and road switch locomotives.	65	65	50	When using cross-overs or turn-outs: Forward movement. Back-up movement.	15	15	15
1000-1100 class Diesel yard switch locomotives in road service.	35	35	35	When using No. 20 turn-outs.	40	40	40
1800 class Diesel yard locomotives in road service.	50	50	50	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
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	On wye tracks.	6	6	6
				Through tunnels, branch lines.			10
				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

**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	Between M.P. 167.5 and 168.1.	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
<b>Moxa</b> Between M.P. 12.1 and 12.3.	70	60	50					<b>Pebble</b> Between M.P. 171.2 and 171.7.	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. 171.9 and 174.7.	70	60	50
				Between M.P. 114.9 and 115.2.	50	40	25	Between M.P. 176.3 and 176.7.	70	60	50
<b>Nutria</b> Between M.P. 16.1 and 16.4.	70	60	50					<b>Blaser</b> Between M.P. 177.4 and 178.5.	60	50	40
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	M.P. 179.0 to 180.0 (No. 1 Track)	45	35	20
Between M.P. 21.1 and 21.5.	70	60	50	Between M.P. 120.6 and 123.4.	60	50	40	M.P. 180.0 to 179.0 (No. 2 Track)	50	40	35
Between M.P. 23.6 and 23.8.	70	60	50	Between M.P. 125.1 and 125.3.	70	60	50				
				Between M.P. 125.8 and 126.7.	60	50	40	<b>Lava Hot Springs</b> Between M.P. 180.1 and 181.7.	70	60	50
<b>Opal</b> Between M.P. 28.7 and 29.6.	70	60	50					Between M.P. 181.8 and 183.1.	60	50	40
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	Between M.P. 183.2 and 184.8.	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. 185.5 and 185.7.	70	60	50
				Between M.P. 129.5 and 130.0.	60	50	40	Between M.P. 186.1 and 187.3.	50	40	30
<b>Waterfall</b> Between M.P. 34.6 and 34.8.	60	50	40	Between M.P. 131.6 and 132.2.	70	60	50	Between M.P. 187.4 and 187.9.	60	50	40
Between M.P. 35.5 and 36.5.	50	40	25	Between M.P. 135.5 and 135.8.	70	60	50	Between M.P. 188.1 and 190.3.	70	60	50
Between M.P. 36.5 and 38.9.	40	35	25					<b>McCammom</b> Between M.P. 195.0 and 195.4.	60	50	40
				<b>Kemmerer</b> Between M.P. 43.1 and 44.0, watch for rocks.	30	25	25	Between M.P. 197.7 and 200.3.	70	60	50
				Between M.P. 44.0 and 44.7.	70	60	50	Between M.P. 200.4 and 201.1.	60	50	40
				<b>Nugget</b> Between M.P. 54.5 and 57.8.	40	35	25				
				Between M.P. 58.0 and 59.5.	70	60	50	<b>Inkom</b> Between M.P. 202.3 and 202.5.	60	50	40
								Between M.P. 207.2 and 208.4.	70	60	50
<b>Orr</b> Between M.P. 60.9 and 61.2.	70	60	50					<b>Pocatello</b> Within platform limits of passenger depot.	6	6	6
Between M.P. 63.6 and 65.4.	60	50	40	<b>Soda Springs</b> Over streets and alleys.	30	30	30				
Between M.P. 66.5 and 68.2.	70	60	50	Between M.P. 148.0 and 148.3.	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				
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. 376.5 and 377.6.	60	50	40	Between M.P. B-433.9 and B-434.3.	60	50	40	<b>Caldwell</b> Over streets and alleys.	25	25	25
Between M.P. 378.6 and 379.3.	45	40	25	<b>Black's Creek</b> Between M.P. B-435.8 and B-436.1.	70	60	50	Between M.P. 482.8 and 483.0.	70	60	50
Between M.P. 384.0 and Reverse.	65	60	40	Between M.P. B-438.5 and B-438.8.	70	60	50	Between M.P. 484.5 and 485.0.	70	60	50
Between M.P. 385.6 and 387.0.	60	50	40	Between M.P. B-439.4 and B-440.4.	50	40	25	<b>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>Dubois</b> Between M.P. 236.0 and 236.6.	35	25	<b>Dillon</b> Between M.P. 328.6 and 329.2.	35	25
Between Idaho Falls and Silver Bow.	59	40	Between M.P. 237.8 and 238.0.	40	30	<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. 239.1 and 239.3.	50	40	<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	<b>Highbridge</b> Between M.P. 244.4 and 246.7.	40	30	Between M.P. 342.7 and 342.9.	50	40
<b>Tyhee</b> Between M.P. 142.3 and 142.5.	50	40	<b>Spencer</b> Between M.P. 248.5 and 248.9.	45	35	Between M.P. 343.3 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
<b>Gibson</b> Between M.P. 152.6 and 152.9.	50	40	Between M.P. 251.0 and 251.4.	40	30	Between M.P. 346.0 and 346.3.	30	20
<b>Blackfoot</b> 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
<b>Wapello</b> Between M.P. 166.8 and 167.0.	60	50	<b>Humphrey</b> Between M.P. 258.3 and 258.5.	35	25	<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	Between M.P. 258.6 and 259.2.	45	35	Between M.P. 357.2 and 357.7.	40	30
<b>Shelley</b> Over streets and alleys.	30	30	Between M.P. 262.9 and 267.6.	35	25	<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. 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	<b>Snowline</b> Between M.P. 277.4 and 278.3.	35	25	Between M.P. 367.9 and 368.2.	30	20
Between M.P. 190.7 and 191.0.	45	35	<b>Lima</b> Over Center Street east of depot.	20	15	Between M.P. 369.9 and 374.6.	40	30
<b>Roberts</b> Between M.P. 205.4 and 206.0.	50	40	Westward within yard limits.	25	15	<b>Divide</b> Between M.P. 373.6 and 374.6.	40	30
Between M.P. 208.4 and 210.2.	50	40	<b>Armstead</b> Between M.P. 307.7 and 308.0.	50	40	Between M.P. 375.2 and 377.8.	35	25
<b>Hawgood</b> Between M.P. 213.7 and 214.0.	50	40	Between M.P. 308.9 and 310.3.	35	25	Between M.P. 379.0 and 381.1.	35	25
<b>Hamer</b> Between M.P. 218.3 and 218.5.	50	40	Between M.P. 310.4 and 310.6.	25	20	<b>Feely</b> Between M.P. 382.3 and 383.7.	25	20
			Between M.P. 311.0 and 311.8.	45	35	Between M.P. 384.3 and 385.1.	35	25
			<b>Grayling</b> Between M.P. 316.0 and 316.5, watch for rocks.	25	20	<b>Buxton</b> Between M.P. 386.6 and 388.1.	35	25
			Between M.P. 316.5 and 318.7.	35	25	Between M.P. 389.8 and 390.1.	20	20
						<b>Silver Bow</b>		

**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	<b>Conda Branch</b> Maximum speed.	15	Between M.P. 3.0 and Gay.	15
<b>Elkol 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	<b>Ketchum</b> Around balloon track.	15	15
Between M.P. 60.0 and Mackay, All engines.		20	Bridges 4.48, 6.96 and 19.97.	12	12	<b>Hill City Branch</b> Maximum speed.		25
<b>Mackay</b> On curve on low line smelter.		6	Between M.P. 19.1 and 19.4.	15	15	Over trestles 21.6 and 23.40 with snow plows.		15
<b>Aberdeen Branch</b> Maximum speed.		25	Between M.P. 25.0 and 25.4.	15	15	<b>Boise Branch</b> Between Boise Jct. and Boise Freight		25
<b>Goshen Branch</b> Maximum speed.		25	<b>Twin Falls Branch</b> Maximum speed.	50	40	Between Boise Freight and Barber.		15
<b>Yellowstone Branch</b> Between Idaho Falls and Ashton.	50	35	First Class Trains, within yard limits.	30	30	<b>Stoddard Branch</b> Maximum speed.		20
Between Ashton and Gerrit, watch for rocks.	35	25	Rupert, on west leg of wye.	10	10	Between Stoddard and end of track.		15
Between Gerrit and Big Springs	50	35	Rupert, over streets and alleys.	12	12	<b>Idaho Northern Branch</b> Maximum speed.		30
Between Big Springs and West Yellowstone, watch for rocks.	35	25	Bridge 20.10.	25	25	Between Jenness and Bramwell.		20
Rexburg, Sugar City and St. Anthony, over streets and alleys.	20	20	Burley, within city limits.	20	20	Trains handling high cars be- tween Jenness and Bramwell.		12
St. Anthony, over highway crossing, just west of depot.	8	8	Burley, over street crossings.	12	12	Between Plaza and M.P. 63, watch for rocks.		25
Between M.P. 55.4 and 55.7.	20	15	Kimberly, within city limits.	40	40	Between M.P. 63 and Smiths Ferry, watch for rocks.		15
Between M.P. 59.6 and 65.9.	20	15	<b>North Side Branch</b> Maximum speed.		30	Trains handling logs or high cars between Banks and M.P. 81.0.		12
Between M.P. 72.9 and 73.2.	35	25	Between M.P. 30.0 and 30.5.		20	Between Smiths Ferry and Cabarton, watch for rocks.		20
Between M.P. 74.0 and 74.2.	30	25	<b>Raft River Branch</b> Maximum speed.		20	M. P. 31.4.		20
Between M.P. 85.2 and 85.5.	35	25	Burley, within city limits.		20	Between M.P. 33.0 and 35.4.		10
Between M.P. 86.4 and 87.0.	20	15	Burley, over street crossings.		12	Bridge 36.61.		20
Between M.P. 92.1 and 95.0.	20	15	<b>Oakley Branch</b> Maximum speed.		25	Between M.P. 99.6 and 108.3.		20
Between M.P. 99.9 and 100.8.	20	15	Burley, within city limits.		20	Between M.P. 111.4 and 111.6.		20
<b>East Belt Branch</b> Maximum speed.		25	Burley, over street crossings.		12	Between M.P. 113.0 and 113.3.		20
Truss bridges.		15	<b>Wells Branch</b> Maximum speed.		30	Between M.P. 128.2 and 128.5.		15
<b>West Belt Branch</b> Maximum speed.		25	Between M.P. 31.1 and 36.1.		25	McCall, over street crossings.		10
Truss bridges.		15	Between M.P. 45.9 and 53.3.		25	<b>Wilder Branch</b> Maximum speed.		25
Highway Crossing M.P. 37.44.	5	5	Between M.P. 69.6 and 71.6.		25	<b>Homedale Branch</b> Maximum speed.		25
			Between M.P. 91.1 and 91.4.		25	<b>Oregon Eastern Branch</b> Maximum speed, except be- tween M.P. 140.0 and 145.0.		25
			Between Herrell and Melanco.		20	<b>Hope</b> Between M.P. 29.5 and 33.5, watch for rocks.		20
			Wells yard.		15	<b>Little Valley</b> 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	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
<b>Little Valley (Continued)</b> Between M.P. 37.6 and 37.7, soft spot.		10	<b>Crane</b> Between M.P. 140.0 and 145.0.		30	Between Concrete and M.P. 30.0. Straight track.		15
Between M.P. 37.7 and 38.2, watch for rocks.		20	<b>Circle Bar</b> Between M.P. 119.0 and 124.0, watch for rocks.		20	On curves.		10
<b>Juntura</b> Between M.P. 78.6 and 80.7, watch for rocks.		20	<b>Brogan Branch</b> Maximum speed.		20	Between M.P. 30.0 and 55.0. Straight track.		25
Between M.P. 80.7 and 81.0, watch for rocks.		10	<b>Payette Branch</b> Maximum speed.		25	On curves.		15
Between M.P. 81.0 and 86.6, watch for rocks.		20	Payette Jct., on curve.		10	Between M.P. 55.0 and 55.5.		10
<b>Long</b> Between M.P. 86.6 and 89.0, watch for rocks.		20	Trains handling logs between Payette and Emmett on curves.		20	Between M.P. 55.5 and 66.5. Straight track.		25
<b>Dunnean</b> Between M.P. 103.5 and 106.5.		20	<b>New Meadows Branch</b> Maximum speed.		25	On curves.		15
Bridge 106.14.		15	Engines running backwards.		10	Between M.P. 66.5 and New Meadows. Straight track.		10
			Between Weiser and Concrete. Straight track.		25	On curves.		20
			On curves.		20	<b>Homestead Branch</b> Maximum speed, watch for rocks.		20
						On curves.		15

**SYMBOLS AND ABBREVIATIONS**

**Rules 6 and 6(A)**

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

**Rule 6(A)**

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

The following letters placed in columns 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.		