



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



**IDAHO DIVISION**  
**TIME-TABLE**  
**No. 27**

**Effective Monday**  
**June 16, 1958**  
**At 12:01 A.M. Mountain Time**

*Safety Always*  
*Makes a Suggestion*

**FOR EMPLOYEES ONLY**

**NORTH WESTERN DISTRICT**  
**IDAHO DIVISION**  
 CORRECTED TO JUNE 16, 1958  
 SCALE OF MILES



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

**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.  
R. D. Wright, Terminal Superintendent.....Pocatello, Ida.  
J. J. Kutzman, Assistant Terminal Superintendent.....Pocatello, Ida.  
F. M. Ladd, Trainmaster.....Nampa, Ida.  
E. C. Shultz, Trainmaster.....Nampa, Ida.  
J. B. Shaw, Road Foreman of Engines.....Nampa, Ida.  
J. F. Fehrenbacher, Trainmaster.....Pocatello, Ida.  
K. J. Hennessy, 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.  
W. R. Tyler, Division Engineer.....Pocatello, Ida.  
O. H. Carpenter, General Roadmaster.....Pocatello, Ida.  
O. D. Christopherson, Asst. Supt. of Safety and Courtesy.....Pocatello, Ida.

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

K. A. Leger, Chief Train Dispatcher.....Pocatello, Ida.  
R. R. Johnson, Assistant Chief Train Dispatcher.....Pocatello, Ida.  
W. P. Helsley, Assistant Chief Train Dispatcher.....Pocatello, Ida.  
G. C. Leger, Assistant Chief Train Dispatcher.....Pocatello, Ida.  
L. V. Leger, Assistant Chief Train Dispatcher.....Pocatello, Ida.  
I. G. Perkins, Assistant Chief Train Dispatcher.....Pocatello, Ida.

**Third Subdivision and Branches**

H. R. Humphrey, Chief Train Dispatcher.....Nampa, Ida.  
E. C. Bullis, Assistant Chief Train Dispatcher.....Nampa, Ida.  
H. H. Harbaugh, Assistant Chief Train Dispatcher.....Nampa, Ida.  
M. G. Clegg, Assistant Chief Train Dispatcher.....Nampa, Ida.

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

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

**WESTWARD**

**CONDENSED TIME-TABLE**

**EASTWARD**

FIRST CLASS					Distance from Granger via Boise	Time-Table No. 27 June 16, 1958	FIRST CLASS				
19	105	457	17	11			20	12	458	106	18
Passenger	Streamliner Passenger	Passenger	Passenger	Mail and Express			Passenger	Mail and Express	Passenger	Streamliner Passenger	Passenger
Daily	Daily	Daily	Daily	Daily							
<b>STATIONS</b>											
	2.05		4.20		0.0	GRANGER			A1 2.27	A1 1.30	
	5.45 5.55		9.30 10.20	12.50	213.9	POCATELLO		A 2.50	8.30 8.20	6.15 5.20	
	8.25		1.50	4.15	373.8	GLENNS FERRY		11.35	5.45	2.00	
	9.40		3.35	6.10	448.4	BOISE		9.50	4.30	12.15	
	11.40		6.30	9.05	550.1	M.T. HUNTINGTON	M.T.	7.10	2.35	9.40	
	10.40		5.40	8.15	649.7	P.T. LA GRANDE	P.T.	6.00	1.35	8.30	
	1.05		8.35	11.05	723.9	PENDLETON		3.25	11.10	5.45	
	3.10		11.00	1.20	786.3	SPOKANE		1.05	9.08	3.05	
7.30					837.4	AYER					
9.57					786.3	WALLULA					
11.00					755.3	HINKLE					
A1 1.45	3.55		12.40	2.25	855.4	THE DALLES			8.30	2.10	
	5.30		3.10	4.35	939.5	PORTLAND		10.15	6.50	11.40	
	A 7.30		9.00	A 5.30	1122.7	SEATTLE		8.00	A 9.15	5.00	
			A 1.00								
								Daily	Daily	Daily	
(4.15)	(18.25)	(4.00)	(26.10)	(19.40)				(4.10)	(17.50)	(4.15)	
43.1	51.0	45.8	35.9	38.9				44.0	40.7	45.4	
..... Thru Time .....											
..... Average speed per hour .....											

**WESTWARD**

**CONDENSED TIME-TABLE**

**EASTWARD**

FIRST CLASS					Distance from McCammon	Time-Table No. 27 June 16, 1958	FIRST CLASS				
35	33	47	31	34			32	36	48		
Passenger	Passenger	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger		
Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily		
<b>STATIONS</b>											
	11.20	9.25			0.0	McCAMMON		A 6.15	A 3.50		
	11.50 12.20	A 9.55		12.30	22.7	POCATELLO		5.45	A 2.30	3.15 2.45	
	1.45			2.45	73.3	IDAHO FALLS			12.25	1.15	
			5.30	5.10	124.3	ASHTON		10.05		A 9.55	
			A 7.15		169.9	VICTOR				8.15	
				A 7.30	180.4	WEST YELLOWSTONE		7.30			
	A 7.30				285.8	BUTTE			7.30		
								Daily	Daily	Daily	
	(8.10)	(0.30)	(1.45)	(7.00)				(0.30)	(7.00)	(8.20)	
	35.0	45.4	26.1	22.5				45.4	22.5	34.3	
..... Thru Time .....											
..... Average speed per hour .....											

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

**MILEAGE**

Main Line.....	848.07
Branches.....	1339.18
Grand Total.....	2187.25

WESTWARD

FIRST SUBDIVISION

EASTWARD

Car Capacity of Seating See Page 23.	SECOND CLASS				FIRST CLASS				Time-Table No. 27 June 16, 1958	STATIONS
	279	251	277		35	105	33	17		
	Time Freight	Time Freight	Time Freight		Passenger Daily	Streamliner Passenger Daily	Passenger Daily	Passenger Daily		
144 IPWY						2.05PM		4.20AM	DN-R GRANGER YL GN	
150 P									7.7 MOXA	
150 P									7.7 NUTRIA	
150 P								s 4.48	D 9.1 OPAL OW	
150 P									9.1 WATERFALL OW	
152 PTWZ						f 2.47		s 5.20	DN 6.1 KEMMERER YL AV	
150 P									8.3 FOSSIL	
150 P									5.0 NUGGET	
150 P									6.6 ORR	
150 PY									5.2 LEEFE	
150 P									6.5 BECKWITH	
150 P									6.1 PIXLEY	
176 P								s 6.31	DN 6.1 COKEVILLE CK	
150 P									4.7 MARSE	
150 P									6.3 CHAUSSE	
150 P									8.4 HARER	
27 P									5.1 DINGLE	
DPTWYZ						s 4.05		7.05 7.15	DN-R 7.0 MONTPELIER MX YL	
P									6.3 PESCADERO	
196 P								7.29	5.5 GEORGETOWN	
150 P									9.3 MANSON	
150 PY								s 7.52	DN 9.9 SODA SPRINGS SD	
150 P									5.6 ALEXANDER	
150 P									4.6 TALMAGE	
150 P									5.0 BANCROFT BN	
150 191 P								f 8.15	8.5 PEBBLE	
150 P									7.1 BLASER	
P									2.8 LAVA HOT SPGS. XY	
27 P								f 8.39	DN 11.2 McCAMMON MC	
CS 154 PY	11.35PM	12.10PM	3.45AM			11.20PM		f 8.54	10.7 INKOM	
115 P								f 9.07	5.8 PORTNEUF	
DPTWYZ	A 12.15AM	A 1.00PM	A 4.45AM			A 11.50PM	A 5.45PM	A 9.55AM	DN-R 6.2 POCATELLO YL H-CA PO	
	(0.40) 34.0	(0.50) 27.2	(1.00) 22.7			(0.30) 45.4	(3.40) 58.3	(0.30) 45.4	(5.10) 41.4	

CENTRALIZED TRAFFIC CONTROL

TWO TRACKS

TWO MAIN TRACKS

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

Time-Table No. 27

June 16, 1958

FIRST SUBDIVISION

Time-Table No. 27 June 16, 1958	Mile Post	FIRST CLASS				SECOND CLASS			
		36	106	34	18	280	278	270	
		Passenger	Streamliner Passenger	Passenger	Passenger	Time Freight	Stock Special	Time Freight	
DN-R GRANGER YL GN	0.0		A 12.27PM						
7.7 MOXA	7.7								
7.7 NUTRIA	15.4								
D 9.1 OPAL OW	24.5				f 10.50				
9.1 WATERFALL	33.6								
DN 6.1 KEMMERER YL AV	39.7		f 11.40AM						
8.3 FOSSIL	48.0								
5.0 NUGGET	53.0								
6.6 ORR	59.6								
5.2 LEEFE	64.8								
6.5 BECKWITH	71.3								
6.1 PIXLEY	77.4								
DN 6.1 COKEVILLE CK	83.5							s 9.25	
4.7 MARSE	88.2								
6.3 CHAUSSE	94.5								
8.4 HARER	102.9								
5.1 DINGLE	108.0								
DN-R 7.0 MONTPELIER MX YL	115.0		s 10.20					8.40 8.30	
6.3 PESCADERO	121.3								
5.5 GEORGETOWN	126.8							8.12	
9.3 MANSON	136.1								
DN 9.9 SODA SPRINGS SD	146.0							s 7.51	
5.6 ALEXANDER	151.6								
4.6 TALMAGE	156.2								
D 8.5 BANCROFT BN	161.8							f 7.26	
7.1 PEBBLE	170.3								
7.1 BLASER	177.4								
D 2.8 LAVA HOT SPGS. XY	180.0							f 7.02	
DN 11.2 McCAMMON MC	191.2		As 3.50AM					As 6.15PM	f 6.45
10.7 INKOM	201.9							f 6.01	
5.8 PORTNEUF	207.7								
DN-R 6.2 POCATELLO YL H-CA PO	213.9		3.15AM	8.30AM	5.45PM	6.15PM		12.01AM	1.15PM
(213.9)			Daily	Daily	Daily	Daily		Daily	Daily
Thru Time.....		(0.35)	(3.57)	(0.30)	(5.15)	(0.39)	(0.45)	(0.35)	
Average speed per hour.....		38.9	54.2	45.4	40.7	34.9	30.3	38.9	

CENTRALIZED TRAFFIC CONTROL

TWO MAIN TRACKS

TWO MAIN TRACKS

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

FIRST CLASS

	105	17	49	11	31	35
	Streamliner Passenger	Passenger	Mixed	Mail and Express	Passenger	Passenger
	Daily	Daily	Daily	Daily	Daily	Daily

Time-Table No. 27  
June 16, 1958

STATIONS

DPTWYZ	105	17	49	11	31	35
CS 153 P			f 4.15			
170 P						
145 P		s 10.48	s 4.35	s 1.18		
120 P						
170 P						
119 P			f 4.55			
170 P						
119 P						
125 269 PWY	6.46	s 11.30AM	A 5.20AM	s 1.55		
119 P						
165 P						
119 P						
119 P						
170 P						
119 P						
116 P				s 2.34		
WS 121-115 ES 111-120 PWY	s 7.32	s 12.30PM		s 2.50		
170 P						
170 60 P	7.48	s 12.50		s 3.15		
170 P						
118 120 PY		s 1.03		s 3.28		
CS 120 P WS 99						
CS 170 P	8.14	1.26		s 3.51		
DPTWY	As 8.25PM	A 1.40PM		A 4.05AM		

POCATELLO YL PO	2.4	H-CA
POCATELLO JCT. YL	8.0	PO
MICHAUD	5.8	
BANNOCK	5.8	
AMERICAN FALLS	8.4	AF
BORAH	3.8	
QUIGLEY	7.8	
WAPI	5.9	
DEWOFF	3.8	
HAWLEY	7.5	
MINIDOKA	5.1	RT
MAX	3.8	
ADELAIDE	8.1	
KIMAMA	4.7	
SENER	6.7	
OWINZA	7.8	
BESSLEN	5.8	
DIETRICH	4.6	
SHOSHONE X	9.0	X
TUNUPA	6.7	
GOODING	6.7	GD
FULLER	6.3	
BLISS	6.8	
TICESKA	9.8	
KING HILL	6.7	
GLENN'S FERRY YL	6.7	GF

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

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. 27  
June 16, 1958

Mile Post

32	36	106	18	50	12	126
Passenger	Passenger	Streamliner Passenger	Passenger	Mixed	Mail and Express	Time Freight

STATIONS

STATIONS	32	36	106	18	50	12	126
POCATELLO YL	A 2.30AM	A 2.45AM	A 8.20AM	A 5.20PM	A 10.30PM	A 2.50AM	A 3.30PM
POCATELLO JCT. YL	1.55AM	2.30AM					
MICHAUD					f 9.47		
BANNOCK							
AMERICAN FALLS				s 4.41	s 9.30	s 2.15	
BORAH							
QUIGLEY							
WAPI					f 9.10		
DEWOFF							
HAWLEY							
MINIDOKA			7.24	s 4.05	8.50PM	s 1.40	
MAX							
ADELAIDE							
KIMAMA						f	
SENER							
OWINZA							
BESSLEN							
DIETRICH							
SHOSHONE X			s 6.40	s 3.10		s 12.45	
TUNUPA							
GOODING			6.22	s 2.47		s 12.20	
FULLER							
BLISS						s 12.05AM	
TICESKA							
KING HILL						f 11.45PM	
GLENN'S FERRY YL			5.45AM	2.00PM		11.35PM	11.45AM

Thru Time..... (0.35) (0.15) (2.35) (3.20) (1.40) (3.15)  
Average speed per hour..... 4.1 9.6 61.9 47.9 35.1 49.2 (3.45) 42.6

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

**WESTWARD THIRD SUBDIVISION EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	FIRST CLASS				Time-Table No. 27 June 16, 1958	Mile Post	SECOND CLASS				
	257	105	17	11			106	18	12	126	262
	Time Freight	Streamliner Passenger	Passenger	Mail and Express			Streamliner Passenger	Passenger	Mail and Express	Time Freight	Time Freight
	Daily	Daily	Daily	Daily							
STATIONS											
DPTWY	10.15AM	8.25PM	1.50PM	4.15AM	DN-R GLENN'S FERRY YL (GP) 8.9	373.8	As 5.45AM	A 1.50PM	A 11.25PM	A 11.30AM	A 11.55PM
CS 164 P	10.35	8.35	2.01	4.26	HAMMETT 10.6	382.7	5.32	1.32	11.07	10.55	11.40
CS 170 P	11.05	8.47	2.17	4.39	DN REVERSE YL RV 8.3	393.3	5.21	1.20	10.55	10.40	11.25
96 PY	11.16	8.56	2.30	4.52	DN MOUNTAIN HOME MZ 5.9	401.6	5.13	1.10	10.45	10.30	11.15
163 P	11.24	9.01	2.35	5.06 <sup>106</sup>	SEBREE 5.2	407.5	5.06 <sup>11</sup>	1.01	10.35	10.21	11.07
163 P	11.31	9.05	2.40	5.11	CLEFT 10.3	412.7	5.02	12.56	10.31	10.15	10.59
122 IP	11.44	9.13	2.49	5.21	DN ORCHARD YL OD 11.7	423.0	4.54	12.46	10.22	10.04	10.45
163 P	11.59AM				OWYHEE 12.0	434.7	VIA BOISE	VIA BOISE	VIA BOISE	VIA BOISE	10.20
163 P	12.15PM	VIA BOISE	VIA BOISE	VIA BOISE	KUNA 9.9	446.7	VIA BOISE	VIA BOISE	VIA BOISE	VIA BOISE	9.55
73 P		9.20	2.57	5.29	LEONE 7.3	B-430.3	4.47	12.37	10.13	9.56	
73 P		9.25	3.03	5.35	BLACK'S CREEK 5.6	B-435.9	4.42	12.30	10.06	9.50	
67 PY	VIA KUNA	9.40 <sup>12</sup>	3.25	5.50	DN BOISE YL BG 2.3	B-448.4	4.30	12.15	9.50 <sup>105</sup>	9.35	VIA KUNA
P			3.35	6.10	BOISE JCT. 0.7	B-450.7					
31 P					PERKINS 3.2	B-451.4					
29 P					BEATTY 2.7	B-454.6					
138 P		9.50	3.46	6.22	D MERIDIAN MD 3.4	B-457.3	4.16	11.57AM	9.17	9.14	
22 P					SONNA 7.2	B-460.7					
DPTWYZ	12.30	10.08	4.05	6.40	DN-R NAMPA YL AU-Q 4.2	456.6	4.05	11.45	9.05 <sup>262</sup>	9.00	9.30
55 P	12.36	10.12	4.20	6.55	MOSS 4.8	460.8	3.54	11.25	8.48	8.12	7.22
163 P	12.43	10.17	4.35	7.08	DN CALDWELL YL CW 3.6	465.6	3.50	11.20	8.43	8.07	7.15
122 P					ENROSE 3.3	469.2					
163 P	12.52	10.23	4.43	7.17	D NOTUS U 8.3	472.5	3.43	11.10	8.32	7.59	7.01
173 P	1.03	10.30	4.56	7.28	DN PARMA MA 7.6	480.8	3.36	11.00	8.25	7.50	6.50
173 PY	1.13	10.37	5.08	7.38 <sup>126</sup>	DN NYSSA YL SY 10.3	488.4	3.28	10.50	8.18	7.38 <sup>11</sup>	6.40
ES 167 WS 167 PWY	1.25	10.48	5.24	7.56	DN ONTARIO YL ON 3.8	498.7	3.17	10.35	8.05	7.16	6.25
155 PY	1.31	10.54	5.34	8.05	DN PAYETTE YL AY 6.8	502.5	3.10	10.23	7.52	7.09	6.14
163 P	1.40	11.00	5.41	8.13	CRYSTAL 6.6	509.3	3.05	10.16	7.46	7.02	6.05
163 PWY	1.48	11.08	5.53 <sup>262</sup>	8.25	DN WEISER YL SR 9.8	515.9	2.59	10.10	7.40	6.55	5.53 <sup>17</sup>
155 P	1.59	11.17	6.04	8.36	COBB 7.1	525.7	2.50	9.58	7.28	6.43	5.27
163 P	2.09	11.24	6.12	8.44	ROCK ISLAND 6.0	532.8	2.43	9.50	7.20	6.35	5.15
DPTWYZ	A 2.30PM	As 11.40PM	A 6.30PM	A 9.05AM	DN-R HUNTINGTON YL HU	538.8	2.35AM	9.40AM	7.10PM	6.25AM	5.00PM
					VIA KUNA (165.0) VIA BOISE (176.3)		Daily	Daily	Daily	Daily Except Sunday and Monday	Daily

(4.15) 38.8 (3.15) 54.3 (4.40) 37.7 (4.50) 36.5 ..... Thru Time ..... (3.10) 55.7 (4.10) 42.3 (4.15) 41.5 (5.05) 34.6 (6.55) 23.8  
.....Average speed per hour.....

**On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 106 is superior to westward trains of the same class, and except that No. 126 is superior to No. 257.—See Rule 72.**  
 Between Orchard and Nampa, all extra trains will run via Kuna unless otherwise instructed.  
 Rules 251 to 254, inclusive, apply between end of Centralized Traffic Control territory Glens Ferry and end of double track Reverse.  
 For conditional stops to discharge or pick up revenue passengers.—See page 17.  
 For stations not shown on schedule pages.—See page 17.

**WESTWARD FOURTH SUBDIVISION EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	FIRST CLASS			Time-Table No. 27 June 16, 1958	Mile Post	SECOND CLASS			
	277	31	35			32	36	278	
	Time Freight	Passenger	Passenger			Passenger	Passenger	Stock Special	
	Daily	Daily	Daily						
STATIONS									
P			12.35AM	12.25AM					
P	1.30PM		12.40	12.30					
124 P	1.36		12.46	12.34					
150 P	1.44		12.53	12.39					
71 P	1.51		12.59	12.44					
ES 60 WS 110 PWY	2.01	f 1.15 <sup>32</sup>		12.55					
72 P	2.10		1.21	1.05 <sup>32</sup>					
123 P	2.18		1.27	1.13					
105 P	2.28		1.33 <sup>36</sup>	1.22					
71 P	2.34		1.40	1.27 <sup>36</sup>					
97 P	2.40		1.45	1.31					
DPTWYZ	3.00		A 1.55AM	1.35					
51 P	3.20			1.45					
54 P	3.28			1.54					
54 P	3.37			2.00					
49 P	3.55			2.07					
51 P	4.04			2.19					
50 P	4.14			2.26					
51 PWY	4.50			2.33					
106 PWY				2.47					
49 P	5.08			2.57					
57 P	5.20			3.07 <sup>278</sup>					
150 P	5.46			3.24					
1 PY	6.05			3.36					
50 P	6.22			3.50					
DPWY	6.50			4.00					
	7.40			4.10					
47 P	8.00			4.24					
48 P	8.13			4.32					
78 P	8.33			4.54					
48 P	8.46			5.03					
64 P	9.00			5.13					
150 P	9.30 <sup>36</sup>			5.27					
36 P	9.55			5.36					
45 P	10.16 <sup>278</sup>			5.43					
47 PY	10.40			5.59					
61 P	11.10			6.13					
37 P	11.30			6.24					
39 P	11.45			6.35					
65 P	11.55PM			6.42					
17 P	12.15AM			6.53					
50 P	12.26			7.01					
PY	A 1.00AM			As 7.15AM					

Between Silver Bow and Butte, trains will be governed by time-table and rules of Northern Pacific Ry. Time shown at Butte is for information only.

	A 5.00 AM		A 7.30 AM	DN BUTTE YL BY 397.0		7.30 PM	7.35 PM
				(261.9)	Daily	Daily	Daily
	(15.30) 18.7	(1.20) 37.1	(7.05) 37.0	..... Thru Time .....	(1.30) 32.9	(7.00) 37.4	(11.55) 22.0
				.....Average speed per hour.....			

**Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.**  
 Between Idaho Falls and Silver Bow, second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.  
 All Fourth Subdivision trains, except westward second-class and extra trains, will operate via Pocatello Jct., unless otherwise directed by train dispatcher.  
 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. 27 June 16, 1958		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 27 June 16, 1958		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 27 June 16, 1958		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.				
STATIONS				STATIONS				STATIONS							
152	PTWZ	DN-R	KEMMERER YL	AV	0.0	152	PTWZ	DN-R	KEMMERER YL	AV	0.0	53		GLENCoe JCT. YL	0.0
159			NO. KEMMERER JCT. YL		1.0	53			GLENCoe JCT. YL		4.8			ELKOL	3.9
			PHOSPHATE YL		5.1	16			BLAZON JCT.		0.3			(3.9)	
			QUEALY YL		9.2				MINE NO. 8 YL		13.0				
			(9.2)						(13.0)						

WESTWARD GLENCoe BRANCH EASTWARD				WESTWARD BLAZON BRANCH EASTWARD				WESTWARD CONDA BRANCH EASTWARD							
Time-Table No. 27 June 16, 1958		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 27 June 16, 1958		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 27 June 16, 1958		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.				
STATIONS				STATIONS				STATIONS							
53			GLENCoe JCT. YL		0.0	150	PY	DN	SODA SPRINGS YL	SD	0.0	80		MONSANTO YL (Spur)	1.8
55			GLENCoe		1.9				RADIANT		0.8	6		FORMATION (Spur)	2.8
			(1.9)						PANTING		5.6	6		CONDA	7.0
									(7.0)			19	Y		

WESTWARD GRACE BRANCH EASTWARD				WESTWARD GAY BRANCH EASTWARD				WESTWARD GOSHEN BRANCH EASTWARD									
Time-Table No. 27 June 16, 1958		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 27 June 16, 1958		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 27 June 16, 1958		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.						
STATIONS				STATIONS				STATIONS									
150	P		ALEXANDER YL		0.0	150	P	D	FORT HALL	FH	0.0	123	P	D	FIRTH	FR	0.0
16	D		GRACE	GA	6.0	32			M.P. 9.1		9.1	19			GOSHEN		5.2
			(6.0)			132	YZ		GAY		20.8	22			GERRARD		11.0
									(20.8)			11			INDIAN		12.8
												14			HACKMAN		15.6
													P		LINCOLN JCT.		22.0
															(22.0)		

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

WESTWARD		YELLOWSTONE BRANCH						EASTWARD						
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 27 June 16, 1958	Mile Post	FIRST CLASS		SECOND CLASS					
	491	477	31				32	492	478					
	Mixed	Mixed	Passenger				Mixed	Mixed						
	Daily Except Sunday	Daily Except Sunday	Daily											
DPTWYZ	7.55AM	6.00AM	2.45AM		DN-R	IDAHO FALLS YL	AK	0.0	A	11.55PM	A	2.00PM	A	4.40PM
17	PY	18.05AM	6.10			ORVIN YL		3.0	f	11.38	f	1.50	f	4.25
60	P		6.23		D	UCON	UN	7.6	f	11.28	f	1.40PM	f	4.15
54	P		6.42		D	RIGBY	RG	13.8	f	11.16	f	4.00	f	3.45
36	P		6.50			LORENZO		18.1	f	11.05	f	3.20	f	3.35
25	P		6.57			THORNTON		20.7	f	10.58	f	3.10	f	3.20
67	P		7.10		D	REXBURG	RX	26.0	f	10.48	f	2.55	f	2.40
51	P		7.20		D	SUGAR CITY	SC	29.8	f	10.40	f	2.20PM	f	2.10
38	PY		7.35		D	HART		30.9						
110	PWY		7.50		D	ST. ANTHONY YL	SH	36.8	f	10.30	f	10.50AM	f	2.55
	P		8.10AM			BELT YL		38.3				10.40AM		
43	P		8.10AM			CHESTER		42.8	f	10.17	f	2.40	f	2.40
46	PWY		8.10AM		D	ASHTON YL	HN	51.0	f	10.05	f	2.20PM	f	2.20PM
						INGLING		52.5		9.30				
28	P					WARM RIVER		58.2	f	9.18	f		f	
22	P					GERRIT		66.9	f	8.55	f		f	
22	P					ECCLES		75.7	f	8.41	f		f	
15	P					ISLAND PARK		80.6	f	8.33	f		f	
26	P					TRUDE		85.4	f	8.26	f		f	
25	PY					BIG SPRINGS		90.7	f	8.12	f		f	
22	P					REAS PASS		97.2	f	7.52	f		f	
29	PWY				A	WEST YELLOWSTONE YL	WS	107.1		7.30PM				
						(107.1)			Daily			Daily Except Sunday	Daily Except Sunday	
					(0.10)	(2.10)	(4.45)		(4.25)	(3.20)	(2.20)			
					18.0	23.1	22.5		24.2	14.3	21.1			

WESTWARD		TETON VALLEY BRANCH						EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 27 June 16, 1958	Mile Post	FIRST CLASS		SECOND CLASS				
	477	47	48				478						
	Mixed	Passenger	Passenger				Mixed						
	Daily Except Sunday	Daily	Daily										
48	PWY		8.30AM		5.30AM	DN-R	ASHTON YL	HN	0.0	A	9.55PM	A	1.55PM
19			8.40		5.34		MARYSVILLE YL		1.8	f	9.46	f	1.47
33			8.55		5.42		GRAINVILLE		6.0	f	9.37	f	1.33
22	P		9.10		5.48	D	DRUMMOND	MD	8.6	f	9.32	f	1.22
12			9.25		5.56		FRANCE		12.8	f	9.24	f	1.08
33	P		9.35		6.04		LAMONT		15.8	f	9.18	f	12.58
21			10.08		6.29		FELT		26.3	f	8.55	f	12.25
22	PWY		10.23		6.40	D	TETONIA	NA	30.3	f	8.47	f	12.09PM
31			10.42		6.55	D	DRIGGS	DI	37.2	f	8.33	f	11.50AM
19	PWY		11.05AM		7.15AM	D-R	VICTOR YL	VR	45.6		8.15PM		11.20AM
							(45.6)		Daily		Daily Except Sunday	Daily Except Sunday	
					(2.35)	(1.45)			(1.40)	(2.35)			
					17.7	26.1			27.4	17.7			

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.  
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. 27 June 16, 1958	Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 27 June 16, 1958	Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		
	421 Mixed Daily Except Sunday	409 Mixed Daily Except Sunday			410 Mixed	422 Mixed		491 Mixed Daily Except Sunday	492 Mixed							
	STATIONS				STATIONS			STATIONS				STATIONS				
66 110 PWY	12.30PM	8.00AM	DN-R	0.0	BLACKFOOT YL	BF	A	4.35PM	A	6.00PM	17 PY		8.05AM	ORVIN YL	0.0	
5	f	8.06		2.1	COLLINS YL		f	4.28			22		f	8.15	LINCOLN YL	2.3
7	f	8.12		4.3	CLARKSON		f	4.22	f	5.40	P			0.8	LINCOLN JCT. YL	3.1
31	f	8.17		5.7	MORELAND		f	4.17	f	5.35	46 P		f	8.27	IONA	5.7
P	A	8.21		7.1	ABERDEEN JCT. YL		f	4.13	s	5.25PM	21 P		s	9.05	D RIRIE RK	10.4
33 P	f	8.54		20.1	TABER		f	3.40			11 P		f	9.18	BYRNE	21.4
35 PY	f	9.45		39.7	SCOVILLE		f	2.50			11 P		f	9.30	JENSON	25.0
37 PY	s	10.35		59.1	ARCO YL	RO	s	2.00			23 P		f	9.40	WALKER	28.2
21 P	f	10.57		66.7	MOORE		f	1.28			40 P		f	9.52	PARKINSON	32.4
10	f	11.15		72.6	DARLINGTON		f	1.10			11 P		f	9.58	MOODY	34.3
5	f	11.30		77.3	LESLIE		f	12.55			12 P		s	10.20	D NEWDALE NE	38.1
68 PY	A	11.55AM		85.3	MACKAY YL	MY		12.30PM			P		A	10.40AM	BELT YL	44.4
					(85.3)									(44.4)		
	(0.20) 21.3	(3.55) 21.7	.....	Thru Time.....		(4.05) 20.9	(0.35) 12.2			(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. 27 June 16, 1958	Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.
	421 Mixed Daily Except Sunday	422 Mixed					
	STATIONS				STATIONS		
P	12.50PM	ABERDEEN JCT. YL	0.0	A	5.25PM		
32	f	1.03	4.3	ROCKFORD	f	5.10	
17	f	1.08	1.6	LIBERTY	f	5.00	
32 P	f	1.28	4.3	PINGREE	f	4.38	
31 P	f	1.48	6.3	SPRINGFIELD	f	4.20	
17 P	f	2.05	3.2	STERLING	f	4.05	
8		FINGAL	26.0				
37 PY	A	2.40PM	2.2	ABERDEEN YL	BN	3.30PM	
				(28.2)			Daily Except Sunday
	(1.50) 14.4	.....	Thru Time.....		(1.55) 14.7	.....	Average speed per hour.....

WESTWARD				WEST BELT BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 27 June 16, 1958	Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.
	421 Mixed Daily Except Sunday	422 Mixed					
	STATIONS				STATIONS		
60 P		D-R	UCON	UN	0.0	A	1.40PM
22 P			8.8	LEWISVILLE	f	1.10	
50 P		D	1.7	MENAN	MN	10.6	s
51 P			14.5	PLANO	f	12.12	
18			1.7	EDMONDS	f	12.05PM	
11 P			2.6	EGIN	f	11.56AM	
32			2.3	HEMAN	f	11.46	
19 P			1.9	PARKER	f	11.40	
110 PWY		D-R	5.2	ST. ANTHONY YL	SH	38.7	11.15AM
				(38.7)			Daily Except Sunday
				.....	Thru Time.....	(2.25) 16.0	Average speed per hour.....

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

WESTWARD				TWIN FALLS BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 27 June 16, 1958	Mile Post	FIRST CLASS		Time-Table No. 27 June 16, 1958	Mile Post	FIRST CLASS		SECOND CLASS		
	475 Time Freight Daily Except Saturday	439 Freight Daily Except Sunday			49 Mixed Daily	50 Mixed			440 Freight	476 Time Freight			
	STATIONS				STATIONS				STATIONS				
125 269 PWY	11.45PM	12.20PM		5.30AM	DN-R	MINIDOKA YL	RT	0.0	A	8.40PM	A	11.00AM	
73 P	12.01AM	12.35		f	5.43	ACEQUIA		8.2	f	8.28		10.35	
94 DPWY	12.16	12.50		s	6.10	RUPERT YL	MS	13.5	s	8.20		10.20	
13						AMALGA		17.3				9.50	
32 P	12.27	1.01		s	6.18	HEYBURN		19.6	f	8.07		10.05	
59 63 PWY	12.40	1.15		s	6.35	BURLEY YL	BU	21.7	s	8.03		10.00	
76 P	1.02	1.37		f	6.42	STARRH'S FERRY		25.8	f	7.55		9.45	
58 P	1.15	1.50		f	6.54	MILNER		33.5	f	7.44		9.30	
16 P				f	6.57	PARSONS		35.5	f	7.41			
71 P	1.30	2.05		s	7.07	MURTAUGH	MU	41.4	s	7.32		9.15	
53 P	1.40	2.15			7.13	BICKEL		45.1		7.24		9.05	
23						BILLS		49.0					
41 P	1.55	2.30		s	7.20	HANSEN	NS	49.7	s	7.17		8.55	
60 P	2.08	2.43		s	7.27	KIMBERLY	KY	53.3	s	7.10		8.45	
31 P					7.32	McMILLAN YL		56.4					
DPWYZ	A	3.00AM	A	4.00PM		7.40 7.50	DN-R	TWIN FALLS YL	NA	58.0		7.00 6.45	8.30AM 8.00PM
42				f	7.57	CURRY		63.3	f	6.35			
60 P				s	8.02	FILER	FR	65.0	s	6.30			
15				f	8.06	PEAVEY		68.6	f	6.25			
41 PY				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	
	(3.15) 18.1	(3.40) 16.1		(2.50) 26.0	.....	Thru Time.....		(2.25) 30.5	(2.30) 23.6	(2.30) 23.6	.....	Average speed per hour.....	

WESTWARD				OAKLEY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 27 June 16, 1958	Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.
	475 Time Freight Daily Except Saturday	439 Freight Daily Except Sunday					
	STATIONS				STATIONS		
59 63 PWY		DN-R	BURLEY YL	BU	0.0		
28			4.3	BEEVILLE	f	4.3	
23			0.9	PELLA	f	5.2	
30			3.1	NORTH KENYON	f	0.3	
9			1.3	KENYON	f	9.6	
11			3.9	CHURCHILL	f	13.5	
23			2.8	TROUT	f	16.3	
60			1.5	MARION	f	17.8	
25			1.6	WARR	f	19.4	
20 Y		D	2.4	OAKLEY	OA	21.8	
				(21.8)			

WESTWARD				RAFT RIVER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 27 June 16, 1958	Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.
	475 Time Freight Daily Except Saturday	439 Freight Daily Except Sunday					
	STATIONS				STATIONS		
59 63 PWY		DN-R	BURLEY YL	BU	0.0		
34			3.1	UNITY	f	3.1	
28			0.9	ELCOCK	f	4.0	
15			0.7	EVANS (Spur)	f	4.7	
22			1.3	SPRINGDALE	f	6.0	
25			1.5	HATCH	f	7.5	
16			1.6	DECLO	f	9.1	
				(9.1)			

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.  
Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.

WESTWARD		WELLS BRANCH		EASTWARD		WESTWARD		NORTH SIDE BRANCH		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 27		Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 27		Mile Post				
	439	June 16, 1958			440		June 16, 1958						
	Mixed				Mixed								
	Daily	STATIONS				STATIONS				STATIONS			
	DPWYZ	8:00PM	DN-R TWIN FALLS YL NA	9.0	A 7:00AM	94 DPWY	DN-R RUPERT YL MS	0.0					
31	f 8:22		BERGER	10.9	f 6:38	34 P	MYERS YL	4.4					
26	f 8:40		HOLLISTER	19.4	f 6:20	36 P	D PAUL YL DJ	5.9					
9	f 8:48		AMSTERDAM (Spur)	23.2	f 6:12	20	BUDGE	7.9					
21 PY	f 9:00		ROGERSON	28.8	s 6:00	54	SCHODDE	15.9					
38	f 9:25		METEOR	38.7	f 5:35	21	McHENRY	19.8					
34	f 9:55		IDAVADA	50.1	f 5:08	22	D HAZELTON AZ	24.0					
34 P	f 10:09		DELAPLAIN	56.1	f 4:53	28	BLACK	26.9					
34	f 10:19		SAN JACINTO	60.7	f 4:42	63	D EDEN DX	28.1					
34 P	f 10:37		CONTACT	68.8	s 4:25	54	PERRINE	34.8					
33 P	f 11:00		HENRY	75.1	f 4:07	12	SUGAR LOAF	38.3					
33	f 11:25		SHORES	86.7	f 3:37	25	FALLS CITY	40.6					
48 PY	f 11:41		WILKINS	93.6	f 3:21	10	BARRYMORE	42.6					
37	f 11:49PM		HERRELL	97.3	f 3:13	54 Y	DN JEROME YL JO	47.9					
44 PY	f 12:10AM		SUMMER CAMP	102.5	s 2:56	54	D WENDELL ND	56.7					
44	f 12:30		MELANDCO	108.9	f 2:33	17	KING	58.1					
35	f 12:45		TOWN CREEK	116.1	f 2:18	54	TUTTLE	66.2					
PY	A 1:00AM	DN-R	WELLS YL HU	123.4	2:00AM	118 PY	BLISS YL	73.6					
			(123.4)					(73.6)					
	(5.00)	..... Thru Time.....		(5.00)									
	28.0	..... Average speed per hour.....		28.0									

WESTWARD		KETCHUM BRANCH		EASTWARD		WESTWARD		HILL CITY BRANCH		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 27		Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 27		Mile Post				
	441	June 16, 1958			442		June 16, 1958						
	Mixed				Mixed								
	Monday Wednesday Friday	STATIONS				STATIONS				STATIONS			
WS 121-115 ES 111-130	PWY	6:00AM	DN-R SHOSHONE YL X	0.0	A 12:45PM	39 PY	D RICHFIELD YL FK	0.0					
39	PY	s 6:35	D RICHFIELD YL FK	15.3	s 12:05PM	10	RAWSON	4.6					
29	f 6:50		PAGARI	21.7	f 11:45AM	12	BURMAH	9.4					
27	f 7:10		TIKURA	29.7	f 11:25	42 P	MAGIC	21.5					
59 P	s 7:30	D	PICABO XN	37.3	s 11:05	32	MACON	31.2					
6	f 7:40		HAY	41.8	f 10:50	13 P	BLAINE	34.0					
10	f 7:45		GANNETT	44.3	f 10:45	7	RANDS	36.8					
30	s 8:05		BELLEVUE	52.1	s 10:25	17	SELBY	39.7					
17	s 8:16	D	HAILEY RI	57.2	s 10:05	42 P	D FAIRFIELD FD	43.8					
22	f 8:22		BARITE	60.0	f 9:52	32	CORRAL	51.7					
30 W Loop	A 8:45AM	D-R	KETCHUM YL KU	69.4	9:30AM	50 Y	HILL CITY YL	57.8					
			(69.4)					(57.8)					
	(2.45)	..... Thru Time.....		(3.15)									
	25.2	..... Average speed per hour.....		21.4									

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

WESTWARD		BROGAN BRANCH		EASTWARD		WESTWARD		HOMEDALE BRANCH		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 27		Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 27		Mile Post				
	483	June 16, 1958			484		June 16, 1958						
	Mixed				Mixed								
	Daily Except Sunday	STATIONS				STATIONS				STATIONS			
134 PY		D-R	VALE YL VA	0.0		173 PY		DN-R	NYSSA YL SY	0.0			
20			LANCASTER (Spur)	11.4		19			OVERSTREET	8.1			
29			JAMIESON	17.3		20			ADRIAN	10.6			
31 P			BROGAN YL	23.3		32			NAPTON	16.9			
			(23.3)			62 P		D	HOMEDALE YL HR	24.4			
						19			CLAYTONIA	31.0			
						19 PY		D-R	MARSING YL MR	33.1			
									(33.1)				
	(1.50)	..... Thru Time.....		(1.45)									
	16.2	..... Average speed per hour.....		16.8									

WESTWARD		PAYETTE BRANCH		EASTWARD		WESTWARD		WILDER BRANCH		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 27		Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 27		Mile Post				
	483	June 16, 1958			484		June 16, 1958						
	Mixed				Mixed								
	Daily Except Sunday	STATIONS				STATIONS				STATIONS			
155 PY		6:00AM	DN-R PAYETTE YL AY	0.0	A 2:45PM	163 P		DN-R	CALDWELL YL CW	0.0			
18	f 6:20		EFFIE	3.9	f 2:30	40			SIMPLOT YL	2.5			
27 P	s 6:30	D	FRUITLAND FU	5.1	s 2:25	21			WEITZ YL	3.7			
19	f 6:40		BUCKINGHAM	6.8	f 2:06	26			DOLES YL	5.1			
30 P	s 7:00	D	NEW PLYMOUTH NP	11.1	s 1:55	9			GREENLEAF (Spur)	7.0			
11	f 7:27		LETHA	21.6	f 1:23	13			ALLENDALE	9.7			
96 PWY	A 7:50AM	D-R	EMMETT YL MF	29.7	1:00PM	43		D	WILDER YL WR	11.5			
			(29.7)						(11.5)				
	(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 IDAHO NORTHERN BRANCH Eastward

Table with columns: Car Capacity of Sidings, etc., See Rule 6(A), Page 23. SECOND CLASS 485 Mixed. Time-Table No. 27 June 16, 1958. Mile Post. STATIONS. SECOND CLASS 486 Mixed. Includes stations like Nampa YL, Fischer YL, Middleton, Jenness, Emmett YL, Plaza, Montour, Horseshoe Bend HB, Gardena, Banks, Big Eddy, Smiths Ferry, Cabarton, Belvidere, Cascade YL CD, Arling, Donnelly FY, Norwood, McCall YL NE.

(9.10) Thru Time..... (7.35)
14.5 Average speed per hour.... 17.5

Westward NEW MEADOWS BRANCH Eastward

Table with columns: Car Capacity of Sidings, etc., See Rule 6(A), Page 23. Time-Table No. 27 June 16, 1958. Mile Post. STATIONS. Includes stations like Weiser YL SR, Rebecca, Concrete, Midvale, Cambridge RA, Goodrich, Mesa, Council YL CN, Hoover YL, Glendale, Rubicon YL, New Meadows YL.

WESTWARD OREGON EASTERN BRANCH EASTWARD

Table with columns: Car Capacity of Sidings, etc., See Rule 6(A), Page 23. SECOND CLASS 459 Mixed. Time-Table No. 27 June 16, 1958. Mile Post. STATIONS. SECOND CLASS 460 Mixed. Includes stations like Ontario YL ON, Cairo, Luse, Mallett, Vale YL VA, Hope, Little Valley, Harper, Namorf, Jonesboro, Juntura JN, Long, Riverside, Dunnean, Venator, Circle Bar, Crane, Redess, Burns YL BR.

(8.00) Thru Time..... (8.00)
19.6 Average speed per hour.... 19.6

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

STATIONS NOT SHOWN ON SCHEDULE PAGES

Table with columns: 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. Divided into First, Second, Third, Fourth Subdivisions and various branches like Goshen, Yellowstone, Teton Valley, Mackay, West Belt, East Belt, North Side.

(1) Flag stop for No. 17. (5) Flag stop for No. 492.
(2) Flag stop for Nos. 35-36. (6) Flag stop for Nos. 441-442.
(3) Flag stop for Nos. 47-48, 477-478. (7) Flag stop for Nos. 485-486.
(4) Flag stop for Nos. 409-410. (8) Flag stop for Nos. 459-460.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Table with columns: Train, At, Discharge Passengers From, Pick up Passengers Destined To. Includes train numbers and station names like Any station First Sub-division, Any station Second and Third Subdivisions, Any station First Sub-division, Any station Second and Third Subdivisions, Minidoka, Gooding, Mountain Home, Caldwell, Nyssa, Ontario, Weiser, Weiser, Ontario, Nyssa, Caldwell, Mountain Home, Gooding, Minidoka.

**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. 126, maximum speed.		60	60	On curves. Between Idaho Falls and Ashton. On other branch lines.			25 20 15
No. 49 and No. 50 between Pocatello and Minidoka, maximum speed.		60	60	Trains handling dead steam locomotives: With a side rod or main rod removed.			15
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	With side rods and main rods in place.			25
Inspection bus cars.		40	40	Jordan spreaders and other machines of spreader type, when in operation.			15
Battery motor car 01886.		50		Train handling scale test cars— On main line, Twin Falls Branch and between Idaho Falls and Ashton. On other branch lines.			30 20
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines.			20
Within yard limits— Protected by continuous block signal system.	60	50	25	Trains handling U. P. ore cars Nos. 8000 to 8499, loaded or empty.			45
Not protected by continuous block signal system. On branch lines.	50 30	40 30	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. 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	Over spring switches, where movement is over facing point switches, except at Reverse.	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
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	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.	79	79	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
<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	<b>Pebble</b> Between M.P. 171.2 and 171.7.	60	50	40
<b>Nutra</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. 115.4 and 115.6 over switches (No. 1 and No. 2 Tracks)	20	20	20	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. 115.9 and 116.2.	50	40	25	<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. 120.6 and 123.4.	60	50	40	M.P. 179.0 to 180.0 (No. 1 Track)	45	35	20
<b>Opal</b> Between M.P. 28.7 and 29.6.	70	60	50	Between M.P. 125.1 and 125.3.	70	60	50	M.P. 180.0 to 179.0 (No. 2 Track)	50	40	35
Between M.P. 31.3 and 32.3.	50	40	30	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
Between M.P. 33.0 and 33.1.	70	60	50	<b>Georgetown</b> Between M.P. 127.6 and 127.9.	70	60	50	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. 128.2 and 128.7.	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. 129.5 and 130.0.	60	50	40	Between M.P. 185.5 and 185.7.	70	60	50
Between M.P. 36.5 and 38.9.	40	35	25	Between M.P. 131.6 and 132.2.	70	60	50	Between M.P. 186.1 and 187.3.	50	40	30
Between M.P. 39.6 and 39.8.	40	35	25	Between M.P. 135.5 and 135.8.	70	60	50	Between M.P. 187.4 and 187.9.	60	50	40
Between M.P. 43.1 and 44.0, watch for rocks.	30	25	25	Between M.P. 144.6 and 145.2.	60	50	40	Between M.P. 188.1 and 190.3.	70	60	50
Between M.P. 44.0 and 44.7.	70	60	50	<b>Manson</b> Between M.P. 138.6 and 139.3.	60	50	40	<b>McCannon</b> Between M.P. 192.0 and 192.6.	60	50	40
<b>Nugget</b> Between M.P. 54.5 and 57.8.	40	35	25	Between M.P. 141.0 and 141.9.	60	50	40	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. 142.4 and 143.5.	70	60	50	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. 143.7 and 143.9.	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> Over switch M.P. 213.3. (No. 1 Track)	20	20	20
Between M.P. 87.4 and 87.7.	60	50	40					Within platform limits of passenger depot.	6	6	6
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>Adelaide</b> Between M.P. 285.8 and 286.2.	70	60	50	<b>Ticeska</b> Between M.P. 357.3 and 360.2.	70	60	50
On enginehouse lead and tracks.			6	<b>Dietrich</b> M.P. 316.3 to 315.8 (Eastward).	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>Shoshone</b> Over Greenwood Street.	20	20	20	Between M.P. 360.8 and 365.9.	70	60	50
Bridge 239.78.	40	30	25	Between M.P. 321.5 and 321.7.	20	20	20	<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. 323.2 and 323.9.	70	60	50	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. 325.0 and 326.6.	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	<b>Gooding</b> Over streets and alleys.	30	30	30	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	Between M.P. 340.7 and 341.2.	60	50	40	Between M.P. 373.4 and 373.8.	20	20	20
<b>Minidoka</b> Between M.P. 272.4 and 273.0.	20	20	20	Between M.P. 342.3 and 343.4.	60	50	40	<b>Glenns Ferry</b>			
				<b>Bliss</b> No. 18, to dispatch mail.		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	<b>Parma</b> No. 12, to dispatch mail.		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. 482.8 and 483.0.	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	Between M.P. 484.5 and 485.0.	70	60	50
Between M.P. 389.8 and 390.6.	60	50	40	Between M.P. B-440.4 and B-446.1.	60	50	40	<b>Ontario</b> No. 106, to exchange mail.	10		
<b>Mountain Home</b> Over street crnssings.	50	50	50	<b>Boise</b> Between M.P. B-448.3 and B-449.1.	50	40	25	<b>Payette</b> Between Payette and Weiser, trains handling logs.			30
<b>Orchard</b> Between M.P. 428.4 and 429.0.	60	50	40	Between M.P. B-450.5 and B-451.0.	70	60	50	<b>Weiser</b> Between M.P. 523.1 and 526.1.	70	60	50
<b>Kuna</b> Between M.P. 447.5 and 450.8.	60	50	40					Between M.P. 526.4 and 528.1.	60	50	40
<b>Nampa</b>				<b>Meridian</b> No. 17, to exchange mail. No. 18, to dispatch mail.		20	40	Between M.P. 529.7 and 531.7.	70	60	50
<b>Orchard</b> Between M.P. B-423.5 and B-423.9.	60	50	40					Between M.P. 533.1 and 535.1.	70	60	50
Between M.P. B-429.1 and B-430.0.	60	50	40	<b>Sonna</b> Between M.P. B-467.0 and B-467.8.	40	25	25	Between M.P. 536.0 and 539.0.	40	30	25
				<b>Huntington</b>							

**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>Idaho Falls</b> Over streets and alleys.	12	12	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
Between M.P. 185.5 and 185.9.	15	5	Between M.P. 269.7 and 269.9.	40	30	Between M.P. 366.3 and 366.6.	20	20
Between M.P. 187.4 and 188.6.	40	30	Between M.P. 271.0 and 271.7.	40	30	Between M.P. 366.7 and 367.5.	35	25
Between M.P. 190.7 and 191.0.	45	35	<b>Snowline</b> Between M.P. 277.4 and 278.3.	35	25	Between M.P. 367.9 and 368.2.	30	20
<b>Roberts</b> Between M.P. 205.4 and 206.0.	50	40	<b>Lima</b> Over Center Street east of depot.	20	15	<b>Divide</b> Between M.P. 373.6 and 374.6.	40	30
Between M.P. 208.4 and 210.2.	50	40	Westward within yard limits.	25	15	<b>Woodin</b> Between M.P. 375.2 and 377.8.	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	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. 308.9 and 310.3.	35	25	<b>Feely</b> Between M.P. 382.3 and 383.7.	25	20
			Between M.P. 310.4 and 310.6.	25	20	Between M.P. 384.3 and 385.1.	35	25
			Between M.P. 311.0 and 311.8.	45	35	<b>Buxton</b> Between M.P. 386.6 and 388.1.	35	25
			<b>Grayling</b> Between M.P. 316.0 and 316.5, watch for rocks.	25	20	Between M.P. 389.8 and 390.1.	20	20
			Between M.P. 316.5 and 318.7.	35	25	<b>Silver Bow</b>		

**BRANCHES**

<b>Kemmerer Branch</b> Maximum speed.	15	<b>Blazon Branch</b> Maximum speed.	15	<b>Leeffe 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>Idaho 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
Spur at Collins.		10	Bridges 4.48, 6.96 and 19.97.	12	12	<b>Hill City Branch</b> Maximum speed.		25
Between M.P. 60.0 and Mackay, All engines.		20	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	<b>North Side Branch</b> Maximum speed.		30	Between M.P. 63 and Smiths Ferry, watch for rocks.		15
Between M.P. 59.6 and 65.9.	20	15	Between M.P. 30.0 and 30.5.		20	Trains handling logs or high cars between Banks and M.P. 81.0.		12
Between M.P. 72.9 and 73.2.	35	25	<b>Raft River Branch</b> Maximum speed.		20	Between Smiths Ferry and Cabarton, watch for rocks.		20
Between M.P. 74.0 and 74.2.	30	25	Burley, within city limits.		20	M. P. 31.4.		20
Between M.P. 85.2 and 85.5.	35	25	Burley, over street crossings.		12	Between M.P. 33.0 and 35.4.		10
Between M.P. 86.4 and 87.0.	20	15	<b>Oakley Branch</b> Maximum speed.		25	Bridge 36.61.		20
Between M.P. 92.1 and 95.0.	20	15	Burley, within city limits.		20	Between M.P. 99.6 and 108.3.		20
Between M.P. 99.9 and 100.8.	20	15	Burley, over street crossings.		12	Between M.P. 111.4 and 111.6.		20
<b>East Belt Branch</b> Maximum speed.		25	<b>Wells Branch</b> Maximum speed.		30	Between M.P. 113.0 and 113.3.		20
Truss bridges.		15	Between M.P. 31.1 and 36.1.		25	Between M.P. 128.2 and 128.5.		15
Between M.P. 23.2 and 24.3.	15	15	Between M.P. 45.9 and 53.3.		25	McCall, over street crossings.		10
<b>West Belt Branch</b> Maximum speed.		25	Between M.P. 69.6 and 71.6.		25	<b>Wilder Branch</b> Maximum speed.		25
Truss bridges.		15	Between M.P. 91.1 and 91.4.		25	<b>Homedale Branch</b> Maximum speed.		25
Highway Crossing M.P. 37.44.	5	5	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 Melandco.		20	Bellevue, over streets and alleys.	40	30
			Wells yard.		15	<b>Hope</b> Between M.P. 29.5 and 33.5, watch for rocks.		20
			<b>Ketchum Branch</b> Maximum speed.		40	<b>Little Valley</b> Between M.P. 36.5 and 37.6, watch for rocks.		10
			Between Bellevue and alleys.	12	12			
			Between Hailey and Ketchum, over truss bridges.	15	15			
			Between M.P. 63.1 and 64.6.	30	20			
			Between M.P. 68.4 and 68.5.	10	10			

**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 Weiser and Concrete. Straight track.		25
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.		20
<b>Juntura</b> Between M.P. 78.6 and 80.7, watch for rocks.		20	<b>Brogan Branch</b> Maximum speed.		20	Between Concrete and M.P. 30.0.		15
Between M.P. 80.7 and 81.0, watch for rocks.		10	<b>Payette Branch</b> Maximum speed.		25	Straight track.		10
Between M.P. 81.0 and 86.6, watch for rocks.		20	Payette Jct., on curve.		10	On curves.		15
<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. 30.0 and 55.0. 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. 55.0 and 55.5.		10
						Between M.P. 55.5 and 66.5. Straight track.		25
						On curves.		15
						Between M.P. 66.5 and New Meadows.		15
						Straight track.		15
						On curves.		10

**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.....	Train Dispatcher's Office
Boise Freight.....	Yard Telegraph Office	Nampa.....	East End Yard Office
Boise Freight.....	13th Street Yard Office	Nampa.....	West End Yard Office
Buhl.....	Telegraph Office	New Meadows.....	Telegraph Office
Burns.....	Telegraph Office	Nyssa.....	Telegraph Office
Emmett.....	Telegraph Office	Ontario.....	Telegraph Office
Glenns Ferry.....	Telegraph Office	Payette.....	Telegraph Office
Glenns Ferry.....	Yard Office	Pocatello.....	Train Dispatcher's Office
Huntington.....	Yard Office	Pocatello.....	Yard Telegraph Office
Huntington.....	Telegraph Office	Pocatello.....	Switchmen's Locker Room
Idaho Falls.....	Telegraph Office	Pocatello.....	New Yard
Idaho Falls.....	Yard Office	Pocatello.....	Switchmen's Locker Room
Idaho Falls.....	Switchmen's Register Room,	Pocatello.....	Switchmen's Locker Room
	North End Yard Office	Pocatello.....	Switchmen's Locker Room
Kemmerer.....	Telegraph Office	Pocatello.....	Sherman St.
Ketchum.....	Telegraph Office	Pocatello.....	Engine Crew Dispatcher's Office
Lima.....	Telegraph Office	Pocatello.....	Passenger Conductors'
Marsing.....	Telegraph Office	Pocatello.....	Register Room, Passenger Station
McCall.....	Telegraph Office	Rupert.....	Telegraph Office
Minidnka.....	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
Nampa.....	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

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.		