



UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



IDAHO DIVISION
TIME-TABLE
No. 28

Effective Sunday
September 21, 1958
At 12:01 A.M. Mountain Time

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

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

D. F. WENGERT
General Manager

J. G. KIMMELL
General Superintendent

H. E. SHUMWAY
General Supt. Transportation

First, Second and Fourth Subdivisions and Branches

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, Traiomaster.....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.
L. G. Malzahn, Supt. of Safety and Courtesy.....Portland, Ore.
O. D. Christopherson, Asst. Supt. of Safety and Courtesy.....Pocatello, Ida.

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.	Newell H. Battles	Oculist and Aurist.	Idaho Falls, Ida.
R. K. Gorton	Asst. to District Surgeon	Pocatello, Ida.	Harvey E. Guyett	Surgeon	Idaho Falls, Ida.
J. E. Comstock	Physician	Pocatello, Ida.	Milton T. Rees	Surgeon	Idaho Falls, Ida.
Richard G. Crandall	Surgeon	Pocatello, Ida.	Fred E. Wallber	Oculist and Aurist.	Idaho Falls, Ida.
Jos. E. Cooper	Surgeon	Pocatello, Ida.	W. C. Smail	Surgeon	Jerome, Ida.
W. W. Mumford	Surgeon	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.	Malone W. Koelsch	Surgeon	Mountain Home, Ida.
Willis A. Melcher	Surgeon	Ashton, Ida.	T. C. Horton, Jr.	Surgeon	Nampa, Ida.
Ralph G. Goates	Surgeon	Blackfoot, Ida.	Ernest D. Hunsaker	Oculist and Aurist.	Nampa, Ida.
Norman G. Hedemark	Oculist	Boise, Ida.	Frederick D. Koehne	Surgeon	Nampa, Ida.
A. Curtis Jones, Jr.	Ear, Nose, Throat.	Boise, Ida.	John R. Mangum	Surgeon	Nampa, Ida.
A. C. Jones, Sr.	Oculist	Boise, Ida.	Thomas E. Mangum, Jr.	Surgeon	Nampa, Ida.
William A. Koelsch	Surgeon	Boise, Ida.	G. O. Cross	Surgeon	Nampa, Ida.
Roy L. Peterson	Ear, Nose, Throat.	Boise, Ida.	K. E. Kerby	Surgeon	Nyssa, Ore.
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.	Aldos 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.
Doyle Barrett	Surgeon	Driggs, Ida.	George B. Saviers	Surgeon	Sun Valley, Ida.
A. C. Truxal	Surgeon	Dnbois, 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.
Simeon Hopper	Surgeon	Hazelton, 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. 28		FIRST CLASS						
19	105	457	17	11		September 21, 1958		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										
	2.05		4.20		0.0	GRANGER					A12.27	A11.30		
	5.45		9.30	12.50	213.9	POCATELLO			A 2.50		8.30	6.15		
	5.55		10.20								8.20	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		P.T.		P.T.	6.00		1.35	8.30		
	1.05		8.35	11.05	649.7	LA GRANDE			3.25		11.10	5.45		
	3.10		11.00	1.20	723.9	PENDLETON			1.05		9.08	3.05		
7.30					941.3	SPOKANE		A 6.30						
9.57					837.4	AYER		4.05						
11.00					786.3	WALLULA		2.55						
A11.45	3.55		12.40	2.25	755.3	HINKLE		2.20	12.20		8.30	2.10		
	5.30		3.10	4.35	855.4	THE DALLES			10.15		6.50	11.40		
	A 7.30	9.00	A 5.30	A 7.30	939.5	PORTLAND			8.00	A 9.15	5.00	9.30		
		A 1.00			1122.7	SEATTLE				5.00				
								Daily	Daily	Daily	Daily	Daily		
(4.15)	(18.25)	(4.00)	(26.10)	(19.40)		Thru Time.....		(4.10)	(17.60)	(4.15)	(18.27)	(25.00)		
43.1	51.0	45.8	35.9	36.9		Average speed per hour.....		44.6	40.7	45.4	50.9	37.6		

WESTWARD					CONDENSED TIME-TABLE					EASTWARD				
FIRST CLASS					Distance from McCammon	Time-Table No. 28		FIRST CLASS						
		35	33			September 21, 1958		34	36					
		Passenger	Passenger					Passenger	Passenger					
		Daily	Daily											
				0.0		McCAMMON		A 6.15	A 4.05					
				22.7		POCATELLO		5.45	3.30					
						IDAHO FALLS			1.15					
				73.3		ASHTON								
				124.3		VICTOR								
				169.9		WEST YELLOWSTONE								
				180.4		BUTTE			7.30					
				285.8				Daily	Daily					
						Thru Time.....		(0.30)	(8.35)					
		(8.10)	(0.30)			Average speed per hour.....		45.4	33.3					
		35.0	45.4											

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 Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			FIRST CLASS				Time-Table No. 28 September 21, 1958	STATIONS
	279 Time Freight	251 Time Freight	277 Time Freight	35 Passenger	105 Streamliner Passenger	33 Passenger	17 Passenger		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
144 144 IPWY					2.05 PM		4.20 AM	DN-R GRANGER YL GN	
150 P								7.7 MOXA	
150 P								7.7 NUTRIA	
150 P							4.48	D OPAL OW	
150 P								9.1 WATERFALL	
152 159 PTWZ					2.47		5.20	DN 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	
178 P							6.31	DN COKEVILLE CR	
150 P								4.7 MARSE	
150 P								6.3 CHAUSSE	
150 P								8.4 HARER	
27 P								5.1 DINGLE	
								7.0 MONTPELIER MX YL	
DPTWYZ					4.05		7.05 7.15	PESCADERO	
P								5.5 GEORGETOWN	
196 P							7.29	9.3 MANSON	
150 P								9.9 SODA SPRINGS SD	
150 PY							7.52	5.6 ALEXANDER	
150 P								4.6 TALMAGE	
150 P								5.6 BANCROFT BN	
150 P							8.15	8.5 PEBBLE	
191 P								7.1 BLASER	
P								2.6 LAVA HOT SPGS. XY	
27 P							8.39	11.2 McCAMMON MC	
CS 154 PY	11.35 PM	12.10 PM	3.45 AM		11.20 PM	9.25 AM	8.54	10.7 INKOM	
115 P							9.07	5.8 PORTNEUF	
								6.2 POCATELLO YL H-CA PO	
DPTWYZ	12.15 AM	1.00 PM	4.45 AM		11.50 PM	5.45 PM	9.30 AM	(213.9)	

CENTRALIZED TRAFFIC CONTROL

TWO MAIN TRACKS

TWO MAIN TRACKS

..... 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.

Time-Table No. 28 September 21, 1958	Mile Post	FIRST CLASS				SECOND CLASS		
		36 Passenger	106 Streamliner Passenger	34 Passenger	18 Passenger	280 Time Freight	278 Stock Special	270 Time Freight
		Daily	Daily	Daily	Daily	Daily	Daily	Daily
DN-R GRANGER YL GN	0.0		12.27 PM		11.30 PM			
7.7 MOXA	7.7							
15.4 NUTRIA	15.4							
D OPAL OW	24.5			10.50				
33.6 WATERFALL	33.6							
DN KEMMERER YL AV	39.7	11.40 AM		10.30				
48.0 FOSSIL	48.0							
53.0 NUGGET	53.0							
59.6 ORR	59.6							
64.8 LEEFE	64.8							
71.3 BECKWITH	71.3							
77.4 PIXLEY	77.4							
DN COKEVILLE CR	83.5			9.25				
88.2 MARSE	88.2							
94.5 CHAUSSE	94.5							
102.9 HARER	102.9							
108.0 DINGLE	108.0							
DN-R MONTPELIER MX YL	115.0	10.20		8.40 8.30				
121.3 PESCADERO	121.3							
126.8 GEORGETOWN	126.8			8.12				
136.1 MANSON	136.1							
DN SODA SPRINGS SD	146.0			7.51				
151.6 ALEXANDER	151.6							
156.2 TALMAGE	156.2							
D BANCROFT BN	161.8			7.26				
170.3 PEBBLE	170.3							
177.4 BLASER	177.4							
D LAVA HOT SPGS. XY	180.0			7.02				
DN McCAMMON MC	191.2	4.05 AM		6.15 PM	6.45	12.40 AM	2.00 PM	
201.9 INKOM	201.9			6.01				
207.7 PORTNEUF	207.7							
DN-R POCATELLO YL H-CA PO	213.9	3.30 AM	8.30 AM	5.45 PM	6.15 PM	12.01 AM	1.15 PM	
(213.9)		Daily	Daily	Daily	Daily	Daily	Daily	

CENTRALIZED TRAFFIC CONTROL

TWO MAIN TRACKS

TWO MAIN TRACKS

..... 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

SECOND SUBDIVISION

FIRST CLASS

Time-Table No. 2
September 21, 1958

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

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

STATIONS

DPTWYZ	5:55 PM	10:20 AM	4:00 AM	12:50 AM	12:20 AM
P					12:25 AM
CS 153 P			f 4:15		
170 P					
145 P		s 10:48	s 4:35	s 1:18	
120 P					
170 P			f 4:55		
119 P					
170 P					
119 P					
125 269 PWY	6:46	s 11:30 AM	A 5:20 AM	s 1:55	
119 P					
165 P					
119 P					
119 P					
170 P					
119 P				s 2:34	
116 P					
WS 121-115 ES 111-130 PWY	s 7:32	s 12:30 PM		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 WS 99 P					
CS 170 P	8:14	1:26		s 3:51	
DPTWY	As 8:25 PM	A 1:40 PM		A 4:05 AM	

BLOCK SIGNALS	DN-R	POCATELLO YL	H-CA	PO	TWO MAIN TRACKS
		POCATELLO JCT. YL			
		MICHAUD			
		BANNOCK			
	DN	AMERICAN FALLS		AF	
		BORAH			
		QUIGLEY			
		WAPI			
		DEWOFF			
		HAWLEY			
	DN	MINIDOKA		RT	
		MAX			
		ADELAIDE			
		KIMAMA			
		SENER			
	OWINZA				
	BESSLEN				
	DIETRICH				
DN	SHOSHONE X			DOUBLE TRACK	
	TUNUPA				
DN	GOODING		GD	DOUBLE TRACK	
	FULLER				
	BLISS			DOUBLE TRACK	
	TICESKA				
	KING HILL			DOUBLE TRACK	
DN-R	GLENN'S FERRY YL		GF		

CENTRALIZED TRAFFIC CONTROL

(2.30)	(3.20)	(1.20)	(3.15)	(0.05)	..... Thru Time
64.0	47.9	43.9	49.2	28.8	..... 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. 28
September 21, 1958

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

Mile Post

STATIONS

BLOCK SIGNALS	DN-R	POCATELLO YL	H-CA	PO	TWO MAIN TRACKS	213.9	A 3:00 AM	A 8:20 AM	A 5:20 PM	A 10:30 PM	A 2:50 AM							A 3:30 PM		
		POCATELLO JCT. YL					210.3	2:30 AM												
		MICHAUD					224.3				f 9:47									
		BANNOCK					230.1													
	DN	AMERICAN FALLS		AF			238.5			s 4:41	s 9:30	s 2:15								
		BORAH					242.3													
		QUIGLEY					250.1													
		WAPI					250.0				f 9:10									
		DEWOFF					259.8													
		HAWLEY					267.3													
	DN	MINIDOKA		RT			272.4		7:24	s 4:05	8:50 PM	s 1:40								
		MAX					276.2													
		ADELAIDE					284.3													
		KIMAMA					289.0													
		SENER					295.7													
	OWINZA				303.5															
	BESSLEN				309.3															
	DIETRICH				313.9															
DN	SHOSHONE X				321.8		s 6:40	s 3:10			s 12:45									
	TUNUPA				330.8															
DN	GOODING		GD		337.5		6:22	s 2:47			s 12:20									
	FULLER				344.2															
	BLISS				350.5						s 12:05 AM									
	TICESKA				357.3															
	KING HILL				367.1						f 11:45 PM									
DN-R	GLENN'S FERRY YL		GF		373.8		5:45 AM	2:00 PM			11:35 PM							11:45 AM		

CENTRALIZED TRAFFIC CONTROL

(0.30)	(2.35)	(3.20)	(1.40)	(3.15)	(3.45)	..... Thru Time
4.8	61.9	47.9	35.1	49.2	42.6	..... 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. 28 September 21, 1958			Time-Table No. 28 September 21, 1958			Time-Table No. 28 September 21, 1958				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Mile Post	STATIONS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Mile Post	STATIONS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Mile Post	STATIONS		
152 159	PTWZ	DN-R KEMMERER YL AV 1.0 NO. KEMMERER JCT. YL 1.4 NO. KEMMERER YL 2.7 PHOSPHATE YL 4.1 QUEALY YL (9.2)	0.0	152 159	PTWZ	DN-R KEMMERER YL AV 4.8 GLENCOE JCT. YL 4.5 BLAZON JCT. 3.7 MINE NO. 8 YL (13.0)	0.0	53	GLENCOE JCT. YL 3.9 ELKOL (3.9)	0.0

WESTWARD GLENCOE BRANCH EASTWARD			WESTWARD BLAZON BRANCH EASTWARD			WESTWARD CONDA BRANCH EASTWARD				
Time-Table No. 28 September 21, 1958			Time-Table No. 28 September 21, 1958			Time-Table No. 28 September 21, 1958				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Mile Post	STATIONS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Mile Post	STATIONS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Mile Post	STATIONS		
53		GLENCOE JCT. YL 1.9 GLENCOE (1.9)	0.0	150 80	6 6 19	DN SODA SPRINGS YL SD 1.8 MONSANTO YL (Spur) 1.0 FORMATION (Spur) 2.5 PANTING 1.4 CONDA (7.0)	0.0	150 80 6 6 19	PY SD Y	0.0

WESTWARD GRACE BRANCH EASTWARD			WESTWARD GAY BRANCH EASTWARD			WESTWARD GOSHEN BRANCH EASTWARD					
Time-Table No. 28 September 21, 1958			Time-Table No. 28 September 21, 1958			Time-Table No. 28 September 21, 1958					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Mile Post	STATIONS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Mile Post	STATIONS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Mile Post	STATIONS			
150 16	P D	ALEXANDER YL 6.0 GRACE (6.0)	0.0 6.0	150 32 132	P D YZ	FORT HALL FH 9.1 M.P. 9.1 11.7 GAY (20.8)	0.0 9.1 20.8	123 19 22 11 14	P D P	FIRTH FR 5.2 GOSHEN 5.8 GERRARD 1.8 INDIAN 2.8 HACKMAN 6.4 LINCOLN JCT. (22.0)	0.0 5.2 11.0 12.8 15.6 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.	Mile Post	SECOND CLASS		Time-Table No. 28 September 21, 1958	Mile Post	SECOND CLASS	
		491 Mixed Daily Except Sunday	477 Mixed Daily Except Sunday			492 Mixed	478 Mixed
STATIONS							
DPTWYZ		7.55AM	6.00AM	DN-R IDAHO FALLS YL AK	0.0	A 2.00PM	A 4.40PM
17	PY	Af 8.05AM	6.10	3.0 ORVIN YL	3.0	f 1.50	4.25
60	P		s 6.23	4.6 UCON UN	7.6	1.40PM	s 4.15
54	P		s 6.42	6.2 RIGBY RG	13.8	Via West Belt Branch	s 4.00
36	P		f 6.50	4.3 LORENZO	18.1		f 3.45
25			f 6.57	2.6 THORNTON	20.7		f 3.35
67	P		s 7.10	5.3 REXBURG RX	26.0		s 3.20
51	P		s 7.20	3.8 SUGAR CITY SC	29.8		s 3.10
36	PY			1.1 HART	30.9		
110	PWY		s 7.35	5.9 ST. ANTHONY YL SH	36.8	A 10.50AM	s 2.55
	P			1.5 BELT YL	38.3	10.40AM	
43	P		f 7.50	4.5 CHESTER	42.8		f 2.40
46	PWY		A 8.10AM	8.2 DN-R ASHTON YL HN	51.0		2.20PM
				1.5 INGLING	52.5		
28	P			5.7 WARM RIVER	58.2		
22	P			8.7 GERRIT	66.9		
22				8.8 ECCLES	75.7		
15	P			4.9 ISLAND PARK	80.6		
26	P			4.8 TRUDE	85.4		
25	PY			5.3 BIG SPRINGS	90.7		
22	P			6.5 REAS PASS	97.2		
	PWY			9.9 D-R WEST YELLOWSTONE YL WS	107.1		
				(107.1)			
		(0.10) 18.0	(2.10) 23.1	..... Thru Time	(3.20) 14.3	(2.20) 21.1	..... Average speed per hour

WESTWARD		TETON VALLEY BRANCH				EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Mile Post	SECOND CLASS		Time-Table No. 28 September 21, 1958	Mile Post	SECOND CLASS	
		477 Mixed Daily Except Sunday				478 Mixed	
STATIONS							
46	PWY		8.30AM	DN-R ASHTON YL HN	0.0	A 1.55PM	
19			f 8.40	1.8 MARYSVILLE YL	1.8	f 1.47	
33			f 8.55	4.2 GRAINVILLE	6.0	f 1.33	
22	P		s 9.10	2.6 DRUMMOND	8.6	s 1.22	
12			f 9.25	4.2 FRANCE	12.8	f 1.08	
33	P		f 9.35	3.0 LAMONT	15.8	f 12.58	
21			f 10.08	10.5 FELT	26.3	f 12.25	
22	PWY		s 10.23	4.0 TETONIA NA	30.3	s 12.09PM	
31			s 10.42	6.9 DRIGGS DI	37.2	s 11.50AM	
19	PWY		A 1.05AM	8.4 D-R VICTOR YL VR	45.6	11.20AM	
				(45.6)			
		(2.35) 17.7	..... Thru Time	(2.35) 17.7	..... Average speed per hour		

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

WESTWARD				MACKAY BRANCH		EASTWARD		WESTWARD			EAST BELT BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 28 September 21, 1958	Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 28 September 21, 1958	Mile Post	SECOND CLASS			
	421 Mixed	409 Mixed			410 Mixed	422 Mixed		491 Mixed	492 Mixed						
	Daily Except Sunday	Daily Except Sunday	STATIONS		Daily Except Sunday	STATIONS									
66 110 PWY	f 12.30PM	8.00AM	DN-R BLACKFOOT YL BF	0.0	f 4.35PM	6.00PM	17 PY	f 8.05AM	ORVIN YL	0.0					
5	f 8.06		COLLINS YL	2.1	f 4.28		22	f 8.15	LINCOLN YL	2.8					
7	f 12.40	f 8.12	CLARKSON	4.3	f 4.22	f 5.40	P		LINCOLN JCT. YL	3.1					
31	f 12.45	f 8.17	MORELAND	5.7	f 4.17	f 5.35	46 P	f 8.27	IONA	5.7					
P	f 12.50PM	f 8.21	ABERDEEN JCT. YL	7.1	f 4.13	5.25PM	21 P	s 9.05	RIRIE RK	16.4					
33 P	f 8.54		TABER	20.1	f 3.40		11 P	f 9.18	BYRNE	21.4					
35 PY	f 9.45		SCOVILLE	39.7	f 2.50		11 P	f 9.30	JENSON	25.6					
37 PY	s 10.35	D	ARCO YL RO	59.1	s 2.00		23 P	f 9.40	WALKER	28.2					
21 P	f 10.57		MOORE	66.7	f 1.28		40 P	f 9.52	PARKINSON	32.4					
10	f 11.15		DARLINGTON	72.6	f 1.10		11 P	f 9.58	MOODY	34.3					
5	f 11.30		LESLIE	77.3	f 12.55		12 P	s 10.20	NEWDALE NE	38.1					
68 PY	A 11.55AM	D-R	MACKAY YL MY	85.3	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					

WESTWARD				ABERDEEN BRANCH		EASTWARD		WESTWARD			WEST BELT BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 28 September 21, 1958	Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 28 September 21, 1958	Mile Post	SECOND CLASS			
	421 Mixed	422 Mixed			491 Mixed	492 Mixed									
	Daily Except Sunday	STATIONS		Daily Except Sunday	STATIONS										
P	f 12.50PM	ABERDEEN JCT. YL	0.0	A 5.25PM	60 P	D-R UCON UN	0.0	A 1.40PM							
32	f 1.03	ROCKFORD	4.3	f 5.10	22 P	LEWISVILLE	8.8	f 1.10							
17	f 1.08	LIBERTY	5.9	f 5.00	50 P	D MENAN MN	10.5	s 1.00							
32 P	f 1.28	PINGREE	10.2	f 4.38	51 P	PLANO	25.0	f 12.12							
31 P	f 1.48	SPRINGFIELD	16.5	f 4.20	18	EDMONDS	26.7	f 12.05PM							
17 P	f 2.05	STERLING	19.7	f 4.05	11 P	EGIN	29.3	f 11.56AM							
8		FINGAL	26.0		32	HEMAN	31.6	f 11.46							
37 PY	A 2.40PM	D-R ABERDEEN YL BN	28.2	3.30PM	19 P	PARKER	33.5	f 11.40							
		(28.2)			110 PWY	D-R ST. ANTHONY YL SH	38.7	11.15AM							
	(1.50) 15.4	..... Thru Time		(1.55) 14.7		(38.7)		Daily Except Sunday						
								..... Thru Time		(2.25) 16.0				

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

For stations not shown on schedule pages.—See page 17.

WESTWARD			TWIN FALLS BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 28 September 21, 1958	Mile Post	FIRST CLASS		SECOND CLASS	
	475 Time Freight	439 Freight	49 Mixed	50 Mixed			440 Freight	476 Time Freight		
	Daily Except Saturday	Daily Except Sunday	Daily	STATIONS		Daily	STATIONS			
125 269 PWY	f 11.45PM	12.20PM		5.30AM	DN-R MINIDOKA YL RT	0.0	A 8.40PM		A 1.00AM	A 10.30PM
73 P	f 12.01AM	12.35	f 5.43		ACEQUIA	8.2	f 8.28		10.35	10.05
94 DPWY	12.16	12.50	s 6.10		DN RUPERT YL MS	13.5	s 8.20		10.20	9.50
13					AMALGA	17.3				
32 P	12.27	1.01	s 6.18		HEYBURN	19.6	f 8.07		10.05	9.35
59 63 PWY	12.40	1.15	s 6.35		DN BURLEY YL BU	21.7	s 8.03		10.00	9.30
76 P	1.02	1.37	f 6.42		STARRH'S FERRY	25.8	f 7.55		9.45	9.15
58 P	1.15	1.50	f 6.54		MILNER	33.5	f 7.44		9.30	9.00
16 P			f 6.57		PARSONS	35.5	f 7.41			
71 P	1.30	2.05	s 7.07		D MURTAUGH MU	41.4	s 7.32		9.15	8.45
53 P	1.40	2.15	7.13		BICKEL	45.1	7.24		9.05	8.35
23					BILLS	49.0				
41 P	1.55	2.30	s 7.20		D HANSEN NS	49.7	s 7.17		8.55	8.25
60 P	2.08	2.43	s 7.27		D KIMBERLY KY	53.3	s 7.10		8.45	8.15
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	58.9	7.00 6.45		8.30AM	8.00PM
42			f 7.57		CURRY	63.3	f 6.35			
60 P			s 8.02		D FILER FR	65.9	s 6.30			
45			f 8.06		PEAVEY	68.5	f 6.25			
45			f 8.10		CEDAR	71.3	f 6.20			
PY			A 8.20AM		DN-R BUHL YL BO	73.8	6.15PM			
	(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		WESTWARD				RAFT RIVER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 28 September 21, 1958	Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 28 September 21, 1958	Mile Post	SECOND CLASS			
	475 Time Freight	439 Freight			49 Mixed	50 Mixed		440 Freight	476 Time Freight						
	Daily Except Saturday	Daily Except Sunday	Daily	STATIONS		Daily		STATIONS							
59 63 PWY			DN-R BURLEY YL BU	0.0			59 63 PWY			DN-R BURLEY YL BU	0.0				
28			BEEVILLE	4.3			34			UNITY	3.1				
23			PELLA	5.2			25			ELCOCK	4.0				
30			NORTH KENYON	8.3			15			EVANS (Spur)	4.7				
9			KENYON	9.6			22			SPRINGDALE	6.0				
11			CHURCHILL	13.5			25			HATCH	7.5				
23			TROUT	16.3			16			DECLO	9.1				
60			MARION	17.8											
25			WARR	19.4											
20 Y			D OAKLEY OA	21.8											
			(21.8)							(9.1)					

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.

WESTWARD		WELLS BRANCH			EASTWARD		WESTWARD		NORTH SIDE BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 28			Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 28			Mile Post		
	439 Mixed	September 21, 1958				440 Mixed		September 21, 1958					
	Daily	STATIONS				STATIONS							
DPWYZ	8:00PM	DN-R	TWIN FALLS YL	NA	0.0	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	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	23			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		110.1	f	2:18	54			TUTTLE		66.2
	PY	A 1:00AM	WELLS YL	HU	123.4		2:00AM	118			BLISS YL		73.6
			(123.4)				Daily	120					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. 28			Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 28			Mile Post			
	441 Mixed	September 21, 1958				442 Mixed		September 21, 1958						
	Monday Wednesday Friday	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		4.5
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		PICABO		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	60	Y		HILL CITY YL		57.8
				(69.4)			Monday Wednesday Friday							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. 28			Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 28			Mile Post			
	483 Mixed	September 21, 1958				484 Mixed		September 21, 1958						
	Daily Except Sunday	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			D	HOMEDALE YL	HR	24.4
				(23.3)				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. 28			Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 28			Mile Post				
	483 Mixed	September 21, 1958				484 Mixed		September 21, 1958							
	Daily Except Sunday	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	
30	P	f 6:40		BUCKINGHAM		6.8	f	2:06	26			DOLES YL		6.1	
11		f 7:27	D	NEW PLYMOUTH	NP	11.1	s	1:55	9			GREENLEAF (Spur)		7.0	
96	PWY	A 7:50AM	D-R	EMMETT YL	MF	29.7		1:00PM	13			ALLENDALE		9.7	
				(29.7)				Daily Except Sunday	43		D	WILDER YL	WR	11.5	
												(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

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Mile Post	SECOND CLASS	
	485 Mixed Daily Except Sunday	Time-Table No. 28 September 21, 1968		486 Mixed	
	STATIONS				
DPWYZ	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	f 12.55	
43 P	s 11.20	MONTOUR	41.1	s 12.20PM	
32 P	s 11.55AM	D HORSESHOE BEND HB	49.7	s 11.55AM	
32	f 12.20PM	GARDENA	55.1	f 11.35	
35 PT	s 1.00	BANKS	64.1	s 11.10	
25 P	f 1.50	BIG EDDY	75.4	f 10.25	
31 PY	s 2.25	SMITHS FERRY	83.0	s 9.55	
15 P	f 3.00	CABARTON	92.7	f 9.20	
32	f 3.10	BELVIDERE	95.5	f 9.11	
32 PY	s 4.00	D CASCADE YL CD	99.2	s 9.00	
31	f 4.35	ARLING	111.0	f 8.00	
33	s 5.00	D DONNELLY FY	119.4	s 7.35	
14	f 5.15	NORWOOD	124.7	f 7.22	
32 PWY	A 5.40PM	D-R McCALL YL NE	132.8	7.00AM	
		(132.8)		Daily Except Sunday	
(9.10)	..... Thru Time.....			(7.35)	
14.5	..... 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. 28		Mile Post
	September 21, 1968		
STATIONS			
163 PW	DN-R	WEISER YL SR	0.0
163 Y		6.0	6.0
12		REBECCA	6.0
48		CONCRETE	19.1
23 P		MIDVALE	31.8
35 P	D	CAMBRIDGE RA	40.5
3		GOODRICH	49.3
26		MESA	56.6
12		3.6	
59 PY	D	COUNCIL YL CN	60.2
7		HOOVER YL	61.6
6		GLENDALE	72.0
43		RUBICON YL	84.1
45 PWY	D-R	NEW MEADOWS YL	89.7
		(89.7)	

WESTWARD OREGON EASTERN BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Mile Post	SECOND CLASS	
	459 Mixed Daily Except Sunday	Time-Table No. 28 September 21, 1968		460 Mixed	
STATIONS					
ES 167 PW		DN-R ONTARIO YL ON	0.0	A 4.00PM	
WS 167 Y		1.00PM			
14	f 1.15	CAIRO	3.7	f 3.35	
38	f 1.25	LUSE	6.9	f 3.25	
24	f 1.35	MALLETT	10.0	f 3.15	
134 PY	s 1.55	D-R VALE YL VA	15.5	s 3.00	
46	f 2.20	HOPE	23.5	f 2.20	
52	f 2.50	LITTLE VALLEY	34.8	f 1.50	
53 P	s 3.15	HARPER	42.0	s 1.25	
50	f 3.40	NAMORF	51.2	f 12.55	
27	f 4.07	JONESBORO	62.2	f 12.28PM	
53 PY	s 4.40	D JUNTURA JN	73.6	s 11.50AM	
50	f 5.25	LONG	86.6	f 11.10	
49 P	s 5.50	RIVERSIDE	92.7	s 10.50	
31	f 6.15	DUNNEAN	102.8	f 10.25	
30 P	f 6.40	VENATOR	110.2	f 10.05	
30	f 7.00	CIRCLE BAR	117.9	f 9.45	
31 P	s 7.30	CRANE	126.6	s 9.15	
31	f 8.20	REDESS	143.5	f 8.32	
23 P	A 9.00PM	D-R BURNS YL BR	156.8	8.00AM	
WYZ		(156.8)		Daily Except Sunday	
(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

Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 23	Switch Connection	Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 23	Switch Connection
First Subdivision				Twin Falls Branch			
Sage.....(1).....	63.1	94 P	Both	Schow.....	16.44	27	West
Border.....(1).....	92.1	30 P	Both	Oakley Branch			
Pegram.....(1).....	97.7	42 P	Both	Ruby.....	3.1	3	West
Inkom Ballast Quarry.....	202.9	140 P	East	Ketchum Branch			
Second Subdivision				Gimlet.....(6).....	63.2	32	East
Don.....	219.6	(43) PX	Both	Payette Branch			
Schiller.....	226.5	11 P	Both	Little Rock.....	18.9	9	Both
Sand Bank.....	370.9	42 PX	Both	Stoddard Branch			
Third Subdivision				Westma.....	11.6	9	East
Hillcrest.....	B-445.1	14 P	Both	Idaho Northern Branch			
Mangum.....	476.3	24 P	Both	Maddens.....(7).....	6.1	6	Both
Apple Valley.....	485.9	26	Both	Josephson.....(7).....	12.6	12	Both
Arcadia.....	491.7	45 P	Both	Amsco.....	13.6	12	Both
Washoe Spur.....	500.9	32	West	Bramwell.....(7).....	22.2	5	East
Wood.....	506.2	10	Both	Black Canyon.....(7).....	33.0	5	East
Feltham.....	512.7	23	Both	Archabal.....(7).....	127.4	9	Both
Fourth Subdivision				Oregon Eastern Branch			
Chubbuck.....	138.2	36	Both	Lawen.....(8).....	138.4	3	East
Mitchell.....	176.9	17	Both	New Meadows Branch			
Red Rock.....(2).....	302.8	25	Both	Presley.....	11.7	9	Both
Rock.....	314.6	62 P	Both	Diamond.....	26.7	4	West
Dalys.....(2).....	316.4	14 P	Both	Tamarack.....	81.9	29	Both
Glen.....(2).....	347.8	8	West				
Maiden Rock.....(2).....	366.0	(12)	Both				
Goshen Branch							
Cox.....	9.2	11	West				
Ammon.....	18.1	30	West				
Wilkinson.....	21.0	3	West				
Lowstone Branch							
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				
Teton Valley Branch							
Judkins.....(3).....	22.3	{ 6	East				
Dwight.....(3).....	32.7	None	Both				
Fox Creek.....(3).....	42.3	12	Both				
Mackay Branch							
Aiken.....(4).....	3.8	(10)	Both				
Rouse.....(4).....	7.6	4	East				
Olsen.....(4).....	16.0	13	East				
Cerro Grande.....(4).....	35.5	None	None				
West Belt Branch							
Coltman.....(5).....	2.8	19 P	East				
Grant.....(5).....	4.8	18 P	East				
Barlow.....	7.0	17	East				
Midway.....	9.4	(31)	Both				
Pyke.....(5).....	35.3	19	West				
5			West				
East Belt Branch							
Gale Spur.....	27.5	10	East				
North Side Branch							
Travers.....	3.5	18	Both				
Haytown.....	44.7	4	Both				
Hydra.....	45.8	7	Both				
Appleton.....	52.9	12	Both				

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

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Train	At	Discharge Passengers From	Pick up Passengers Destined To
17	Any station First 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. 126, maximum speed.		60	60	On curves.			25
No. 49 and No. 50 between Pocatello and Minidoka, maximum speed.		60	60	Between Idaho Falls and Ashton.			20
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	On other branch lines.			15
Inspection bus cars.		40	40	Trains handling dead steam locomotives: With a side rod or main rod removed.			15
Battery motor car 01886.		50		With side rods and main rods in place.			25
When caboose is handled in train consisting of passenger train equipment.		60		Jordan spreaders and other machines of spreader type, when in operation.			15
Within yard limits— Protected by continuous block signal system.	60	50	25	Train handling scale test cars— On main line, Twin Falls Branch and between Idaho Falls and Ashton.			20
Not protected by continuous block signal system. On branch lines.	50	40	25	On other branch lines.			20
	30	30	15	Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines.			20
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.			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	Through truss bridges.			6
G.P.9 type Diesel locomotives: Backing up pulling train. Backing up light.	65	65	50	Passing fueling stations— On main lines.	50	40	25
1500 class Diesel road freight locomotives.	50	50	50	On branch lines.		30	15
Diesel freight and road switch locomotives.	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
1000-1100 class Diesel yard switch locomotives in road service.	35	35	35	Over spring switches, where movement is over facing point switches, except at Reverse.	20	20	20
1800 class Diesel yard locomotives in road service.	50	50	50	When using cross-overs or turn-outs: Forward movement.	15	15	15
Trains handling wrecking derricks: Derricks with 6-wheel trucks.			40	Back-up movement.	10	10	10
Derricks with 4-wheel trucks.			35	When using No. 20 turn-outs.	40	40	40
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.)			20	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
				On wye tracks.	6	6	6
				Through tunnels, branch lines.		10	10
				Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line.			25
				On branch lines. (Slower speed must be observed where conditions require.)			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	Cokeville Over streets and alleys.	30	30	30	Alexander Between M.P. 152.1 and 152.4.	60	50	40
Granger Between M.P. 0.0 and 0.8.	40	35	25	Between M.P. 87.4 and 87.7.	60	50	40	Bancroft Between M.P. 163.6 and 163.9.	70	60	50
Between M.P. 3.4 and 3.7.	70	60	50	Between M.P. 92.9 and 93.1.	60	50	40	Between M.P. 164.2 and 164.7.	70	60	50
Moxa Between M.P. 12.1 and 12.3.	70	60	50	Chausse Between M.P. 96.7 and 96.9.	70	60	50	Between M.P. 167.5 and 168.1.	70	60	50
Between M.P. 14.4 and 14.6.	70	60	50	Between M.P. 98.3 and 99.2.	60	50	40	Between M.P. 168.9 and 169.3.	60	50	40
Nutria Between M.P. 16.1 and 16.4.	70	60	50	Between M.P. 99.5 and 99.7.	70	60	50	Pebble Between M.P. 171.2 and 171.7.	60	50	40
Between M.P. 18.1 and 18.3.	60	50	40	Between M.P. 102.6 and 104.9.	60	50	40	Between M.P. 171.9 and 174.7.	70	60	50
Between M.P. 21.1 and 21.5.	70	60	50	Between M.P. 105.2 and 105.4.	70	60	50	Between M.P. 176.3 and 176.7.	70	60	50
Between M.P. 23.6 and 23.8.	70	60	50	Between M.P. 114.9 and 115.2.	50	40	25	Blaser Between M.P. 177.4 and 178.5.	60	50	40
Opal Between M.P. 28.7 and 29.6.	70	60	50	Montpelier Between M.P. 115.4 and 115.6 over switches (No. 1 and No. 2 Tracks)	20	20	20	M.P. 179.0 to 180.0 (No. 1 Track)	45	35	20
Between M.P. 31.3 and 32.3.	50	40	30	Between M.P. 115.9 and 116.2.	50	40	25	M.P. 180.0 to 179.0 (No. 2 Track)	50	40	35
Between M.P. 33.0 and 33.1.	70	60	50	Between M.P. 120.6 and 123.4.	60	50	40	Lava Hot Springs Between M.P. 180.1 and 181.7.	70	60	50
Waterfall Between M.P. 34.6 and 34.8.	60	50	40	Between M.P. 125.1 and 125.3.	70	60	50	Between M.P. 181.8 and 183.1.	60	50	40
Between M.P. 35.5 and 36.5.	50	40	25	Between M.P. 125.8 and 126.7.	60	50	40	Between M.P. 183.2 and 184.8.	70	60	50
Between M.P. 36.5 and 38.9.	40	35	25	Georgetown Between M.P. 127.6 and 127.9.	70	60	50	Between M.P. 185.5 and 185.7.	70	60	50
Between M.P. 39.6 and 39.8.	40	35	25	Between M.P. 128.2 and 128.7.	60	50	40	Between M.P. 186.1 and 187.3.	50	40	30
Between M.P. 43.1 and 44.5.	60	50	40	Between M.P. 129.5 and 130.0.	60	50	40	Between M.P. 187.4 and 187.9.	60	50	40
Nugget Between M.P. 54.5 and 57.8.	40	35	25	Between M.P. 131.6 and 132.2.	70	60	50	Between M.P. 188.1 and 190.3.	70	60	50
Between M.P. 58.0 and 59.5.	70	60	50	Between M.P. 135.5 and 135.8.	70	60	50	McCammion Between M.P. 192.0 and 192.6.	60	50	40
Orr Between M.P. 60.9 and 61.2.	70	60	50	Between M.P. 195.0 and 195.4.	60	50	40	Between M.P. 197.7 and 200.3.	70	60	50
Between M.P. 63.6 and 65.4.	60	50	40	Manson Between M.P. 138.6 and 139.3.	60	50	40	Between M.P. 200.4 and 201.1.	60	50	40
Between M.P. 66.5 and 68.2.	70	60	50	Between M.P. 141.0 and 141.9.	60	50	40	Inkom Between M.P. 202.3 and 202.5.	60	50	40
Soda Springs Over streets and alleys.	30	30	30	Between M.P. 142.4 and 143.5.	70	60	50	Between M.P. 207.2 and 208.4.	70	60	50
Between M.P. 148.0 and 148.3.	70	60	50	Between M.P. 143.7 and 143.9.	60	50	40	Pocatello Over switch M.P. 213.3. (No. 1 Track)	20	20	20
				Between M.P. 144.6 and 145.2.	60	50	40	Within platform limits of passenger depot.	6	6	6

SECOND SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Pocatello Within platform limits of passenger depot.	6	6	6	Adelaide Between M.P. 285.8 and 286.2.	70	60	50	Ticeska Between M.P. 357.3 and 360.2.	70	60	50
On enginehouse lead and tracks.			6	Dietrich M.P. 316.3 to 315.8 (Eastward).	70	60	50	Between M.P. 360.2 and 360.8.	60	50	40
Bannock Between M.P. 237.9 and 239.4.	70	60	50	Between M.P. 321.5 and 321.7.	20	20	20	Between M.P. 360.8 and 365.9.	70	60	50
Bridge 239.78.	40	30	25	Shoshone Over Greenwood Street.	20	20	20	King Hill 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	Sand Bank Engines using west switch to Sand Bank set-out track.			5
Borah Between M.P. 244.5 and 244.8.	70	60	50	Gooding Over streets and alleys.	30	30	30	Between M.P. 371.1 and 373.4.	45	40	25
Wapi 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
Minidoka Between M.P. 272.4 and 273.0.	20	20	20	Between M.P. 342.3 and 343.4.	60	50	40	Glenns Ferry			
				Bliss 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.
Glenns Ferry Eastward, over Commercial Street Crossing.	20	20	20	Leone Between M.P. B-431.0 and B-433.8.	70	60	50	Nampa			
Between M.P. 376.5 and 377.6.	60	50	40	Between M.P. B-433.9 and B-434.3.	60	50	40	Caldwell Over streets and alleys.	25	25	25
Between M.P. 378.6 and 379.3.	45	40	25	Black's Creek Between M.P. B-435.8 and B-436.1.	70	60	50	Over switches between M.P. 465.0 and M.P. 466.0.	20	20	20
Between M.P. 384.0 and Reverse.	65	60	40	Between M.P. B-438.5 and B-438.8.	70	60	50	Parma No. 12, to dispatch mail.		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. 482.8 and 483.0.	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	Between M.P. 484.5 and 485.0.	70	60	50
Mountain Home Over street crossings.	50	50	50	Boise Between M.P. B-448.3 and B-449.1.	50	40	25	Ontario No. 106, to exchange mail.	10		
Orchard Between M.P. 428.4 and 429.0.	60	50	40	Between M.P. B-450.5 and B-451.0.	70	60	50	Payette Between Payette and Weiser, trains handling logs.			30
Kuna Between M.P. 447.5 and 450.8.	60	50	40	Meridian No. 17, to exchange mail. No. 18, to dispatch mail.		20	40	Weiser Between M.P. 523.1 and 526.1.	70	60	50
Nampa				Sonna Between M.P. B-467.0 and B-467.8.	40	25	25	Between M.P. 526.4 and 528.1.	60	50	40
Orchard Between M.P. B-423.5 and B-423.9.	60	50	40	Huntington				Between M.P. 529.7 and 531.7.	70	60	50
Between M.P. B-429.1 and B-430.0.	60	50	40					Between M.P. 533.1 and 535.1.	70	60	50
								Between M.P. 536.0 and 539.0.	40	30	25

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	Dubois Between M.P. 236.0 and 236.6.	35	25	Dillon 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	Bond Between M.P. 337.0 and 337.2.	50	40
Pocatello Jct. Between M.P. 135.1 and 136.7.	35	25	Between M.P. 239.1 and 239.3.	50	40	Apex Between M.P. 341.1 and 341.4.	50	40
Montana Jct. Between M.P. 139.9 and 140.1.	60	50	Highbridge Between M.P. 244.4 and 246.7.	40	30	Between M.P. 342.7 and 342.9.	50	40
Tyhee Between M.P. 142.3 and 142.5.	50	40	Spencer Between M.P. 248.5 and 248.9.	45	35	Between M.P. 343.3 and 343.5.	30	20
Between M.P. 143.3 and 143.5.	50	40	Between M.P. 249.5 and 249.7.	40	30	Between M.P. 343.5 and 345.8.	35	25
Gibson Between M.P. 152.6 and 152.9.	50	40	Between M.P. 251.0 and 251.4.	40	30	Between M.P. 346.0 and 346.3.	30	20
Blackfoot Over streets and alleys.	20	20	Between M.P. 252.7 and 257.5.	25	20	Between M.P. 347.9 and 348.2.	40	30
Wapello Between M.P. 166.8 and 167.0.	60	50	Humphrey Between M.P. 258.3 and 258.5.	35	25	Navy Between M.P. 351.0 and 354.4.	35	25
Firth Between M.P. 169.7 and 169.9.	60	50	Between M.P. 258.6 and 259.2.	45	35	Between M.P. 357.2 and 357.7.	40	30
Shelley Over streets and alleys.	30	30	Between M.P. 262.9 and 267.6.	35	25	Melrose Between M.P. 361.8 and 366.3, watch for rocks.	25	20
Idaho Falls Over streets and alleys.	12	12	Between M.P. 269.7 and 269.9.	40	30	Between M.P. 366.3 and 366.6.	20	20
Between M.P. 185.5 and 185.9.	15	5	Between M.P. 271.0 and 271.7.	40	30	Between M.P. 366.7 and 367.5.	35	25
Between M.P. 187.4 and 188.6.	40	30	Snowline Between M.P. 277.4 and 278.3.	35	25	Between M.P. 367.9 and 368.2.	30	20
Between M.P. 190.7 and 191.0.	45	35	Lima Over Center Street east of depot.	20	15	Between M.P. 373.6 and 374.6.	40	30
Roberts Between M.P. 205.4 and 206.0.	50	40	Westward within yard limits.	25	15	Divide Between M.P. 375.2 and 377.8.	35	25
Between M.P. 208.4 and 210.2.	50	40	Armstead Between M.P. 307.7 and 308.0.	50	40	Between M.P. 379.0 and 381.1.	35	25
Hawgood Between M.P. 213.7 and 214.0.	50	40	Between M.P. 308.9 and 310.3.	35	25	Feely Between M.P. 382.3 and 383.7.	25	20
Hamer Between M.P. 218.3 and 218.5.	50	40	Between M.P. 310.4 and 310.6.	25	20	Between M.P. 384.3 and 385.1.	35	25
			Between M.P. 311.0 and 311.8.	45	35	Buxton Between M.P. 386.6 and 388.1.	35	25
			Grayling Between M.P. 316.0 and 316.5, watch for rocks.	25	20	Between M.P. 389.8 and 390.1.	20	20
			Between M.P. 316.5 and 318.7.	35	25	Silver Bow		

BRANCHES

Kemmerer Branch Maximum speed.	15	Blazon Branch Maximum speed.	15	Leefe Spur Maximum speed.	15
Cumberland Branch Maximum speed.	15	Grace Branch Maximum speed.	20	Gay Branch Maximum speed.	25
Glencoe Branch Maximum speed.	15	Conda Branch Maximum speed.	15	Between M.P. 3.0 and Gay.	15
Elkol Branch Maximum speed.	15				

BRANCHES (Continued)								
Location	Miles Per Hour		Location	Miles Per Hour		Miles Per Hour		
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
Mackay Branch Between Blackfont and M.P. 60.0.		30	Teton Valley Branch Maximum speed.	35	25	Ketchum Around balloon track.	15	15
Spur at Collins.		10	Bridges 4.48, 6.96 and 19.97.	12	12	Hill City Branch Maximum speed.		25
Between M.P. 60.0 and Mackay.		20	Between M.P. 19.1 and 19.4.	15	15	Over trestles 21.6 and 23.40 with snow plows.		15
Aberdeen Branch Maximum speed.		25	Between M.P. 25.0 and 25.4.	15	15	Boise Branch Between Boise Jct. and Boise Freight		25
Goshen Branch Maximum speed.		25	Twin Falls Branch Maximum speed.	50	40	Between Boise Freight and Barber.		15
Yellowstone Branch Between Idaho Falls and Ashton.	50	35	First Class Trains, within yard limits.	30	30	Stoddard Branch 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	Idaho Northern Branch 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 between Jenness and Bramwell.		12
St. Anthony, over highway crossing, just west of depot.	8	8	Burley, over street crossings.	12	12	Emmett, over street crossings.		12
Between M.P. 55.4 and 55.7.	20	15	Kimberly, within city limits.	40	40	Between Plaza and M.P. 63, watch for rocks.		25
Between M.P. 59.6 and 65.9.	20	15	North Side Branch Maximum speed.		30	Between M.P. 63 and Smiths Ferry, watch for rocks.		20
Between M.P. 72.9 and 73.2.	35	25	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. 74.0 and 74.2.	30	25	Raft River Branch Maximum speed.		20	Between Smiths Ferry and Cabarton, watch for rocks.		20
Between M.P. 85.2 and 85.5.	35	25	Burley, within city limits.		20	M. P. 31.4.		20
Between M.P. 86.4 and 87.0.	20	15	Burley, over street crossings.		12	Between M.P. 33.0 and 35.4.		10
Between M.P. 92.1 and 95.0.	20	15	Oakley Branch Maximum speed.		25	Bridge 36.61.		20
Between M.P. 99.9 and 100.8.	20	15	Burley, within city limits.		20	Between M.P. 99.6 and 108.3.		20
East Belt Branch Maximum speed.		25	Burley, over street crossings.		12	Between M.P. 111.4 and 111.6.		20
Truss bridges.		15	Wells Branch Maximum speed.		30	Between M.P. 113.0 and 113.3.		20
Between M.P. 23.2 and 24.3.	15	15	Between M.P. 31.1 and 36.1.		25	Between M.P. 128.2 and 128.5.		15
West Belt Branch Maximum speed.		25	Between M.P. 45.9 and 53.3.		25	McCall, over street crossings.		10
Truss bridges.		15	Between M.P. 69.6 and 71.6.		25	Wilder Branch Maximum speed.		25
Highway Crossing M.P. 37.44.	5	5	Between M.P. 91.1 and 91.4.		25	Homedale Branch Maximum speed.		25
			Between Herrell and Melandco.		20	Oregon Eastern Branch Maximum speed, except between M.P. 140.0 and 145.0.		25
			Wells yard.		15	Hope Between M.P. 29.5 and 33.5, watch for rocks.		20
			Ketchum Branch Maximum speed.	40	30	Little Valley Between M.P. 36.5 and 37.6, watch for rocks.		
			Bellevue, over streets 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		Miles Per Hour		
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
Little Valley (Continued) Between M.P. 37.6 and 37.7, soft spot.		10	Crane 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	Circle Bar Between M.P. 119.0 and 124.0, watch for rocks.		20	On curves.		20
Juntura Between M.P. 78.6 and 80.7, watch for rocks.		20	Brogan Branch Maximum speed.		20	Between Concrete and M.P. 30.0.		15
Between M.P. 80.7 and 81.0, watch for rocks.		10	Payette Branch 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
Long 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.		25
Dunnean Between M.P. 103.5 and 106.5.		20	Emmett, over street crossings.		12	On curves.		15
Bridge 106.14.		15	New Meadows Branch Maximum speed.		25	Between M.P. 55.0 and 55.5.		10
			Engines running backwards.		10	Straight track.		25
						On curves.		15
						Between M.P. 66.5 and New Meadows.		15
						Straight track.		10
						On curves.		

SYMBOLS AND ABBREVIATIONS	Standard clocks are located as shown below:
Rules 6 and 6(A)	
Rule 6	
The following letters placed before figures of a schedule indicate:	
a—regular stop;	Boise Freight..... Yard Telegraph Office
f—flag stop to receive or discharge traffic;	Boise Freight..... 13th Street Yard Office
A—arrive.	Buhl..... Telegraph Office
	Burns..... Telegraph Office
	Emmett..... Telegraph Office
	Glenns Ferry..... Telegraph Office
	Glenns Ferry..... Yard Office
	Huntington..... Yard Office
	Huntington..... Telegraph Office
	Idaho Falls..... Telegraph Office
	Idaho Falls..... Yard Office
	Idaho Falls..... Switchmen's Register Room, North End Yard Office
	Kemmerer..... Telegraph Office
	Lima..... Telegraph Office
	Marsing..... Telegraph Office
	McCall..... Telegraph Office
	Montpelier..... Telegraph Office
	Nampa..... Telegraph Office
	Nampa..... Central Yard Switchmen's Locker Room
	Nampa..... Crew Dispatcher's Office
	Nampa..... Enginemen's Register Room at Roundhouse
	Nampa..... Train Dispatcher's Office
	Nampa..... East End Yard Office
	Nampa..... West End Yard Office
	New Meadows..... Telegraph Office
	Nyssa..... Telegraph Office
	Ontario..... Telegraph Office
	Payette..... Telegraph Office
	Pocatello..... Train Dispatcher's Office
	Pocatello..... Yard Telegraph Office
	Pocatello..... Switchmen's Locker Room
	Pocatello..... Switchmen's Locker Room Hump
	Pocatello..... Switchmen's Locker Room Sherman St.
	Pocatello..... Engine Crew Dispatcher's Office
	Pocatello..... Passenger Conductors' Register Room, Passenger Station
	Rupert..... Telegraph Office
	Shoshone..... Telegraph Office
	Twin Falls..... Telegraph Office
	Victor..... Telegraph Office
	Weiser..... Telegraph Office
	Wells..... Telegraph Office
	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"	28.6		
40"	90.	51"	70.6	1' 2"	58.	1' 15"	48.	2' 30"	24.		