

UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



IDAHO DIVISION

TIME-TABLE
No. 29

Effective Sunday
January 11, 1959
At 12:01 A.M. Mountain Time

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

D. F. WENGERT
General Manager

H. E. SHUMWAY
General Supt. Transportation

J. G. KIMMELL
General Superintendent

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. Fehreubacher, Trainmaster.....Pocatello, Ida.
K. J. Hennessy, Trainmaster.....Pocatello, Ida.
A. R. Nelson, Master Mechauc.....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.
G. A. Sweet, 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.

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
E. R. Merrell	District Surgeon	Pocatello, Ida.	Newell H. Battles	Oculist and Aurist	Idaho Falls, Ida.
E. 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.
W. W. Mumford	Surgeon	Pocatello, Ida.	W. C. Small	Surgeon	Jerome, Ida.
Calvin Buhler	Surgeon	Pocatello, Ida.	F. F. Young	Surgeon	Kemmerer, Wyo.
H. D. McGee	Ear, Nose, Throat	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	Eye, Ear, Nose, Throat	Boise, Ida.	K. E. Kerby	Surgeon	Nyssa, Ore.
W. D. Springer	Surgeon	Boise, Ida.	Wilfred N. Sanders	Surgeon	Ontario, Ore.
Vero 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.
Doyle Barrett	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. Keros	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. 29		FIRST CLASS				
19	105	457	17	11		January 11, 1959		20	12	106	458	18
Passenger	Streamliner Passenger	Passenger	Passenger	Mail and Express				Passenger	Mail and Express	Streamliner Passenger	Passenger	Passenger
Daily	Daily	Daily	Daily	Daily			STATIONS					
	3.15		4.20		0.0	GRANGER				A 7.55		A 11.30
	6.55 7.00		9.30 10.15	12.50	213.9	POCATELLO			A 2.30	4.05 4.00		8.15 8.20
	9.30		1.50	4.15	373.8	GLENNS FERRY			11.10	1.35		2.00
	10.45		3.35	6.10	448.4	BOISE			9.20	12.20		12.15
	12.45		6.30	9.30	550.1	M.T.	HUNTINGTON	M.T.	6.45	10.25		9.40
	11.45		5.40	8.40		P.T.		P.T.	5.35	9.25		8.30
	2.06		8.35	11.35	649.7	LA GRANDE			3.00	7.06		5.45
	4.10		11.00	1.55	723.9	PENDLETON			12.40	4.56		3.05
	7.30				941.3	SPOKANE		A 6.30				
	9.57				837.4	AYER		4.05				
	11.00				786.3	WALLULA		2.55				
A 11.45	4.56		12.40	3.05	755.3	HINKLE		2.20	11.55	4.21		2.10
	6.30		3.10	5.40	855.4	THE DALLES			9.50	2.45		11.40
	A 8.15	9.00	A 5.30	A 8.00	939.5	PORTLAND			7.30	1.00	A 9.15	9.30
		A 1.00			1122.7	SEATTLE					5.00	
								Daily	Daily	Daily	Daily	Daily
(4.15) 43.1	(18.00) 52.2	(4.00) 45.8	(26.10) 35.9	(20.10) 36.0	..... Thru Time		(4.10)	(18.00)	(17.55)	(4.15)	(25.00)	
					..... Average speed per hour		44.5	40.3	52.4	45.4	37.6	

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS				Distance from McCammon	Time-Table No. 29		FIRST CLASS				
		35	33		January 11, 1959		34	36			
		Passenger	Passenger				Passenger	Passenger			
		Daily	Daily			STATIONS					
			11.20	9.15	0.0	McCAMMON		A 6.15	A 3.50		
			11.50 12.20	A 9.45	22.7	POCATELLO		5.45	3.15 2.40		
			1.45		73.3	IDAHO FALLS			1.13		
					124.3	ASHTON					
					169.0	VICTOR					
					180.4	WEST YELLOWSTONE					
			A 7.30		285.8	BUTTE			7.20		
								Daily	Daily		
			(8.10) 35.0	(0.30) 45.4	..... Thru Time		(0.30)	(8.30)			
					..... Average speed per hour		45.4	33.6			

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

Time-Table No. 29

January 11, 1959

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			FIRST CLASS				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 IPWY					3.15PM		4.20AM	DN-R GRANGER YL GN
150 P								7.7 MOXA
150 P								7.7 NUTRIA
150 P							s 4.48	D OPAL OW
150 P								9.1 WATERFALL
152 PTWZ					f 3.57		s 5.20	6.1
150 P								DN KEMMERER YL AV
150 P								8.3 FOSSIL
150 P								5.0 NUGGET
150 PY								6.6 ORR
150 P								5.2 LEEFE
150 P								6.5 BECKWITH
176 P							s 6.31	6.1 PIXLEY
150 P								DN COKEVILLE CK
150 P								4.7 MARSE
150 P								6.3 CHAUSSE
27 P								8.4 HARER
DPTWYZ					s 5.15		7.05 7.15	DINGLE
P								7.0
198 P							7.29	DN-R MONTELLIER M
150 P								6.3 PESCADERO
150 PY							s 7.52	5.5 GEORGETOWN
150 P								9.3 MANSON
150 P								9.9
150 P								DN SODA SPRINGS SD
191 P							f 8.15	5.6 ALEXANDER
150 P								4.6 TALMAGE
27 P							f 8.39	5.6 BANCROFT BN
CS 154 PY	11.35PM	12.10PM	3.45AM		11.20PM	9.15AM	f 8.54	D PEBBLE
115 P						f 9.28	f 9.07	7.1 BLASER
DPTWYZ	A 12.15AM	A 1.00PM	A 4.45AM		A 1.50PM	A 6.55PM	A 9.30AM	2.6 LAVA HOT SPGS. XY
								11.2 DN McCAMMON MC
								10.7 INKOM
								5.8 PORTNEUF
								6.2 DN-R POCATELLO YL H-CA PO

CENTRALIZED TRAFFIC CONTROL

TWO MAIN TRACKS

TWO MAIN TRACKS

(313.9)

(0.40)	(0.50)	(1.00)	(0.30)	(3.40)	(0.30)	(5.10)	..... Thru Time
34.0	27.2	22.7	45.4	58.3	45.4	41.4	..... 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.

FIRST SUBDIVISION

EASTWARD

Time-Table No. 29

January 11, 1959

CENTRALIZED TRAFFIC CONTROL

STATIONS	Mile Post	FIRST CLASS				SECOND CLASS			
		36 Passenger	106 Streamliner Passenger	34 Passenger	18 Passenger	280 Time Freight	278 Stock Special	270 Time Freight	
DN-R GRANGER YL GN	0.0			A 7:55AM	As 11:30PM				
-7.7 MOXA	7.7								
-7.7 NUTRIA	15.4								
D OPAL OW	24.5				f 10:50				
-9.1 WATERFALL	33.6								
-6.1									
DN KEMMERER YL AV	39.7		f 7:10		s 10:30				
-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								
-6.1									
DN 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								
-7.0									
DN-R MONTPELIER YL MX	115.0		s 5:50		8:40 8:30				
-6.3									
PESCADERO	121.3								
-5.5 GEORGETOWN	126.8				8:12				
-9.3 MANSON	136.1								
-9.9									
DN SODA SPRINGS SD	146.0				s 7:51				
-5.6 ALEXANDER	151.6								
-4.6 TALMAGE	156.2								
-5.6									
D BANCROFT BN	161.8				f 7:26				
-8.5 PEBBLE	170.3								
-7.1 BLASER	177.4								
-2.6									
D LAVA HOT SPGS. XY	180.0				f 7:02				
-11.2									
DN McCAMMON MC	191.2	As 3:50AM		As 6:15PM	f 6:45	A 12:40AM	A 2:00PM	A 5:50PM	
-10.7 INKOM	201.9			f 5:58					
-5.8 PORTNEUF	207.7								
-6.2									
DN-R POCATELLO YL H-CA PO	213.9	3:15AM	4:05AM	5:45PM	6:15PM	12:01AM	1:15PM	5:15PM	
(213.9)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	

..... Thru Time.....	(0.35)	(3.50)	(0.30)	(5.15)	(0.39)	(0.45)	(0.35)
..... Average speed per hour.....	38.9	55.8	45.4	40.7	34.9	30.3	38.9

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. 29
January 11, 1969

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

DPTWYZ	105 Streamliner Passenger Daily	17 Passenger Daily	49 Mixed Daily	11 Mail and Express Daily	35 Passenger Daily					
	7.00PM	10.15AM	4.00AM	12.50AM	12.20AM					
P					A 12.25AM					
CS 153 P			f 4.15							
170 P										
145 P		s 10.43	s 4.35	s 1.18						
120 P										
170 P										
119 P			f 4.55							
170 P										
119 P										
125 289 PWY	7.50	s 11.25AM	A 5.20AM	s 1.53						
119 P										
165 P										
119 P										
119 P										
170 P										
119 P										
116 P				s 2.31						
WS 121-115 ES 111-130 PWY	s 8.36	s 12.25PM		s 2.50						
170 P										
170 00 P		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	9.18	1.26		s 3.51						
DPTWY	As 9.30PM	A 1.40PM		A 4.05AM						

BLOCK SIGNALS	DN-R	POCATELLO YL PO	H-CA	TWO MAIN TRACKS
		2.4		
		POCATELLO JCT. YL		
		8.0		
		MICHAUD		
		5.8		
		BANNOCK		
		8.4		
	DN	AMERICAN FALLS	AF	
		3.8		
		BORAH		
		7.8		
		QUIGLEY		
		5.9		
		WAPI		
	3.8			
	DEWOFF			
	7.5			
	HAWLEY			
	5.1			
DN	MINIDOKA	RT		
	3.8			
	MAX			
	8.1			
	ADELAIDE			
	4.7			
	KIMAMA			
	6.7			
	SENER			
	7.8			
	OWINZA			
	5.8			
	BESSLEN			
	4.6			
	DIETRICH			
	7.9			
DN	SHOSHONE X			
	9.0			
	TUNUPA			
	6.7			
DN	GOODING	GD		
	6.7			
	FULLER			
	0.3			
	BLISS			
	6.8			
	TICESKA			
	9.8			
	KING HILL			
	6.7			
DN-R	GLENN'S FERRY YL	GF		

CENTRALIZED TRAFFIC CONTROL

(2.30)	(3.25)	(1.20)	(3.15)	(0.05)	..... Thru Time
64.0	46.8	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

Time-Table No. 29
January 11, 1959

STATIONS	Mile Post	FIRST CLASS					SECOND CLASS	
		106 Streamliner Passenger	36 Passenger	18 Passenger	50 Mixed	12 Mail and Express	126 Time Freight	
POCATELLO YL ^{2.4} H-CA PO	213.9	A 4.00AM	A 2.40AM	A 5.20PM	A 10.30PM	A 2.30AM	A 3.30PM	
POCATELLO JCT. YL ^{8.0}	216.3		2.25AM					
MICHAUD ^{5.8}	224.3			f 9.47				
BANNOCK ^{8.4}	230.1							
DN AMERICAN FALLS ^{3.8} AF	238.5			s 4.41	s 9.30	s 1.50		
BORAH ^{7.8}	242.3							
QUIGLEY ^{5.9}	250.1							
WAPI ^{3.8}	256.0			f 9.10				
DEWOFF ^{7.5}	259.8							
HAWLEY ^{5.1}	267.3							
DN MINIDOKA ^{3.8} RT	272.4	3.08		s 4.05	8.50PM	s 1.15		
MAX ^{8.1}	276.2							
ADELAIDE ^{4.7}	284.3							
KIMAMA ^{6.7}	289.0					f		
SENER ^{7.8}	295.7							
OWINZA ^{5.8}	303.5							
BESLEN ^{4.6}	309.3							
DIETRICH ^{7.9}	313.9							
DN SHOSHONE ^{9.0} X	321.8	s 2.25		s 3.10		s 12.20AM		
TUNUPA ^{6.7}	330.8							
DN GOODING ^{6.7} GD	337.5			s 2.47		s 11.55PM		
FULLER ^{6.3}	344.2							
BLISS ^{6.8}	350.5					s 11.40		
TICESKA ^{9.8}	357.3							
KING HILL ^{6.7}	367.1					f 11.20		
DN-R GLENN'S FERRY YL ^(159.9) GF	373.8	1.35AM		2.00PM		11.10PM	11.45AM	
		Daily	Daily	Daily	Daily	Daily	Daily Except Sunday and Monday	
..... Thru Time		(3.25)	(6.15)	(3.20)	(1.40)	(3.20)	(3.45)	
..... Average speed per hour		66.2	9.6	47.9	35.1	47.9	42.6	

BLOCK
SIGNALS

CENTRALIZED TRAFFIC CONTROL

TWO MAIN
TRACKS

DOUBLE
TRACK

DOUBLE
TRACK

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 Seating, etc. See Rule 6(A), Page 23.	FIRST CLASS					Time-Table No. 29 January 11, 1959	Mile Post	FIRST CLASS			SECOND CLASS
	105	17	11	18	12			106	126		
	Streamliner Passenger	Passenger	Mail and Express	Passenger	Mail and Express			Streamliner Passenger	Time Freight		
	Daily	Daily	Daily								
	STATIONS										
DPTWY	9:30PM	1:50PM	4:15AM		DN-R GLENNS FERRY YL GF	373.8	A 1:50PM	A 11:00PM	As 1:35AM	A 1:30AM	
CS 164 P	9:40	2:01	4:26	BLOCK SIGNALS	8.9 HAMMETT	382.7	1:32	10:47	1:22	10:55	
CS 170 P	9:52	2:17	4:39		10.6 DN REVERSE YL RV	393.3	1:20	10:35	1:11	10:40	
163 PY	10:01	2:30	4:52		8.3 DN MOUNTAIN HOME MZ	401.6	1:10	10:25	1:03		
163 P				CENTRALIZED TRAFFIC CONTROL	5.9 SEBREE	407.5					
163 P					5.2 CLEFT	412.7					
185 P	10:18	2:49	5:16		10.3 DN ORCHARD OD	423.0	12:46	9:51	12:44	10:04	
163 P	VIA BOISE	VIA BOISE	VIA BOISE		11.7 OWYHEE	434.7	VIA BOISE	VIA BOISE	VIA BOISE	VIA BOISE	
163 P	VIA BOISE	VIA BOISE	VIA BOISE		12.0 KUNA	446.7	VIA BOISE	VIA BOISE	VIA BOISE	VIA BOISE	
					9.9						
60 P	10:30	3:03	5:30	BLOCK SIGNALS	12.9 BLACK'S CREEK	B-435.9	12:30	9:35	12:32	9:50	
69 PY	10:45	3:25	5:50		12.5 DN BOISE YL BG	B-448.4	12:15	9:20	12:20	9:35	
P		3:35	6:10		2.3 BOISE JCT.	B-450.7	12:10PM	9:10			
31 P					0.7 PERKINS	B-451.4					
29 P					3.2 BEATTY	B-454.6					
117 P	10:55	3:46	6:25		2.7 D MERIDIAN MD	B-457.3	11:57AM	8:52	12:06AM	9:14	
22 P					3.4 SONNA	B-460.7					
DPTWYZ	11:13	4:05	6:45		CENTRALIZED TRAFFIC CONTROL	7.2 DN-R NAMPA YL AU-Q	456.6	11:45	8:40	11:55PM	9:00
55 P		4:16	7:00			4.2 MOSS	460.8	11:35	8:30		8:30
163 P	11:22	4:35	7:20			4.8 DN CALDWELL YL CW	465.6	11:20	8:18	11:40	
122 P				3.6 ENROSE		469.2					
163 P		4:43	7:30	3.3 D NOTUS U		472.5					
163 P		4:56	7:43	8.3 DN PARMA MA		480.8	11:00				
173 PY	11:42	5:08	7:54	7.6 DN NYSSA SY		488.4	10:50	7:53	11:18		
ES 167 PWY WS 167	11:53PM	5:24	8:14	10.3 DN ONTARIO ON		498.7	10:35	7:40	11:07		
155 PY		5:34	8:25	3.8 DN PAYETTE AY		502.5	10:23	7:27			
163 P				6.8 CRYSTAL		509.3					
163 PWY	12:13AM	5:53	8:46	6.6 DN WEISER SR		515.9	10:10	7:15	10:49		
155 P				9.8 COBB		525.7					
163 P				7.1 ROCK ISLAND		532.8					
DPTWYZ	As 12:45AM	A 6:30PM	A 9:30AM	6.0 DN-R HUNTINGTON YL HU		538.8	9:40AM	6:45PM	10:25PM	6:25AM	
				VIA KUNA (165.0)		Daily	Daily	Daily	Daily Except Sunday and Monday		
				VIA BOISE (176.3)							

(3.15)	(4.40)	(5.15)	..... Thru Time.....	(4.10)	(4.15)	(3.10)	(5.05)
54.3	37.7	33.6	..... Average speed per hour.....	42.3	41.5	55.7	34.6

Except on double track and in Centralized Traffic Control territory, westward trains are superior to trains of the same class in the opposite direction, and except that No. 106 is superior to westward trains of the same class.—See Rule 72.

Rules 251 to 254, inclusive, apply between end of Centralized Traffic Control territory Glens Ferry and end of double track Reverse.

For conditional stops to discharge or pick up revenue passengers.—See page 17.

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

WESTWARD

FOURTH SUBDIVISION

EASTWARD

Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 29 January 11, 1959	Mile Post	FIRST CLASS		SECOND CLASS	
	277 Time Freight Daily	35 Passenger Daily	36 Passenger	278 Stock Special						
							STATIONS			
P				12-25 ^{AM}	POCATELLO JCT. YL	135.1	A 2-25 ^{AM}		A 7-30 ^{AM}	
P	1-30 ^{PM}			12-30	MONTANA JCT. YL	136.7	2-21		7-12	
124 P	1-36			12-34	TYHEE	140.4	2-17		7-05	
150 P	1-44			12-39	D FORT HALL FH	145.7	f 2-11		6-57	
71 P	1-51			12-44	GIBSON	151.0	2-05		6-49	
ES 66 WS 110 PWY	2-01			12-55	DN BLACKFOOT YL BF	158.1	s 1-57		6-34	
72 P	2-10			1-05	WAPELLO	164.0	1-46		6-19	
123 P	2-18			f 1-13	D FIRTH FR	169.4	f 1-40		6-09	
105 P	2-28			f 1-22	DN SHELLEY SY	175.5	s 1-33		5-59	
71 P	2-34			1-27 ³⁶	COTTON	179.3	1-27 ³⁵		5-52	
97 P	2-40			1-31	BACH YL	183.1	1-17		5-45	
DPTWYZ	3-00			1-35 1-45	DN-R IDAHO FALLS YL AR	184.5	1-13 1-00		5-40	
51 P	3-20			f 1-54	PAYNE	191.2	f 12-47		5-08	
54 P	3-28			f 2-00	BASSETT	196.5	f 12-40		4-58	
54 P	3-37			s 2-07	D ROBERTS AR	202.0	s 12-33		4-48	
49 P	3-55			2-19	HAWGOOD	212.1	12-19		4-28	
51 P	4-04			s 2-26	HAMER	217.5	s 12-13		4-18	
50 P	4-14			s 2-33	CAMAS	223.1	s 12-06 ^{AM}		4-08	
51 106 PWY	4-50			s 2-47	DN DUBOIS YL BO	234.9	s 11-53 ^{PM}		3-43	
49 P	5-08			2-57	HIGHBRIDGE	242.9	11-40		3-23	
57 P	5-20			s 3-07 ²⁷⁸	D SPENCER RC	248.5	s 11-32		3-07 ³⁵	
150 P	5-46			s 3-24	HUMPHREY	258.0	s 11-14		2-20	
PY	6-05			s 3-36	D MONIDA YL MO	264.7	s 11-04		2-00	
50 P	6-22			f 3-50	SNOWLINE	273.7	f 10-49		1-40	
DPWY	6-50 7-45			4-00 4-10	DN-R LIMA YL RD	279.9	10-40 10-30		1-20 12-30	
47 P	8-05			s 4-24	D DELL DE	288.0	s 10-18		12-08 ^{AM}	
48 P	8-20			f 4-32	KIDD	294.0	f 10-09		11-55 ^{PM}	
78 P	8-45			s 4-54	D ARMSTEAD AD	307.0	s 9-53		11-28	
48 P	9-00			f 5-03	GRAYLING	312.9	f 9-41		11-15	
64 P	9-30 ³⁶			f 5-13	BARRATTS	320.4	f 9-30 ²⁷⁷		11-00	
150 P	9-45			s 5-27	DN DILLON YL DN	328.0	s 9-20		10-45	
38 P	10-00			f 5-36	BOND	334.4	f 9-06		10-28	
45 P	10-16 ²⁷⁸			f 5-43	APEX	340.3	f 8-59		10-16 ²⁷⁷	
47 PY	10-40			f 5-59	NAVY	348.7	f 8-43		9-45	
61 P	11-10			s 6-13	MELROSE	358.9	s 8-28		9-23	
37 P	11-30			f 6-24	QUINN	364.9	f 8-17		9-06	
39 P	11-45			s 6-35	D DIVIDE J	370.1	s 8-07		8-53	
65 P	11-55 ^{PM}			f 6-42	WOODIN	374.3	f 7-59		8-42	
17 P	12-15 ^{AM}			f 6-53	FEELY	380.7	f 7-50		8-27	
50 P	12-26			f 7-01	BUXTON	384.6	f 7-43		8-15	
PY	A 1-00 ^{AM}			As 7-15 ^{AM}	DN-R SILVER BOW YL SB	390.0	s 7-35 ^{PM}		8-00 ^{PM}	

BLOCK SIGNALS

Block Signals

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	7.20 PM		7.35 PM
				(261.9)		Daily		Daily

(15.30)
18.7

(7.05)
37.0

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

(7.05)
37.0

(11.55)
22.0

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					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 29 January 11, 1959		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 29 January 11, 1959		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 29 January 11, 1959		Mile Post
	STATIONS				STATIONS				STATIONS		
152 159	PTWZ	DN-R KEMMERER YL AV	0.0	152 159	PTWZ	DN-R KEMMERER YL AV	0.0	53		GLENCOE JCT. YL	0.0
		1.0 NO. KEMMERER JCT. YL	1.0			4.8 GLENCOE JCT. YL	4.8			3.9 ELKOL	3.9
		1.4 NO. KEMMERER YL	2.4			5.6 BLAZON JCT.	0.3			(3.9)	
		2.7 PHOSPHATE YL	5.1	10		3.7 MINE NO. 8 YL	13.0				
22		4.1 QUEALY YL	9.2			(13.0)					
		(9.2)									

WESTWARD GLENCOE BRANCH EASTWARD			WESTWARD BLAZON BRANCH EASTWARD			WESTWARD CONDA BRANCH EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 29 January 11, 1959		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 29 January 11, 1959		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 29 January 11, 1959		Mile Post
	STATIONS				STATIONS				STATIONS		
53		GLENCOE JCT. YL	0.0		BLAZON JCT.	0.0	150	PY	DN SODA SPRINGS YL SD	0.0	
55		1.0 GLENCOE	1.0		0.8 RADIANT	0.8	80		1.8 MONSANTO YL (Spur)	1.8	
		(1.0)			(0.8)		6		1.0 FORMATION (Spur)	2.8	
							6		2.8 PANTING	5.6	
							19	Y	1.4 CONDA		
									(7.0)		

WESTWARD GRACE BRANCH EASTWARD			WESTWARD GAY BRANCH EASTWARD			WESTWARD GOSHEN BRANCH EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 29 January 11, 1959		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 29 January 11, 1959		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 29 January 11, 1959		Mile Post
	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	P	6.0 GRACE GA	6.0	32		9.1 M.P. 9.1	9.1	19		5.2 GOSHEN	5.2
		(6.0)		132	YZ	11.7 GAY	20.8	22		5.8 GERRARD	11.0
						(20.8)		11		1.8 INDIAN	12.8
								14		2.8 HACKMAN	15.6
								P		5.4 LINCOLN JCT.	22.0
										(22.0)	

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

WESTWARD

YELLOWSTONE BRANCH

EASTWARD

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

SECOND CLASS

Time-Table No. 29

SECOND CLASS

491
Mixed
Daily Except Sunday

477
Mixed
Daily Except Sunday

January 11, 1959

Mile Post

492
Mixed

478
Mixed

STATIONS

DPTWYZ	7:55AM	6:00AM	STATIONS	Mile Post	2:00PM	4:40PM
			DN-R IDAHO FALLS YL AK	0.0	A	
17 PY	f 8:05AM	6:10	3.0 ORVIN YL	3.0	f	4:25
60 P		s 6:23	4.6 UCON UN	7.6	s	4:15
54 P		s 6:42	6.2 RIGBY RG	13.8		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	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 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		
P			6.5 REAS PASS	97.2		
29 PWY			9.9 WEST YELLOWSTONE YL WS	107.1		
			(107.1)			

(0.10) (2.10) Thru Time (3.20) (2.20)
18.0 23.1 Average speed per hour 14.3 21.1

WESTWARD

TETON VALLEY BRANCH

EASTWARD

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

SECOND CLASS

Time-Table No. 29

SECOND CLASS

477
Mixed
Daily Except Sunday

January 11, 1959

Mile Post

478
Mixed

STATIONS

DPTWYZ	8:30AM	STATIONS	Mile Post	1:55PM
46 PWY		DN-R ASHTON YL HN	0.0	A
19	f 8:40	1.8 MARYSVILLE YL	1.8	f
33	f 8:55	4.2 GRAINVILLE	6.0	f
22 P	s 9:10	2.6 DRUMMOND	8.6	s
12	f 9:25	4.2 FRANCE	12.8	f
33 P	f 9:35	3.0 LAMONT	15.8	f
21	f 10:08	10.5 FELT	26.3	f
22 PWY	s 10:23	4.0 TETONIA NA	30.3	s
31 P	s 10:42	6.9 DRIGGS DI	37.2	s
19 PWY	A 11:05AM	8.4 VICTOR YL VR	45.0	A
		(45.6)		

(2.35) Thru Time (2.35)
17.7 Average speed per hour 17.7

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

WESTWARD				MACKAY BRANCH		EASTWARD		WESTWARD				EAST BELT BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	SECOND CLASS		Time-Table No. 29 January 11, 1959	Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	SECOND CLASS		Time-Table No. 29 January 11, 1959	Mile Post	SECOND CLASS		Mile Post	
	421 Mixed	409 Mixed			410 Mixed	422 Mixed		491 Mixed							
	Daily Except Sunday	Daily Except Sunday			Daily Except Sunday	Daily Except Sunday									
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 12.40	f 8.12		4.3	CLARKSON		f	4.22	f	5.40	P			LINCOLN JCT. YL	3.1
31	f 12.45	f 8.17		5.7	MORELAND		f	4.17	f	5.35	46 P		f 8.27	IONA	5.7
P	A 12.50PM	f 8.21		7.1	ABERDEEN JCT. YL		f	4.13	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
36 PY		f 9.45		39.7	SCOVILLE		f	2.50			11 P		f 9.30	JENSON	25.9
37 PY		s 10.35	D	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	D-R	85.3	MACKAY YL	MY		12.30PM			P		A 10.40AM	BELT YL	44.4
					(85.3)			Daily Except Sunday						(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. 29 January 11, 1959	Mile Post	SECOND CLASS		
	421 Mixed	422 Mixed					
	Daily Except Sunday	Daily Except Sunday					
STATIONS			STATIONS				
P	12.50PM	ABERDEEN JCT. YL	0.0	A	5.25PM		
32	f 1.03	ROCKFORD	4.3	f	5.10		
17	f 1.08	LIBERTY	5.9	f	5.00		
32 P	f 1.28	PINGREE	10.2	f	4.38		
31 P	f 1.48	SPRINGFIELD	16.5	f	4.20		
17 P	f 2.05	STERLING	19.7	f	4.05		
8		FINGAL	26.0				
37 PY	A 2.40PM	D-R ABERDEEN YL	28.2	BN	3.30PM		
		(28.2)			Daily Except Sunday		
	(1.50) 15.4	.....	Thru Time.....		(1.55) 14.7	

WESTWARD				WEST BELT BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	SECOND CLASS		Time-Table No. 29 January 11, 1959	Mile Post	SECOND CLASS		
	421 Mixed	492 Mixed					
	Daily Except Sunday	Daily Except Sunday					
STATIONS			STATIONS				
60 P		D-R	UCON	UN	0.0	A	1.40PM
22 P			LEWISVILLE		8.8	f	1.10
50 P		D	MENAN	MN	10.5	s	1.00
51 P			PLANO		25.0	f	12.12
18			EDMONDS		26.7	f	12.05PM
11 P			EGIN		29.3	f	11.56AM
32			HEMAN		31.6	f	11.46
19 P			PARKER		33.5	f	11.40
110 PWY		D-R	ST. ANTHONY YL	SH	38.7		11.15AM
			(38.7)				Daily Except Sunday
			Thru Time.....		(2.25) 16.0	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		FIRST CLASS	Time-Table No. 29 January 11, 1959	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				
125 289 PWY	11.45PM	12.20PM	5.30AM	DN-R MINIDOKA YL RT	0.0	A 8.40PM		A1 1.00AM A10.30PM
73 P	12.01AM	12.35	f 5.43	8.2 ACEQUIA	8.2	f 8.28		10.35 10.05
94 DPWY	12.16	12.50	s 6.10	5.3 RUPERT YL MS	13.5	s 8.20		10.20 9.50
15				2.9 SCHOW	10.4			
32 P	12.27	1.01	s 6.18	3.2 HEYBURN	19.6	f 8.07		10.05 9.35
59 03 PWY	12.40	1.15	s 6.35	2.1 BURLEY YL BU	21.7	s 8.03		10.00 9.30
76 P	1.02	1.37	f 6.42	4.1 STARRH'S FERRY	25.8	f 7.55		9.45 9.15
58 P	1.15	1.50	f 6.54	7.7 MILNER	33.5	f 7.44		9.30 9.00
16 P			f 6.57	2.0 PARSONS	35.5	f 7.41		
71 P	1.30	2.05	s 7.07	5.9 MURTAUGH MU	41.4	s 7.32		9.15 8.45
53 P	1.40	2.15	7.13	3.7 BICKEL	45.1	7.24		9.05 8.35
23				3.9 BILLS	49.0			
41 P	1.55	2.30	s 7.20	0.7 HANSEN NS	49.7	s 7.17		8.55 8.25
60 P	2.08	2.43	s 7.27	3.6 KIMBERLY KY	53.3	s 7.10		8.45 8.15
31 P			7.32	3.1 McMILLAN YL	56.4			
			7.40	2.5				
DPWYZ	A 3.00AM	A 4.00PM	7.50	DN-R TWIN FALLS YL NA	58.9	7.00 6.45		8.30AM 8.00PM
42			f 7.57	4.4 CURRY	63.3	f 6.35		
60 P			s 8.02	2.6 FILER FR	65.9	s 6.30		
			f 8.06	2.6 PEAVEY	68.5	f 6.25		
41			f 8.10	2.8 CEDAR	71.3	f 6.20		
PY			A 8.20AM	2.5 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

WESTWARD

RAFT RIVER BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 29 January 11, 1959		Mile Post	Time-Table No. 29 January 11, 1959	Mile Post		
	STATIONS					STATIONS	
	59 63 PWY	DN-R				BURLEY YL BU	0.0	59 63 PWY	DN-R BURLEY YL BU	0.0
28		4.3 BEETVILLE	4.3	34		3.1 UNITY	3.1
23		0.9 PELLA	5.2	28		0.9 ELCOCK	4.0
30		3.1 NORTH KENYON	8.3	15		0.7 EVANS (Spur)	4.7
9		1.3 KENYON	9.6	22		1.3 SPRINGDALE	6.0
11		3.9 CHURCHILL	13.5	25		1.5 HATCH	7.5
23		2.8 TROUT	16.3	16		1.6 DECLO	9.1
60		1.5 MARION	17.8				
25		1.6 WARR	19.4				
20 Y	D	2.4 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.
 For stations not shown on schedule pages.—See page 17.

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. 29			Mile Post	SECOND CLASS	Time-Table No. 29		Mile Post			
	439	January 11, 1959				440	January 11, 1959					
	Mixed					Mixed						
	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		10.9 BERGER		10.9	f	6:38	34 P		4.4 MYERS YL		4.4
28	f 8:40		8.5 HOLLISTER		19.4	f	6:20	36 P	D	1.5 PAUL YL	DJ	5.9
9	f 8:48		3.8 AMSTERDAM (Spur)		23.2	f	6:12	20		2.0 BUDGE		7.9
21 PY	f 9:00		5.6 ROGERSON		28.8	s	6:00	54		8.0 SCHODDE		15.9
38	f 9:25		9.9 METEOR		38.7	f	5:35	21		3.9 McHENRY		10.8
34	f 9:55		11.4 IDAVADA		50.1	f	5:08	22 P	D	4.2 HAZELTON	AZ	24.0
34 P	f 10:09		0.0 DELAPLAIN		56.1	f	4:53	28		2.9 BLACK		26.9
34	f 10:19		4.9 SAN JACINTO		60.7	f	4:42	63 P	D	1.2 EDEN	DX	28.1
34 P	f 10:37		8.1 CONTACT		68.8	s	4:25	54		6.7 PERRINE		34.8
33 P	f 11:00		6.3 HENRY		76.1	f	4:07	12		3.5 SUGAR LOAF		38.3
33	f 11:25		11.6 SHORES		86.7	f	3:37	25		2.3 FALLS CITY		40.6
48 PY	f 11:41		6.9 WILKINS		93.6	f	3:21	10		2.0 BARRYMORE		42.6
37	f 11:49PM		3.7 HERRELL		97.3	f	3:13	54 PY	DN	5.3 JEROME YL	JO	47.9
44 PY	f 12:10AM		5.2 SUMMER CAMP		102.5	s	2:56	54 P	D	8.8 WENDELL	ND	56.7
44	f 12:30		6.4 MELANDCO		108.9	f	2:33	17		1.4 KING		58.1
35	f 12:45		7.2 TOWN CREEK		116.1	f	2:18	54		8.1 TUTTLE		66.2
PY	A 1:00AM	DN-R	WELLS YL	HU	123.4		2:00AM	118 PY		7.4 BLISS YL		73.6
			(123.4)				Daily	120				
	(5.00)	..... Thru Time			(5.00)					(73.6)		
	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. 29			Mile Post	SECOND CLASS	Time-Table No. 29		Mile Post			
	441	January 11, 1959				442	January 11, 1959					
	Mixed					Mixed						
	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	15.3 RICHFIELD YL	FK	15.3	s	12:05PM	10		4.5 RAWSON		4.5
29	f 6:50		6.4 PAGARI		21.7	f	11:45AM	12		4.9 BURMAH		9.4
27	f 7:10		8.0 TIKURA		29.7	f	11:25	42 P		12.1 MAGIC		21.5
59 P	s 7:30		7.6 PICABO		37.3	s	11:05	32		0.7 MACON		31.2
6	f 7:40		4.5 HAY		41.8	f	10:50	13 P		2.8 BLAINE		34.0
10	f 7:45		2.5 GANNETT		44.3	f	10:45	7		2.8 RANDBS		36.8
30	s 8:05		7.8 BELLEVUE		52.1	s	10:25	17		2.9 SELBY		39.7
17 P	s 8:16	D	5.1 HAILEY	RI	57.2	s	10:05	42 P	D	4.1 FAIRFIELD	FD	43.8
23	f 8:22		2.8 BARITE		60.0	f	9:52	32		7.9 CORRAL		51.7
30 PW Loop	A 8:45AM	D-R	KETCHUM YL	KU	69.4		9:30AM	50 Y		6.1 HILL CITY YL		57.8
			(69.4)				Monday Wednesday Friday					
	(2.45)	..... Thru Time			(3.15)					(57.8)		
	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	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 29			
		January 11, 1959		Mile Post	
		STATIONS			
134 PY		D-R	VALE YL VA	0.0	
			11.4		
20			LANCASTER (Spur)	11.4	
			5.9		
29			JAMIESON	17.3	
			6.0		
31 P			BROGAN YL	23.3	
			(23.3)		

WESTWARD		HOMEDALE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 29			
		January 11, 1959		Mile Post	
		STATIONS			
173 PY		DN-R	NYSSA YL SY	0.0	
			8.1		
19			OVERSTREET	8.1	
			2.5		
20			ADRIAN	10.6	
			6.3		
32			NAPTON	16.9	
			7.5		
62 P		D	HOMEDALE YL HR	24.4	
			6.8		
19			CLAYTONIA	31.0	
			2.1		
19 PY		D-R	MARSING YL MR	33.1	
			(33.1)		

WESTWARD		PAYETTE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 29			SECOND CLASS
	483 Mixed Daily Except Sunday	January 11, 1959		Mile Post	484 Mixed
		STATIONS			
155 PY	6.00AM	DN-R	PAYETTE YL AY	0.0	A 2.45PM
			3.9		
18	f 6.20		EFFIE	3.9	f 2.30
			1.2		
P	s 6.30	D	FRUITLAND FU	5.1	s 2.25
			1.7		
	f 6.40		BUCKINGHAM	6.8	f 2.06
			4.3		
30 P	s 7.00	D	NEW PLYMOUTH NP	11.1	s 1.55
			10.5		
11	f 7.27		LETHA	21.6	f 1.23
			8.1		
98 PWY	A 7.50AM	D-R	EMMETT YL MF	29.7	1.00PM
			(29.7)		Daily Except Sunday
	(1.50)	..... Thru Time		(1.45)	
	16.2	..... Average speed per hour.....		16.8	

WESTWARD		WILDER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 29			
		January 11, 1959		Mile Post	
		STATIONS			
163 P		DN-R	CALDWELL YL CW	0.0	
			2.5		
40			SIMPLOT YL	2.6	
			1.2		
21			WEITZ YL	3.7	
			1.4		
26			DOLES YL	5.1	
			1.9		
9			GREENLEAF (Spur)	7.0	
			2.7		
13			ALLENOALE	9.7	
			1.8		
43		D	WILDER YL WR	11.6	
			(11.6)		

WESTWARD		STODDARD BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 29			
		January 11, 1959		Mile Post	
		STATIONS			
DPWYZ		DN-R	NAMPA YL AU-Q	0.0	
			4.4		
17			DEAL	4.4	
			4.5		
44			BOWMONT	8.9	
			5.7		
28			MELBA	14.6	
			2.5		
54			STODDARD	17.1	
			2.9		
			END OF TRACK	20.0	
			(20.0)		

WESTWARD		BOISE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 29			
		January 11, 1959		Mile Post	
		STATIONS			
P			BOISE JCT.	0.0	
			1.1		
22			FAIR GROUNDS YL	1.1	
			2.1		
	PTWZ	D-R	BOISE FREIGHT YL BE	3.2	
			1.8		
10			PENITENTIARY SPUR	5.0	
			1.3		
10			VERNON (Spur)	6.3	
			2.1		
			BARBER	8.4	
			(8.4)		

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

Westward IDAHO NORTHERN BRANCH Eastward

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 29 January 11, 1959	Mile Post	SECOND CLASS
	485			486
	Mixed			Mixed
	Daily Except Sunday			
STATIONS				
DPWYZ	8:30AM	DN-R NAMPA YL AU-Q	0.0	A 2:35PM
49	f 8:40	2.4 FISCHER YL	2.4	2:25
14	s 9:00	6.9 MIDDLETON	9.3	s 2:10
15	f 9:20	9.6 JENNESS	18.9	f 1:40
96 PWY	s 10:20	8.1 D-R EMMETT YL MF	27.0	s 1:10
42	f 10:40	4.8 PLAZA	31.8	f 12:55
43 P	s 11:20	9.3 MONTOUR	41.1	s 12:20PM
32 P	s 11:55AM	5.4 D HORSESHOE BEND HB YL	49.7	s 11:55AM
32	f 12:20PM	5.4 GARDENA	55.1	f 11:35
35 PT	s 1:00	9.0 BANKS	64.1	s 11:10
25 P	f 1:50	11.3 BIG EDDY	75.4	f 10:25
31 PY	s 2:25	7.6 SMITHS FERRY	83.0	s 9:55
15 P	f 3:00	9.7 CABARTON	92.7	f 9:20
32	f 3:10	2.8 BELVIDERE	95.5	f 9:11
32 PY	s 4:00	3.7 D CASCADE YL CD	99.2	s 9:00
31	f 4:35	11.8 ARLING	111.0	f 8:00
33	s 5:00	8.4 D DONNELLY FY	119.4	s 7:35
14	f 5:15	5.3 NORWOOD	124.7	f 7:22
32 PWY	A 5:40PM	8.1 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. 29		Mile Post
	January 11, 1959		
	STATIONS		
163 PW		DN-R WEISER YL SR	0.0
163 Y		6.0 REBECCA	6.0
12		13.1 CONCRETE	19.1
48		12.7 MIDVALE	31.8
23 P		8.7 D CAMBRIDGE RA	40.5
35 P		9.3 GOODRICH	49.8
3		6.8 MESA	56.6
26		3.6 D COUNCIL YL CN	60.2
12		1.4 HOOVER YL	61.6
59 PY		10.4 GLENDALE	72.0
7		12.1 RUBICON YL	84.1
6		5.6 D-R NEW MEADOWS YL DS	89.7
43			
45 PWY			
		(89.7)	

WESTWARD OREGON EASTERN BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 29 January 11, 1959	Mile Post	SECOND CLASS
	459			460
	Mixed			Mixed
	Daily Except Sunday			
STATIONS				
ES 167 PW		DN-R ONTARIO YL ON	0.0	A 4:00PM
WS 167 Y		3.7 CAIRO	3.7	f 3:35
14	f 1:15	3.2 LUKE	6.9	f 3:25
38	f 1:25	3.1 MALLETT	10.0	f 3:15
24	f 1:35	5.5 D-R VALE YL VA	15.5	s 3:00
134 PY	s 1:55	8.0		
46	f 2:20 ⁴⁶⁰	HOPE	23.5	f 2:20 ⁴⁵⁹
52	f 2:50	11.3 LITTLE VALLEY	34.8	f 1:50
53 P	s 3:15	7.2 HARPER	42.0	s 1:25
50	f 3:40	9.2 NAMORF	51.2	f 12:55
27	f 4:07	11.0 JONESBORO	62.2	f 12:28PM
53 PY	s 4:40	11.4 D JUNTURA JN	73.6	s 11:50AM
50	f 5:25	13.0 LONG	86.6	f 11:10
49 P	s 5:50	6.1 RIVERSIDE	92.7	s 10:50
31	f 6:15	10.1 DUNNEAN	102.8	f 10:25
30 P	f 6:40	7.4 VENATOR	110.2	f 10:05
30	f 7:00	7.7 CIRCLE BAR	117.9	f 9:45
31 P	s 7:30	8.7 CRANE	126.6	s 9:15
31	f 8:20	16.9 REDESS	143.5	f 8:32
23 P WYZ	A 9:00PM	D-R BURNS YL BR	166.8	8:00AM
		(166.8)		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				Oakley Branch			
Sage.....(1).....	63.1	94 P	Both	Ruby.....	3.1	3	West
Border.....(1).....	92.1	30 P	Both	Ketchum Branch			
Pegram.....(1).....	97.7	42 P	Both	Gimlet.....(6).....	63.2	32	East
Inkom Ballast Quarry.....	202.9	140 P	East	Payette Branch			
Second Subdivision				Little Rock.....			
Don.....	219.6	{43 PX	Both	Little Rock.....	18.9	9	Both
Schiller.....	226.5	{72	Both	Stoddard Branch			
Sand Bank.....	370.9	57 P	Both	Westma.....	11.6	9	East
Third Subdivision				Idaho Northern Branch			
Hillcrest.....	B-445.1	14 P	Both	Maddens.....(7).....	6.1	6	Both
Mangum.....	476.3	24 P	Both	Josephson.....(7).....	12.6	12	Both
Apple Valley.....	485.9	26	Both	Amsco.....	13.6	12	Both
Arcadia.....	491.7	45 P	Both	Bramwell.....(7).....	22.2	5	East
Washoe Spur.....	500.9	32	West	Black Canyon.....(7).....	33.0	5	East
Wood.....	506.2	10	Both	Archabal.....(7).....	127.4	9	Both
Feltham.....	512.7	23	Both	Oregon Eastern Branch			
Fourth Subdivision				Lawen.....(8).....			
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	(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. 477-478. (7) Flag stop for Nos. 485-486. (4) Flag stop for Nos. 409-410. (8) Flag stop for Nos. 459-460.			
Maiden Rock... (2).....	366.0	{12	Both				
Goshen Branch							
Cox.....	9.2	11	West				
Common.....	18.1	30	West				
Wilkinson.....	21.0	3	West				
Yellowstone Branch							
St. Leon.....	3.7	16	East				
Mark.....	22.2	24	Both				
Jolley.....	27.6	10	Both				
Wamar.....	31.5	12	East				
Pineview.....	72.5	5 P	Both				
Teton Valley Branch							
Judkins.....(3).....	22.3	{6	East				
Dwight.....(3).....	32.7	{6	Both				
Fox Creek.....(3).....	42.3	None	None				
Mackay Branch							
Aiken.....(4).....	3.8	{10	Both				
Rouse.....(4).....	7.6	{10	East				
Olsen.....(4).....	16.0	4	East				
Cerro Grande... (4).....	35.5	13	East				
West Belt Branch							
Coltman.....(5).....	2.8	19 P	East				
Grant.....(5).....	4.8	18 P	East				
Barlow.....	7.0	17	East				
Midway.....	9.4	{31	Both				
Pyke.....(5).....	35.3	{19	West				
East Belt Branch							
Gale Spur.....	27.5	5	West				
North Side Branch							
Travers.....	3.5	18	Both				
Haytown.....	44.7	4	Both				
Hydra.....	45.8	7	Both				
Appleton.....	52.9	12	Both				

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Train	At	Discharge Passengers From	Pick up Passengers Destined To
17	Any station First Sub-division.	Green River or beyond.	Pocatello or beyond.
17	Any station Second and Third Subdivisions.	Ogden, Pocatello or beyond.	Huntington or beyond.
18	Any station First Sub-division.	Pocatello or beyond.	Green River or beyond.
18	Any station Second and Third Subdivisions.	Huntington or beyond.	Pocatello, Ogden or beyond.
105	Minidoka, Mountain Home, Caldwell, Nyssa, Ontario, Weiser.	Omaha or beyond.	Portland or beyond.
106	Weiser, Ontario, Nyssa, Caldwell, Mountain Home, 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. On curves. Between Idaho Falls and Ashton. On other branch lines.			
No. 126, maximum speed.		60	60				30
No. 49 and No. 50 between Pocatello and Minidoka, maximum speed.		60	60				25
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	Trains handling dead steam locomotives: With a side rod or main rod removed.			15
Inspection bus cars.		40	40	With side rods and main rods in place.			25
Battery motor car 01886.		50		Jordan spreaders and other machines of spreader type, when in operation.			15
When caboose is handled in train consisting of passenger train equipment.		60		Train handling scale test cars— On main line, Twin Falls Branch and between Idaho Falls and Ashton. On other branch lines.			30
Within yard limits— Protected by continuous block signal system.	60	50	25				20
Not protected by continuous block signal system. On branch lines.	50	40	25	Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines.			20
	30	30	15				
No. 126, within yard limits.		40	40	Trains handling U. P. ore cars Nos. 8000 to 8499, loaded or empty.			45
Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20
Diesel locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern). Backing up pulling train. Backing up light.	40	40	40				6
G.P.9 type Diesel locomotives: Backing up pulling train. Backing up light.	65	65	50	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20
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.	25	20	20
1000-1100 class Diesel yard switch locomotives in road service.	35	35	35	When using other cross-overs or turn-outs: Forward movement. Back-up movement.	15	15	15
1800 class Diesel yard locomotives in road service.	50	50	50			10	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	On wye tracks.	6	6	6
			35	Through tunnels, branch lines.		10	10
			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

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Frnt.		Str.	Pagr.	Frnt.		Str.	Pagr.	Frnt.
Maximum speed.	79	79	50	Cokeville Over streets and alleys.	30	30	30	Between Mile Posts— Alexander 152.1 and 152.4.	60	50	40
Between Mile Posts— Granger 0.0 and 0.8.	40	35	25	Between Mile Posts— 87.4 and 87.7.	60	50	40	Bancroft 163.6 and 163.9.	70	60	50
3.4 and 3.7.	70	60	50	92.9 and 93.1.	60	50	40	164.2 and 164.7.	70	60	50
Moxa 12.1 and 12.3.	70	60	50	Chausse 96.7 and 96.9.	70	60	50	167.5 and 168.1.	70	60	50
14.4 and 14.6.	70	60	50	98.3 and 99.2.	60	50	40	168.9 and 169.3.	60	50	40
Nutria 16.1 and 16.4.	70	60	50	99.5 and 99.7.	70	60	50	Pebble 171.2 and 171.7.	60	50	40
18.1 and 18.3.	60	50	40	102.6 and 104.9.	60	50	40	171.9 and 174.7.	70	60	50
21.1 and 21.5.	70	60	50	105.2 and 105.4.	70	60	50	176.3 and 176.7.	70	60	50
23.6 and 23.8.	70	60	50	114.9 and 115.2.	50	40	25	Blaser 177.4 and 178.5.	60	50	40
Opal 28.7 and 29.6.	70	60	50	Montpelier 115.4 and 115.6.	20	20	20	179.0 and 180.0 (No. 1 Track).	45	35	20
31.3 and 32.3.	50	40	30	115.9 and 116.2.	50	40	25	180.0 and 179.0 (No. 2 Track).	50	40	35
33.0 and 33.1.	70	60	50	120.6 and 123.4.	60	50	40	Lava Hot Springs 180.1 and 181.7.	70	60	50
Waterfall 34.6 and 34.8.	60	50	40	125.1 and 125.3.	70	60	50	181.8 and 183.1.	60	50	40
35.5 and 36.5.	50	40	25	125.8 and 126.7.	60	50	40	183.2 and 184.8.	70	60	50
36.5 and 38.9.	40	35	25	Georgetown Central Farmers Industry spur			15	185.5 and 185.7.	70	60	50
39.6 and 39.8.	40	35	25	Between Mile Posts— 127.6 and 127.9.	70	60	50	186.1 and 187.3.	50	40	30
43.1 and 44.5.	60	50	40	128.2 and 128.7.	60	50	40	187.4 and 187.9.	60	50	40
Nugget 54.5 and 57.8.	40	35	25	129.5 and 130.0.	60	50	40	188.1 and 190.3.	70	60	50
58.0 and 59.5.	70	60	50	131.6 and 132.2.	70	60	50	McCammon 192.0 and 192.6.	60	50	40
Orr 60.9 and 61.2.	70	60	50	135.5 and 135.8.	70	60	50	195.0 and 195.4.	60	50	40
63.6 and 65.4.	60	50	40	Manson 138.6 and 139.3.	60	50	40	197.7 and 200.3.	70	60	50
66.5 and 68.2.	70	60	50	141.0 and 141.9.	60	50	40	200.4 and 201.1.	60	50	40
				142.4 and 143.5.	70	60	50	Inkom 202.3 and 202.5.	60	50	40
				143.7 and 143.9.	60	50	40	207.2 and 208.4.	70	60	50
				144.6 and 145.2.	60	50	40	Over switch M.P. 213.3. (No. 1 Track).	20	20	20
				Soda Springs Over streets and alleys.	30	30	30	Pocatello Within platform limits of pas- senger depot.	6	6	6
				Between Mile Posts— 148.0 and 148.3.	70	60	50				

SECOND SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Frt.		Str.	Psg.	Frt.		Str.	Psg.	Frt.
Pocatello Within platform limits of passenger depot.	6	6	6	Between Mile Posts— Adelaide 285.8 and 286.2.	70	60	50	Between Mile Posts— Ticeska 357.3 and 360.2.	70	60	50
On enginehouse lead and tracks.			6	Dietrich 316.3 and 315.8 (Eastward).	70	60	50	360.2 and 360.8.	60	50	40
Between Mile Posts— Bannock 237.9 and 239.4.	70	60	50	321.5 and 321.7.	20	20	20	360.8 and 365.9.	70	60	50
Bridge 239.78.	40	30	25	Shoshone Over Greenwood Street.	20	20	20	King Hill 367.4 and 368.3.	70	60	50
Between Mile Posts— 240.0 and 240.3.	40	30	25	Between Mile Posts— 323.2 and 323.9.	70	60	50	369.1 and 371.0.	60	50	40
240.4 and 241.3.	70	60	50	325.0 and 326.6.	70	60	50	Sand Bank Engines using west switch to Sand Bank set-out track.			5
Borah 244.5 and 244.8.	70	60	50	Gooding Over streets and alleys.	30	30	30	Between Mile Posts— 371.1 and 373.4.	45	40	25
Wapi 258.9 and 259.2.	70	60	50	Between Mile Posts— 340.7 and 341.2.	60	50	40	373.4 and 373.8.	20	20	20
Minidoka 272.4 and 273.0.	20	20	20	342.3 and 343.4.	60	50	40	Glenns Ferry			
				Bliss No. 18, to dispatch mail.		40					

THIRD SUBDIVISION

Glenns Ferry Eastward, over Commercial Street Crossing.	20	20	20	Between Mile Posts— B-431.0 and B-433.8.	70	60	50	Caldwell Over streets and alleys.	25	25	25
Between Mile Posts— 376.5 and 377.6.	60	50	40	B-433.9 and B-434.3.	60	50	40	Between Mile Posts— 465.0 and 466.0.	20	20	20
378.6 and 379.3.	45	40	25	Black's Creek B-435.8 and B-436.1.	70	60	50	Parma No. 12, to dispatch mail.		50	
384.0 and Reverse.	65	60	40	B-438.5 and B-438.8.	70	60	50	Between Mile Posts— 482.8 and 483.0.	70	60	50
385.6 and 387.0.	60	50	40	B-439.4 and B-440.4.	50	40	25	484.5 and 485.0.	70	60	50
389.8 and 390.6.	60	50	40	B-440.4 and B-446.1.	60	50	40	Ontario No. 106, to exchange mail.	10		
Mountain Home Over street crossings.	50	50	50	Boise B-448.3 and B-449.1.	50	40	25	Payette Between Payette and Weiser, trains handling logs.			30
Between Mile Posts— Orchard 428.4 and 429.0.	60	50	40	B-450.5 and B-451.0.	70	60	50	Crystal Trains using turn-out east switch Crystal.	15	15	15
Kuna 447.5 and 450.8.	60	50	40	Meridian No. 17, to exchange mail. No. 18, to dispatch mail.		20	40	Between Mile Posts— 515.8 and 516.2.	50	40	30
Nampa 456.6 and 457.2.	20	20	20	Between Mile Posts— Sonna B-467.0 and B-467.8.	40	25	25	523.1 and 526.1.	70	60	50
Orchard B-423.5 and B-424.0.	60	50	40	Nampa 456.6 and 457.2.	20	20	20	526.4 and 528.1.	60	50	40
B-429.1 and B-430.0.	60	50	40					529.7 and 531.8.	70	60	50
								Rock Island 533.1 and 535.1.	70	60	50
								535.9 and 536.9.	60	50	40
								536.9 and 539.0.	40	30	25
								Huntington			

FOURTH SUBDIVISION

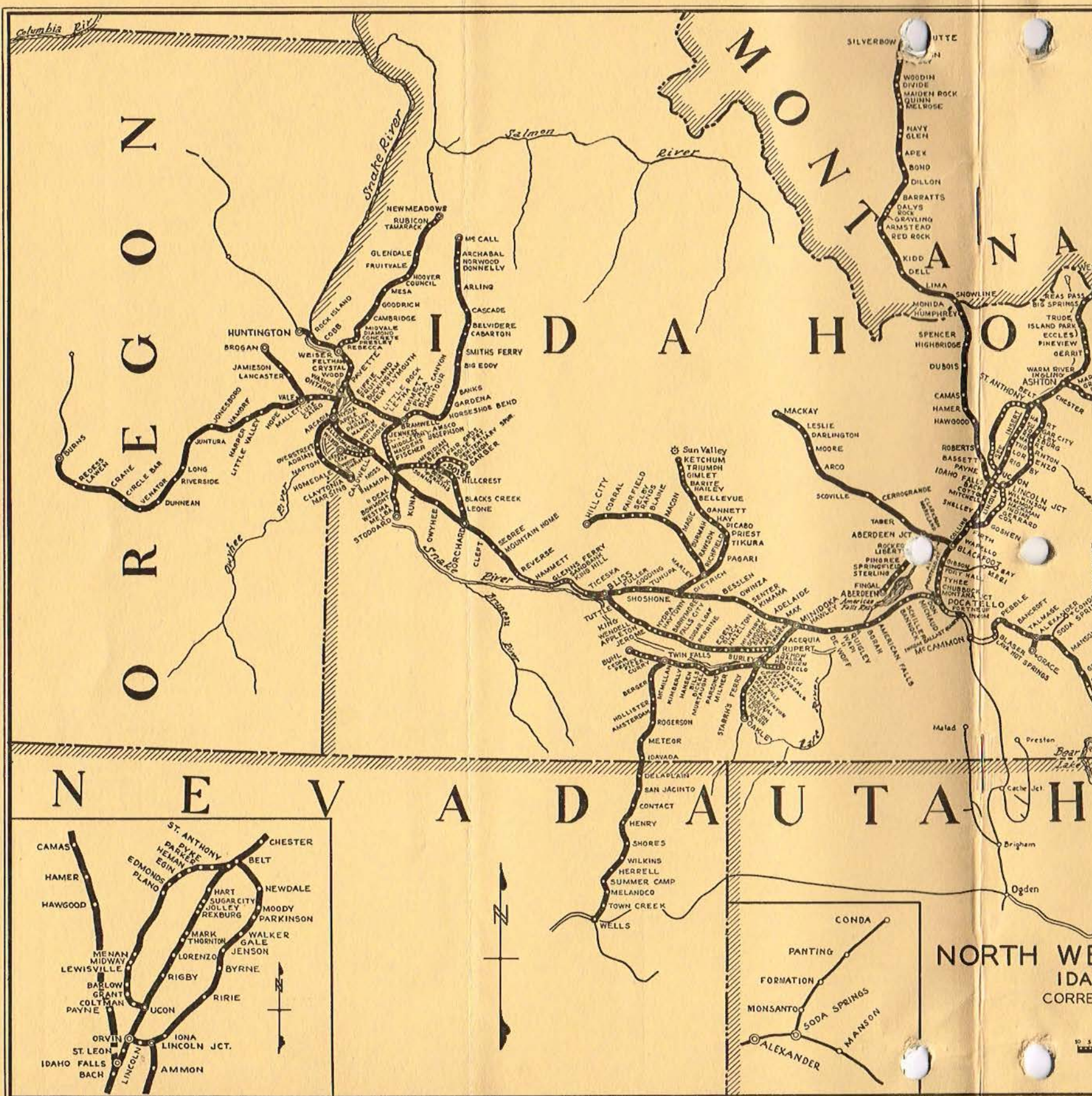
Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
Maximum speed. Between Pocatello Jct. and Idaho Falls.	70	50	Between Mile Posts— Dubois 236.0 and 236.6.	35	25	Between Mile Posts— Dillon 328.6 and 329.2.	35	25
Between Idaho Falls and Silver Bow.	59	40	237.8 and 238.0.	40	30	Bond 337.0 and 337.2.	50	40
Between Mile Posts— Pocatello Jct. 135.1 and 136.7.	35	25	239.1 and 239.3.	50	40	Apex 341.1 and 341.4.	50	40
Montana Jct. 139.9 and 140.1.	60	50	Highbridge 244.4 and 246.7.	40	30	342.7 and 342.9.	50	40
Tyhee 142.3 and 142.5.	50	40	Spencer 248.5 and 248.9.	45	35	343.3 and 343.5.	30	20
143.3 and 143.5.	50	40	249.5 and 249.7.	40	30	343.5 and 345.8.	35	25
Gibson 152.6 and 152.9.	50	40	251.0 and 251.4.	40	30	346.0 and 346.3.	30	20
Blackfoot Over streets and alleys.	20	20	252.7 and 257.5.	25	20	347.9 and 348.2.	40	30
Between Mile Posts— Wapello 166.8 and 167.0.	60	50	Humphrey 258.3 and 258.5.	35	25	Navy 351.0 and 354.4.	35	25
Firth 169.7 and 169.9.	60	50	258.6 and 259.2.	45	35	357.2 and 357.7.	40	30
Snelley Over street and alleys.	30	30	262.9 and 267.6.	35	25	Melrose 361.8 and 366.3, watch for rocks.	25	20
Idaho Falls Over streets and alleys.	12	12	269.7 and 269.9.	40	30	366.3 and 366.6.	20	20
Between Mile Posts— 185.5 and 185.9.	15	5	271.0 and 271.7.	40	30	366.7 and 367.5.	35	25
187.4 and 188.6.	40	30	Snowline 277.4 and 278.3.	35	25	367.9 and 368.2.	30	20
190.7 and 191.0.	45	35	Lima Over Center Street east of depot.	20	15	Divide 373.6 and 374.6.	40	30
Roberts 205.4 and 206.0.	50	40	Westward within yard limits.	25	15	Woodin 375.2 and 377.8.	35	25
208.4 and 210.2.	50	40	Between Mile Posts— Armstead 307.7 and 308.0.	50	40	379.0 and 381.1.	35	25
Hawgood 213.7 and 214.0.	50	40	308.9 and 310.3.	35	25	Feely 382.3 and 383.7.	25	20
Hamer 218.3 and 218.5.	50	40	310.4 and 310.6.	25	20	384.3 and 385.1.	35	25
			311.0 and 311.8.	45	35	Buxton 386.6 and 388.1.	35	25
			Grayling 316.0 and 316.5, watch for rocks.	25	20	389.8 and 390.1.	20	20
			316.5 and 318.7.	35	25	Silver Bow		

BRANCHES

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

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Pasgr.	Frt.		Pasgr.	Frt.		Pasgr.	Frt.
Mackay Branch Between Blackfoot and M.P. 60.0.		30	Twin Falls Branch Maximum speed.	50	40	Hill City Branch Maximum speed.		25
Spur at Collins.		10	First Class Trains, within yard limits.	30	30	Over trestles 21.6 and 23.40 with snow plows.		15
Between M.P. 60.0 and Mackay.		20	Rupert, on west leg of wye.	10	10	Boise Branch Between Boise Jet. and Boise Freight.		25
Aberdeen Branch Maximum speed.		25	Rupert, over streets and alleys.	12	12	Between Boise Freight and Barber.		15
Goshen Branch Maximum speed.		25	Bridge 20.10.	25	25	Stoddard Branch Maximum speed.		20
Yellowstone Branch Between Idaho Falls and Ashton.	50	35	Burley, within city limits.	20	20	Between Stoddard and end of track.		15
Between Ashton and Gerrit, watch for rocks.	35	25	Burley, over street crossings.	12	12	Idaho Northern Branch Maximum speed.		30
Between Gerrit and Big Springs	50	35	Kimberly, within city limits.	40	40	Between Jenness and Bramwell.		20
Between Big Springs and West Yellowstone, watch for rocks.	35	25	North Side Branch Maximum speed.		30	Trains handling high cars be- tween Jenness and Bramwell.		12
Rexburg, Sugar City and St. Anthony, over streets and alleys.	20	20	Between Mile Posts— 30.0 and 30.5.		20	Emmett, over street crossings.		12
St. Anthony over highway crossing, just west of depot.	8	8	Raft River Branch Maximum speed.		20	Between Plaza and M.P. 63, watch for rocks.		25
Between Mile Posts— 55.4 and 55.7.	20	15	Burley, within city limits.		20	Between M.P. 63 and Smiths Ferry, watch for rocks.		12
59.6 and 65.9.	20	15	Burley, over street crossings.		12	Trains handling logs or high cars between Banks and M.P. 81.0.		12
72.9 and 73.2.	35	25	Oakley Branch Maximum speed.		25	Between Smiths Ferry and Cabarton, watch for rocks.		20
74.0 and 74.2.	30	25	Burley, within city limits.		20	M.P. 31.4.		20
85.2 and 85.5.	35	25	Burley, over street crossings.		12	Between Mile Posts— 33.0 and 35.4.		10
86.4 and 87.0.	20	15	Wells Branch Maximum speed.		30	Bridge 36.61.		20
92.1 and 95.0.	20	15	Between Mile Posts— 31.1 and 36.1.		25	Between Mile Posts— 99.6 and 108.3.		20
99.9 and 100.8.	20	15	45.9 and 53.3.		25	111.4 and 111.6.		20
East Belt Branch Maximum speed.		25	69.6 and 71.6.		25	113.0 and 113.3.		20
Truss bridges.		15	91.1 and 91.4.		25	128.2 and 128.5.		15
Between Mile Posts— 23.2 and 24.3.	15	15	Between Herrell and Melandeo.		20	McCall, over street crossings.		10
West Belt Branch Maximum speed.		25	Wells yard.		15	Wilder Branch Maximum speed.		25
Truss bridges.		15	Ketchum Branch Maximum speed.	40	30	Homedale Branch Maximum speed.		25
Highway Crossing M.P. 37.44.	5	5	Bellevue, over streets and alleys.	12	12	Oregon Eastern Branch Maximum speed, except be- tween M.P. 140.0 and 145.0.		25
Teton Valley Branch Maximum speed.	35	25	Between Hailey and Ketchum, over truss bridges.	15	15	Hope Between Mile Posts— 29.5 and 33.5, watch for rocks.		25
Bridges 4.48, 6.96 and 19.97.	12	12	Between Mile Posts— 63.1 and 64.6.	30	20			
Between Mile Posts— 19.1 and 19.4.	15	15	68.4 and 68.5.	10	10			
25.0 and 25.4.	15	15	Ketchum Around balloon track.	15	15			



Columbia River

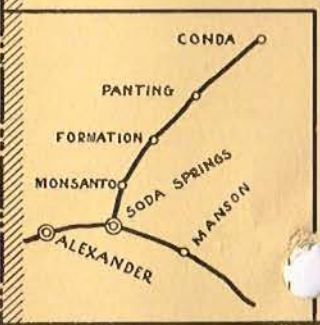
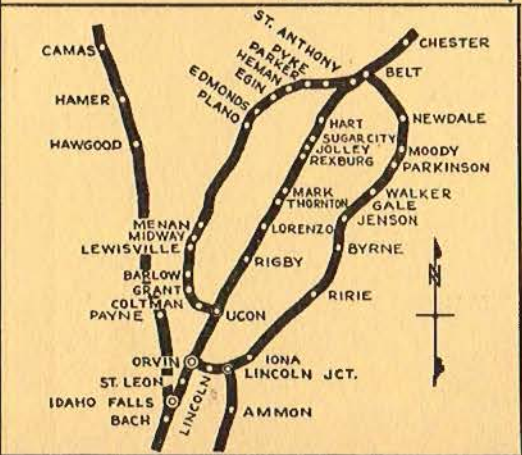
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