

5.00

UNION PACIFIC RAILROAD COMPANY NORTHWESTERN DISTRICT



IDAHO DIVISION

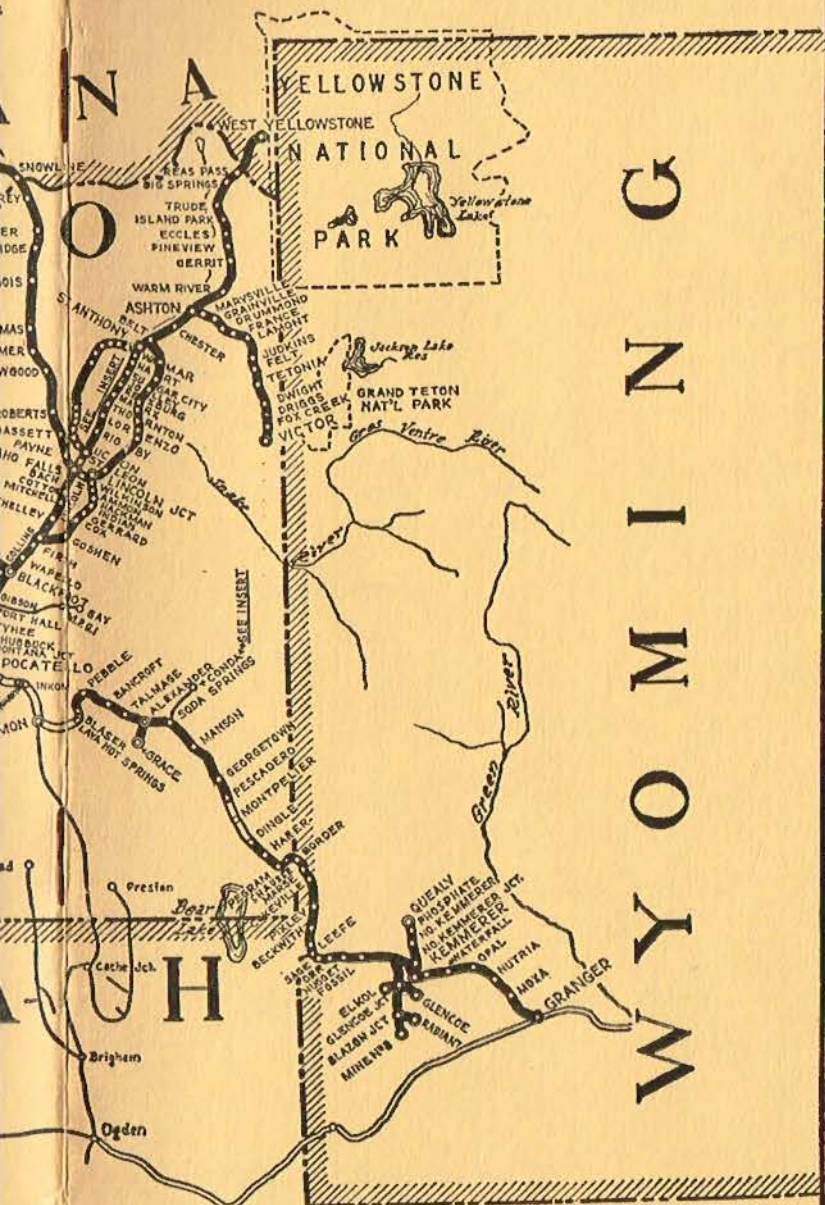
TIME-TABLE No. 30

Effective Sunday
April 26, 1959
At 12:01 A.M. Mountain Time

*Safety Always
Makes a Suggestion*

FOR EMPLOYEES ONLY

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



NORTH WESTERN DISTRICT
IDAHO DIVISION

CORRECTED TO APRIL 26, 1959

SCALE OF MILES



D. F. WENGERT
General Manager

J. G. KIMMELL
General Superintendent

H. E. SHUMWAY
General Supt. Transportation

C. B. Lisher, Superintendent.....Pocatello, Ida.
H. J. Bailey, Assistant Superintendent.....Pocatello, Ida.
R. D. Wright, Terminal Superintendent.....Pocatello, Ida.
J. J. Kutzman, Assistant Terminal Superintendent..Pocatello, Ida.
F. M. Ladd, Trainmaster.....Nampa, Ida.
E. C. Shultz, Trainmaster.....Nampa, Ida.
J. B. Shaw, Road Foreman of Engines.....Nampa, Ida.
J. F. Fehrenbacher, Trainmaster.....Pocatello, Ida.
K. J. Honnessy, 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.
M. D. Muck, 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
R. E. Merrell.....	District Surgeon	Pocatello, Ida.	R. H. Wright.....	Surgeon	Hailey, Ida.
R. K. Gorton.....	Asst. to District Surgeon	Pocatello, Ida.	Simeon Hopper.....	Surgeon	Hazelton, Ida.
J. E. Comstock.....	Physician	Pocatello, Ida.	Newell H. Battles.....	Oculist and Aurist.	Idaho Falls, Ida.
Richard G. Crandall.....	Surgeon	Pocatello, Ida.	Harvey E. Guyett.....	Surgeon	Idaho Falls, Ida.
H. J. Hartvigsen.....	Physician	Pocatello, Ida.	Milton T. Rees.....	Surgeon	Idaho Falls, Ida.
W. W. Mumford.....	Surgeon	Pocatello, Ida.	Fred E. Wallber.....	Oculist and Aurist.	Idaho Falls, Ida.
Calvin Buhler.....	Surgeon	Pocatello, Ida.	W. C. Small.....	Surgeon	Jerome, Ida.
H. D. McGee.....	Ear, Nose, Throat	Pocatello, Ida.	F. F. Young.....	Surgeon	Kemmerer, Wyo.
L. N. Diana.....	Eye Specialist	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.	T. C. Horton, Jr.....	Surgeon	Nampa, Ida.
Willis A. Melcher.....	Surgeon	Ashton, Ida.	Ernest D. Hunsaker.....	Oculist and Aurist.	Nampa, Ida.
Ralph G. Goates.....	Surgeon	Blackfoot, Ida.	Frederick D. Koehne.....	Surgeon	Nampa, Ida.
Norman G. Hedemark.....	Oculist	Boise, Ida.	John R. Mangum.....	Surgeon	Nampa, Ida.
A. Curtis Jones, Jr.....	Ear, Nose, Throat	Boise, Ida.	Thomas E. Mangum, Jr.....	Surgeon	Nampa, Ida.
A. C. Jones, Sr.....	Oculist	Boise, Ida.	G. O. Cross.....	Surgeon	Nampa, Ida.
William A. Koelsch.....	Surgeon	Boise, Ida.	K. E. Kerby.....	Surgeon	Nyssa, Ore.
Roy L. Peterson.....	Eye, Ear, Nose, Throat	Boise, Ida.	Wilfred N. Sanders.....	Surgeon	Ontario, Ora.
W. D. Springer.....	Surgeon	Boise, Ida.	W. S. Kotas.....	Surgeon	Payette, Ida.
Vern H. Anderson.....	Surgeon	Buhl, Ida.	Ira R. Woodward, Jr.....	Surgeon	Payette, Ida.
John W. Davis.....	Surgeon	Burley, Ida.	Murland F. Rigby.....	Surgeon	Rexburg, Ida.
Chas. A. Terhune.....	Surgeon	Burley, Ida.	A. C. Truxal.....	Surgeon	Rexburg, Ida.
John H. Weare.....	Surgeon	Burns, Ore.	Aldon Tall.....	Surgeon	Rigby, Ida.
Wm. E. Kane.....	Surgeon	Butte, Mont.	Arthur F. Dalley.....	Surgeon	Rupert, Ida.
John V. Plett.....	Oculist and Aurist.	Butte, Mont.	Otto A. Moellmer.....	Surgeon	Rupert, Ida.
F. H. Burton.....	Oculist-Aurist	Butte, Mont.	Emory L. Sonle.....	Surgeon	St. Anthony, Ida.
John F. Stecher.....	Surgeon	Caldwell, Ida.	Royal G. Neher.....	Surgeon	Shoshone, Ida.
Robert T. Whiteman.....	Surgeon	Cambridge, Ida.	Allen H. Tigert.....	Surgeon	Soda Springs, Ida.
J. F. Moser.....	Surgeon	Cascade, Ida.	Russell Tigert, Jr.....	Surgeon	Soda Springs, Ida.
John A. Edwards.....	Surgeon	Council, Ida.	John R. Moritz.....	Surgeon	Sun Valley, Ida.
Richard H. McLaren.....	Surgeon	Dillon, Mont.	George B. Saviers.....	Surgeon	Sun Valley, Ida.
Doyle Barrett.....	Surgeon	Driggs, Ida.	Charles B. Beymer.....	Surgeon	Twin Falls, Ida.
A. C. Truxal.....	Surgeon	Dubois, Ida.	Wallace Bond.....	Oculist and Aurist.	Twin Falls, Ida.
R. P. Rawlinson.....	Surgeon	Emmett, Ida.	F. W. Schow.....	Surgeon	Twin Falls, Ida.
Marion J. Kerns.....	Surgeon	Fairfield, Ida.	Harwood L. Stowe.....	Surgeon	Twin Falls, Ida.
Ward A. Rulien.....	Surgeon	Glenns Ferry, Ida.	C. J. Kopp.....	Surgeon	Vale, Ore.
Marion V. Klingler.....	Surgeon	Gooding, Ida.	Harold F. Hulsinger.....	Surgeon	Wendell, Ida.
			Robert M. Coats.....	Surgeon	Weiser, Ida.
			Marion S. McGrath.....	Surgeon	Weiser, Ida.

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS					Distance from Granger via Boise	Time-Table No. 30 April 26, 1959	FIRST CLASS				
19 Passenger	106 Streamliner Passenger	457 Passenger	17 Passenger	11 Mail and Express			20 Passenger	12 Mail and Express	106 Streamliner Passenger	458 Passenger	18 Passenger
Daily	Daily	Daily	Daily	Daily							
	3.30		4.45		0.0	GRANGER		A 7.55		A1 1.05	
	7.10 7.15		9.55 10.35	12.50	213.9	POCATELLO		A 2.00	4.05 4.00	5.50 5.10	
	9.45		2.10	4.15	373.8	GLENN'S FERRY		10.40	1.25	1.50	
	11.00		3.55	6.10	448.4	BOISE		9.05	12.10	12.10	
	1.01		6.50	9.30	550.1	M.T. HUNTINGTON M.T.		6.20	10.25	9.35	
	12.01		6.00	8.40	649.7	P.T. HUNTINGTON P.T.		5.10	9.25	8.25	
	2.21		6.55	11.35	723.9	LA GRANDE		2.35	7.06	5.45	
	4.25		11.20	1.55	841.3	PENDLETON		12.20	4.56	3.05	
7.30					941.3	SPOKANE	A 6.30				
9.57					837.4	AYER	4.05				
11.00					780.3	WALLULA	2.55				
A1 1.45	5.11		12.45	3.05	755.3	HINKLE	2.20	11.35	4.21	2.10	
	6.45		3.10	5.40	855.4	THE DALLES		9.30	2.45	11.40	
	A 8.30	9.00	A 5.30	8.00	939.5	PORTLAND		7.10	1.00	A 9.15 9.30	
		A 1.00			1122.7	SEATTLE				5.00	
							Daily	Daily	Daily	Daily	
(4.15) 43.1	(18.00) 52.2	(4.00) 45.8	(25.45) 36.5	(20.10) 36.0	 Thru Time	(4.10) 44.5	(17.50) 40.7	(17.55) 52.4	(4.15) 45.4	(24.35) 38.2
					 Average speed per hour					

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS					Distance from McCammom	Time-Table No. 30 April 26, 1959	FIRST CLASS				
35 Passenger	33 Passenger	47 Passenger	31 Passenger	34 Passenger			36 Passenger	32 Passenger	48 Passenger		
Daily	Daily	Daily	Daily								
	11.20	9.15			0.0	McCAMMON	A 6.05	A 3.35			
	11.50 12.20	A 9.45		12.30	22.7	POCATELLO	5.35	3.00 2.20	A 1.50		
	1.40			2.45	73.3	IDAHO FALLS		1.03	11.50		
				5.30	124.3	ASHTON			10.05	A 9.55	
				A 7.15	169.9	VICTOR				8.15	
				A 7.30	180.4	WEST YELLOWSTONE			7.30		
	A 7.30				285.8	BUTTE		7.20			
							Daily	Daily	Daily	Daily	
(8.10) 35.0	(0.30) 45.4	(1.45) 26.1	(7.00) 22.5			..... Thru Time	(0.30) 45.4	(8.15) 34.6	(6.20) 24.9	(1.40) 27.4
						..... Average speed per hour				

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

MILEAGE

Main Line	848.07
Branches	1339.18
Grand Total	2187.25

WESTWARD

FIRST SUBDIVISION

Time-Table No. 30
April 26, 1959

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS				FIRST CLASS				STATIONS
		279 Time Freight	277 Time Freight		35 Passenger	105 Streamliner Passenger	33 Passenger	17 Passenger	
		Daily	Daily		Daily	Daily	Daily	Daily	
144 IPWY						3.30PM		4.45AM	
150 P									
150 P								s 5.13	
150 P									
150 P									
152 PTWZ						f 4.12		s 5.45	
150 P									
150 P									
150 P									
150 PY									
150 P									
150 P									
150 P								s 6.56	
150 P									
150 P									
150 P									
27 P									
DPTWYZ						s 5.30		7.30 7.40	
P									
196 P								7.54	
150 P									
150 PY								s 8.17	
150 P									
150 P									
150 P								f 8.40	
191 P									
150 P									
P									
27 P								f 9.04	
CS 154 PY		11.35PM	3.45AM			11.20PM		9.15AM f 9.19	
115 P								f 9.28 f 9.32	
DPTWYZ		A 12.15AM	A 4.45AM			A 11.50PM	A 7.10PM	A 9.45AM A 9.55AM	

CENTRALIZED TRAFFIC CONTROL

DN-R	GRANGER YL	GN
	7.7	
	MOXA	
	7.7	
	NUTRIA	
	9.1	
D	OPAL	OW
	9.1	
	WATERFALL	
	6.1	
DN	KEMMERER YL	AV
	8.3	
	FOSSIL	
	5.0	
	NUGGET	
	6.6	
	ORR	
	5.2	
	LEEFE	
	6.5	
	BECKWITH	
	6.1	
	PIXLEY	
	6.1	
DN	COKEVILLE	CK
	4.7	
	MARSE	
	6.3	
	CHAUSSE	
	8.4	
	HARER	
	5.1	
	DINGLE	
	7.0	
DN-R	MONTPELIER	MX YL
	6.3	
	PESCADERO	
	5.5	
	GEORGETOWN	
	9.3	
	MANSON	
	9.9	
DN	SODA SPRINGS	SD
	5.6	
	ALEXANDER	
	4.6	
	TALMAGE	
	5.6	
D	BANCROFT	BN
	8.5	
	PEBBLE	
	7.1	
	BLASER	
	2.0	
D	LAVA HOT SPGS.	XY
	11.2	
DN	McCAMMON	MC
	10.7	
	INKOM	
	12.0	
DN-R	POCATELLO YL	H-CA PO

TWO MAIN TRACKS

TWO MAIN TRACKS

(0.40) (1.00) (0.30) (3.40) (0.30) (5.10) Thru Time
34.0 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. 30 April 26, 1959	Mile Post	FIRST CLASS				SECOND CLASS			
		36 Passenger	106 Streamliner Passenger	34 Passenger	18 Passenger	280 Time Freight	278 Stock Special		
STATIONS									
DN-R GRANGER YL GN	0.0		A 7.55AM		As 11.05PM				
7.7 MOXA	7.7								
7.7 NUTRIA	15.4								
9.1 OPAL OW	24.5				f 10.25				
9.1 WATERFALL	33.6								
6.1									
DN KEMMERER YL AV	39.7		f 7.10		s 10.05				
8.3 FOSSIL	48.0								
5.0 NUGGET	53.0								
6.6 ORR	59.8								
5.2 LEEFE	64.8								
6.5 BECKWITH	71.3								
6.1 PIXLEY	77.4								
DN COKEVILLE CK	83.5				s 9.00				
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		8.15 8.05				
6.3									
PESCADERO	121.3								
5.5 GEORGETOWN	126.8				7.47				
9.3 MANSON	136.1								
9.9									
DN SODA SPRINGS SD	146.0				s 7.26				
5.6 ALEXANDER	151.6								
4.6 TALMAGE	156.2								
5.6									
D BANCROFT BN	161.8				f 7.01				
8.5 PEBBLE	170.3								
7.1 BLASER	177.4								
2.6									
D LAVA HOT SPGS. XY	180.0				f 6.37				
11.2									
DN McCAMMON MC	191.2	As 3.35AM		As 6.05PM	f 6.20		At 12.40AM	A 2.00PM	
10.7 INKOM	201.9			f 5.48					
12.0									
DN-R POCATELLO YL H-CA PO	213.9	3.00AM	4.05AM	5.35PM	5.50PM		12.01AM	1.15PM	
(213.9)		Daily	Daily	Daily	Daily		Daily	Daily	

CENTRALIZED TRAFFIC CONTROL

TWO MAIN TRACKS

TWO MAIN TRACKS

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

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. 30
April 26, 1959

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

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

STATIONS

DPTWYZ	7.15 PM	10.35 AM	4.00 AM	12.50 AM	12.30 AM	12.20 AM
P					A 12.35 AM	A 12.25 AM
CS 153 P			f 4.15			
170 P						
145 P		s 11.03	s 4.35	s 1.18		
120 P						
170 P						
119 P			f 4.55			
170 P						
110 P						
125 269 PWY	8.05	s 11.45 AM	A 5.20 AM	s 1.53		
110 P						
105 P						
119 P						
119 P						
170 P						
119 P						
116 P				s 2.36		
WS 121-115 ES 111-130 PWY	s 8.51	s 12.45 PM		s 2.55		
170 P						
170 60 P		s 1.10		s 3.15		
170 P						
118 120 PY		s 1.23		s 3.28		
CS 120 P WS 99						
CS 170 P				s 3.51		
DPTWY	A s 9.45 PM	A 2.00 PM		A 4.05 AM		

CENTRALIZED TRAFFIC CONTROL	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				
6.3				
BLISS				
6.8				
TICESKA				
9.8				
KING HILL				
6.7				
DN-R GLENN'S FERRY YL	GF			

(159.9)

(2.30)	(3.25)	(1.20)	(3.15)	(0.05)	(0.05)	..... Thru Time
64.0	46.8	43.9	49.2	28.8	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. 30

April 26, 1959

BLOCK SIGNALS	STATIONS	Mile Post	FIRST CLASS						SECOND CLASS	
			32	106	36	18	50	12	126	
			Passenger	Streamliner Passenger	Passenger	Passenger	Mixed	Mail and Express	Time Freight	
CENTRALIZED TRAFFIC CONTROL	DN-R POCATELLO YL H-CA PO 2.4	213.9	A 1.50AM	A 4.00AM	A 2.20AM	A 5.10PM	A 10.30PM	A 2.00AM		A 3.30PM
	POCATELLO JCT. YL 8.0	216.3	1.20AM		2.05AM					
	MICHAUD 5.5	224.3					f 9.47			
	BANNOCK 8.4	230.1								
	DN AMERICAN FALLS AF 3.8	238.5				s 4.31	s 9.30	s 1.18		
	BORAH 7.8	242.3								
	QUIGLEY 5.9	250.1								
	WAPI 3.8	256.0					f 9.10			
	DEWOLF 7.5	259.8								
	HAWLEY 5.1	267.3								
	DN MINIDOKA RT 3.8	272.4		3.00		s 3.55	8.50PM	s 12.45AM		
	MAX 8.1	276.2								
	ADELAIDE 4.7	284.3								
	KIMAMA 6.7	289.0					f			
	SENER 7.8	295.7								
	OWINZA 5.3	303.5								
	BESSLEN 4.6	309.3								
	DIETRICH 7.9	313.9								
	DN SHOSHONE X 9.0	321.8		s 2.17		s 3.00		s 11.50PM		
	TUNUPA 6.7	330.8								
DN GOODING GD 6.7	337.5				s 2.37		s 11.25			
FULLER 6.3	344.2									
BLISS 8.8	350.5						s 11.07			
TICESKA 9.8	357.3									
KING HILL 6.7	367.1						f 10.49			
DN-R GLENN'S FERRY YL GF (159.9)	373.8		1.25AM		1.50PM		10.40PM		11.45AM	
			Daily	Daily	Daily	Daily	Daily		Daily Except Sunday and Monday	

..... Thru Time

(0.30)

(2.35)

(0.15)

(3.20)

(1.40)

(3.20)

(3.45)

..... Average speed per hour

4.8

61.9

9.6

47.9

35.1

47.9

42.6

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

WESTWARD

THIRD SUBDIVISION

EASTWARD

Car Capacity of Siding, etc. See Rule 6 (A), Page 23.	FIRST CLASS			Time-Table No. 30 April 26, 1969	Mile Post	FIRST CLASS			SECOND CLASS		
	105 Streamliner Passenger	17 Passenger	11 Mail and Express			18 Passenger	12 Mail and Express	106 Streamliner Passenger	126 Time Freight		
	Daily	Daily	Daily								
STATIONS											
DPTWY		9.45PM	2.10PM	4.15AM							
CS 164 P				4.26	GLENNS FERRY YL GF	373.8	A 1.40PM	A 10.30PM	As 1.25AM	At 1.30AM	
CS 170 P					HAMMETT	382.7					
163 PY		10.16	2.50	4.52	REVERSE	393.3					
163 P					MOUNTAIN HOME MZ	401.6	s 1.05	s 9.55	12.53		
163 P					SEBREE	407.6					
185 P				5.16	CLEFT	412.7					
163 P					ORCHARD	423.0					
163 P		VIA BOISE	VIA BOISE	VIA BOISE	OWYHEE	434.7	VIA BOISE	VIA BOISE	VIA BOISE	VIA BOISE	
60 P					KUNA	446.7					
69 PY		11.00	3.45	5.50	BLACK'S CREEK	B-435.9					
P			3.55	6.10	BOISE YL BG	B-448.4	12.10	9.05	12.10AM	9.35	
31 P					BOISE JCT.	B-460.7	12.05PM	8.55			
29 P					PERKINS	B-461.4					
117 P			4.06	6.25	BEATTY	B-464.6					
22 P					MERIDIAN MD	B-467.3	11.52AM	s 8.37			
DPTWYZ		11.23	4.25	6.45	SONNA	B-460.7					
55 P			4.35	7.00	NAMPA YL AU-Q	456.6	11.40	8.25	11.45PM	9.00	
163 P		11.35	4.55	7.20	MOSS	460.8	11.30	8.15		8.30	
122 P					CALDWELL YL CW	465.6	s 11.15	s 8.00	11.32		
163 P			5.03	7.30	ENROSE	469.2					
163 P			5.16	7.43	NOTUS U	472.5					
173 PY		11.57PM	5.28	7.54	PARMA MA	480.8	s 10.55				
ES 167 WS 167 PWY		12.08AM	5.44	8.14	NYSSA SY	488.4	s 10.45	s 7.33	11.12		
155 PY			5.54	8.25	ONTARIO ON	498.7	s 10.30	s 7.20	11.04		
163 P					PAYETTE AY	502.5	s 10.18	s 7.08			
163 PWY		12.28	6.13	8.46	CRYSTAL	509.3					
155 P					WEISER SR	515.9	s 10.05	s 6.55	10.47		
163 P					COBB	525.7					
DPTWYZ		As 1.01AM	A 6.50PM	A 9.30AM	ROCK ISLAND	532.8					
					HUNTINGTON YL HU	538.8	9.35AM	6.20PM	10.25PM	6.25AM	Daily Except Sunday and Monday
					VIA KUNA (165.0)		Daily	Daily	Daily		
					VIA BOISE (176.3)						

CENTRALIZED TRAFFIC CONTROL

TWO MAIN TRACKS

(3.16) (4.40) (5.15) Thru Time (4.05) (4.10) (3.00) (5.05)
 54.0 37.7 33.6 Average speed per hour 43.2 42.3 58.8 34.6

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

WESTWARD

FOURTH SUBDIVISION

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			FIRST CLASS		Time-Table No. 30 April 26, 1959	Mile Post	FIRST CLASS		SECOND CLASS	
	277 Time Freight Daily	31 Passenger Daily	35 Passenger Daily	36 Passenger	32 Passenger			278 Stock Special			
									STATIONS		
P			12.35AM	12.25AM	POCATELLO JCT. YL	135.1	A 2.05AM	A 1.20AM	A 7.30AM		
P	1.30PM		12.40	12.30	1.5 MONTANA JCT. YL	136.7	2.01	1.12	7.12		
124 P	1.36		12.45	12.34	2.7 TYHEE	140.4	1.57	1.05	7.05		
150 P	1.44		12.54 ³²	12.39	5.3 D FORT HALL FH	145.7	f 1.52	12.54 ³¹	6.57		
71 P	1.51		1.01	12.44 ³²	5.8 GIBSON	151.0	1.46	12.44 ³⁵	6.49		
ES 66 PWY WS 110	2.01		f 1.10	s 12.55	7.1 DN BLACKFOOT YL BF	158.1	s 1.39	f 12.30	6.34		
72 P	2.10		1.17	1.03	5.9 WAPELLO	164.0	1.31	12.20	6.19		
123 P	2.18		1.25 ³⁶	f 1.09	5.4 D FIRTH FR	169.4	f 1.25 ³¹	12.13	6.09		
105 P	2.28		1.35	f 1.17 ³⁶	6.1 DN SHELLEY SY	175.5	s 1.17 ³⁵	12.05AM	5.59		
71 P	2.34		1.40	1.22	3.8 COTTON	179.3	1.11	11.59PM	5.52		
97 P	2.40		1.45	1.26	2.8 BACH YL	183.1	1.07	11.55	5.45		
DPTWYZ	3.00		A 1.55AM	1.30 1.40	1.4 DN-R IDAHO FALLS YL AI	184.5	1.03 12.53	11.50PM	5.40		
51 P	3.20		f 1.49		6.7 PAYNE	191.2	f 12.42		6.08		
54 P	3.28		f 1.55		6.9 BASSETT	196.5	f 12.36		4.58		
54 P	3.37		s 2.03		D 10.1 ROBERTS AR	202.0	s 12.30		4.48		
49 P	3.55			2.15	5.4 HAWGOOD	212.1	12.18		4.28		
51 P	4.04		s 2.22		5.4 HAMER	217.5	s 12.12		4.18		
50 P	4.14		s 2.30		5.6 CAMAS	223.1	s 12.06AM		4.08		
51 106 PWY	4.50		s 2.45		13.3 DN DUBOIS YL BO	234.9	s 11.53PM		3.43		
49 P	5.08			2.56	8.0 HIGHBRIDGE	242.9	11.40		3.23		
57 P	5.20		s 3.07 ²⁷⁸		5.6 D SPENCER RC	248.5	s 11.32		3.07 ³⁵		
150 P	5.46		s 3.24		9.6 HUMPHREY	258.0	s 11.14		2.20		
61 PY	6.05		s 3.36		D 6.7 MONIDA YL MO	264.7	s 11.04		2.00		
50 P	6.22		f 3.50		9.0 SNOWLINE	273.7	f 10.49		1.40		
DPWY	6.50 7.45		4.00 4.10		6.2 DN-R LIMA YL RD	279.9	10.40 10.30		1.20 12.30		
47 P	8.05		s 4.24		8.1 D DELL DE	288.0	s 10.18		12.08AM		
48 P	8.20		f 4.32		5.0 KIDD	294.0	f 10.09		11.55PM		
78 P	8.45		s 4.54		D 13.0 ARMSTEAD AD	307.0	s 9.53		11.28		
48 P	9.00		f 5.03		6.9 GRAYLING	312.9	f 9.41		11.15		
64 P	9.30 ³⁶		f 5.13		7.5 BARRATTS	320.4	f 9.30 ²⁷⁷		11.00		
150 P	9.45		s 5.27		7.5 DN DILLON YL DN	328.0	s 9.20		10.45		
36 P	10.00		f 5.36		6.4 BOND	334.4	f 9.06		10.28		
45 P	10.16 ²⁷⁸		f 5.43		5.9 APEX	340.3	f 8.59		10.16 ²⁷⁷		
47 PY	10.40		f 5.59		5.4 NAVY	348.7	f 8.43		9.45		
61 P	11.10		s 6.13		10.2 MELROSE	358.9	s 8.28		9.23		
37 P	11.30		f 6.24		6.0 QUINN	364.9	f 8.17		9.06		
39 P	11.45		s 6.35		D 5.2 DIVIDE J	370.1	s 8.07		8.53		
65 P	11.55PM		f 6.42		4.2 WOODIN	374.3	f 7.59		8.42		
17 P	12.15AM		f 6.53		6.4 FEELY	380.7	f 7.50		8.27		
60 P	12.26		f 7.01		3.9 BUXTON	384.6	f 7.43		8.15		
PY	A 1.00AM		As 7.15AM		5.4 DN-R SILVER BOW YL SB	390.0	s 7.35PM		8.00PM		

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	Daily
	(15.30) 18.7	(1.20) 37.1	(7.05) 37.0	..... Thru Time		(6.45) 38.8	(1.30) 32.9	(11.85) 22.0
				..... Average speed per hour				

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

Between Idaho Falls and Silver Bow, second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.

All Fourth Subdivision trains, except westward second-class and extra trains, will operate via Pocatello Jct., unless otherwise directed by train dispatcher.

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

WESTWARD KEMMERER BRANCH EASTWARD			WESTWARD CUMBERLAND BRANCH EASTWARD			WESTWARD ELKOL BRANCH EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 30		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 30		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 30	
	April 26, 1959			April 26, 1959			April 26, 1959	
	STATIONS			STATIONS			STATIONS	
152 PTWZ	DN-R KEMMERER YL AV	0.0	152 PTWZ	DN-R KEMMERER YL AV	0.0	53	GLENCOE JCT. YL	0.0
159	1.0		159	4.5			3.9	
	NO. KEMMERER JCT. YL	1.0	53	GLENCOE JCT. YL	4.8		ELKOL	3.9
	1.4			4.5			(3.9)	
	NO. KEMMERER YL	2.4		BLAZON JCT.	9.3			
	2.7		16	MINE NO. 8 YL	13.0			
	PHOSPHATE YL	5.1						
22	4.1							
	QUEALY YL	9.2						
	(9.2)			(13.0)				

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. 30		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 30		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 30	
	April 26, 1959			April 26, 1959			April 26, 1959	
	STATIONS			STATIONS			STATIONS	
53	GLENCOE JCT. YL	0.0		BLAZON JCT.	0.0	150 PY	DN SODA SPRINGS YL SD	0.0
	1.9			0.8		80	MONSANTO YL (Spur)	1.8
55	GLENCOE	1.9		RADIANT	0.8	6	FORMATION (Spur)	2.8
	(1.9)			(0.8)		6	PANTING	5.6
						19 Y	CONDA	7.0
							(7.0)	

WESTWARD GRACE BRANCH EASTWARD			WESTWARD GAY BRANCH EASTWARD			WESTWARD GOSHEN BRANCH EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 30		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 30		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 30	
	April 26, 1959			April 26, 1959			April 26, 1959	
	STATIONS			STATIONS			STATIONS	
150 P	ALEXANDER YL	0.0	150 P	D FORT HALL FH	0.0	123 P	D FIRTH FR	0.0
	6.0			9.1			5.2	
16 P	D GRACE GA	6.0	32	M.P. 9.1	9.1	19	GOSHEN	5.2
	(6.0)		132 YZ	11.7	20.8	22	GERRARD	11.0
				(20.8)		11	INDIAN	12.8
						14	HACKMAN	15.6
						P	LINCOLN JCT.	22.0
							(22.0)	

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

WESTWARD				YELLOWSTONE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 30 April 26, 1959	Mile Post	FIRST CLASS		SECOND CLASS		
	491	477	31				32	492	478		
	Mixed	Mixed	Passenger	Passenger			Passenger	Mixed	Mixed		
	Daily Except Sunday	Daily Except Sunday	Daily								
STATIONS											
DPTWYZ		7.55AM	6.00AM		2.45AM	0.0	A 11.30PM		A 2.00PM	A 4.40PM	
17 PY		A 8.05AM	6.10		2.51	3.0			f 1.50	4.25	
60 P			s 6.23		f 3.01	7.6	f 11.13		s 1.40PM	s 4.15	
54 P			s 6.42		f 3.17	13.8	f 11.03		Via West Belt Branch	s 4.00	
36 P			f 6.50		f 3.26	18.1	f 10.57			f 3.45	
25			f 6.57		f 3.33	20.7	f 10.53			f 3.35	
67 P			s 7.10		s 3.53	26.0	s 10.46			s 3.20	
51 P			s 7.20		f 4.03	29.8	f 10.40			s 3.10	
36 PY						30.9					
110 PWY			s 7.35		s 4.24	36.8	f 10.30			A 10.50AM	s 2.55
P						38.3				10.40AM	
43 P			f 7.50		f 4.35	42.8	f 10.17				f 2.40
46 PWY			A 8.10AM		s 5.10	51.0	s 10.05				2.20PM
28 P					f 5.19	58.2	f 9.18				
22 P					f 5.48	66.9	f 8.55				
22					f 6.04	75.7	f 8.41				
15 P					f 6.13	80.6	f 8.33				
26 P					s 6.26	85.4	s 8.26				
25 PY					s 6.41	90.7	s 8.12				
22 P					6.58	97.2	f 7.52				
29 PWY					A 7.30AM	107.1	7.30PM				
(107.1)											
Daily											
Daily Except Sunday											
Daily Except Sunday											
		(0.10)	(2.10)			(4.45) Thru Time.....		(4.00)	(3.20)	(2.20)
		18.0	23.1			22.5 Average speed per hour.....		26.8	14.3	21.1

WESTWARD				TETON VALLEY BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 30 April 26, 1959	Mile Post	FIRST CLASS		SECOND CLASS		
	477	47	48				478				
	Mixed	Passenger	Passenger	Mixed							
	Daily Except Sunday	Daily	Daily								
STATIONS											
46 PWY		8.30AM		5.30AM	DN-R ASHTON YL HN	0.0	A 9.55PM		A 1.55PM		
19		f 8.40		f 5.34	1.8 MARYSVILLE YL	1.8	f 9.46		f 1.47		
33		f 8.55		f 5.42	4.2 GRAINVILLE	6.0	f 9.37		f 1.33		
22 P		s 9.10		s 5.48	2.6 DRUMMOND	8.6	s 9.32		s 1.22		
12		f 9.25		f 5.56	4.2 FRANCE	12.8	f 9.24		f 1.08		
33 P		f 9.35		f 6.04	3.0 LAMONT	15.8	f 9.18		f 12.58		
21		f 10.08		f 6.29	10.5 FELT	26.3	f 8.55		f 12.25		
22 PWY		s 10.23		s 6.40	4.0 TETONIA NA	30.3	s 8.47		s 12.09PM		
31 P		s 10.42		s 6.55	6.9 DRIGGS DI	37.2	s 8.33		s 11.50AM		
19 PWY		A 1.05AM		A 7.15AM	8.4 D-R VICTOR YL VR	45.6	8.15PM		11.20AM		
(45.6)											
Daily											
Daily Except Sunday											
Daily Except Sunday											
		(2.35)	(1.45)			(1.40)	..... Thru Time.....		(2.35)	
		17.7	26.1			27.4	..... Average speed per hour.....		17.7	

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.
 For stations not shown on schedule pages.—See page 17.

WESTWARD		MACKAY BRANCH			EASTWARD		WESTWARD		EAST BELT BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 30 April 26, 1959	Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 30 April 26, 1959	Mile Post	SECOND CLASS	
	421 Mixed	409 Mixed			410 Mixed	422 Mixed		491 Mixed					
	Daily Except Sunday	Daily Except Sunday				Daily Except Sunday		Daily Except Sunday					
STATIONS													
86 110 PWY	12.30PM	8.00AM	DN-R BLACKFOOT YL BF	0.0	A 4.35PM	A 6.00PM	17 PY		8.05AM	ORVIN YL	0.0		
7		f 8.06	2.1 COLLINS YL	2.1	f 4.28		22	f 8.15	2.3 LINCOLN YL	2.3			
7	f 12.40	f 8.12	2.2 CLARKSON	4.3	f 4.22	f 5.40	P		0.8 LINCOLN JCT. YL	3.1			
31	f 12.45	f 8.17	1.4 MORELAND	5.7	f 4.17	f 5.35	46 P	f 8.27	2.6 IONA	5.7			
P	A 12.50PM	f 8.21	1.4 ABERDEEN JCT. YL	7.1	f 4.13	5.25PM	21 P	s 9.05	19.7 RIRIE RK	18.4			
33 P		f 8.54	13.0 TABER	20.1	f 3.40		11 P	f 9.18	5.0 BYRNE	21.4			
35 PY		f 9.45	19.6 SCOVILLE	39.7	f 2.50		11 P	f 9.30	4.2 JENSON	25.6			
37 PY		s 10.35	19.4 ARCO YL RO	50.1	s 2.00		23 P	f 9.40	2.6 WALKER	28.2			
21 P		f 10.57	7.6 MOORE	66.7	f 1.28		40 P	f 9.52	4.2 PARKINSON	32.4			
10		f 11.15	5.9 DARLINGTON	72.6	f 1.10		11 P	f 9.58	1.9 MOODY	34.3			
5		f 11.30	4.7 LESLIE	77.3	f 12.55		12 P	s 10.20	3.8 NEWDALE NE	38.1			
68 PY		A 1.55AM	8.0 MACKAY YL MY	85.3	12.30PM		P	A 10.40AM	6.3 BELT YL	44.4			
(85.3)													
Daily Except Sunday													
Daily Except Sunday													
(0.20) 21.3		(3.55) 21.7		..... Thru Time			(4.85) 20.9		(0.35) 12.2				
				..... Average speed per hour					(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. 30 April 26, 1959	Mile Post	SECOND CLASS	
	421 Mixed	422 Mixed				
	Daily Except Sunday					
STATIONS						
P	12.50PM	ABERDEEN JCT. YL	0.0	A 5.25PM		
32	f 1.03	4.3 ROCKFORD	4.3	f 5.10		
17	f 1.08	1.6 LIBERTY	5.9	f 5.00		
32 P	f 1.28	4.3 PINGREE	10.2	f 4.38		
31 P	f 1.48	6.3 SPRINGFIELD	16.5	f 4.20		
17 P	f 2.05	3.2 STERLING	19.7	f 4.05		
8		6.3 FINGAL	26.0			
37 PY	A 2.40PM	2.2 D-R ABERDEEN YL BN	28.2	3.30PM		
(28.2)						
Daily Except Sunday						
(1.50) 15.4		..... Thru Time		(1.55) 14.7		
		..... Average speed per hour				

WESTWARD		WEST BELT BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 30 April 26, 1959	Mile Post	SECOND CLASS	
		492 Mixed				
STATIONS						
60 P		D-R UCON UN	0.0	A 1.40PM		
22 P		8.8 LEWISVILLE	8.8	f 1.10		
50 P		D 1.7 MENAN MN	10.5	s 1.00		
51 P		14.5 PLANO	25.0	f 12.12		
18		1.7 EDMONDS	26.7	f 12.05PM		
11 P		2.6 EGIN	29.3	f 11.56AM		
32		2.3 HEMAN	31.6	f 11.46		
19 P		1.9 PARKER	33.5	f 11.40		
110 PWY		D-R 5.2 ST. ANTHONY YL SH	38.7	11.15AM		
(38.7)						
Daily Except Sunday						
		..... Thru Time		(2.25) 16.0		
		..... Average speed per hour				

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

WESTWARD

TWIN FALLS BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 30 April 26, 1969	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						
125 269 PWY	11.45PM	12.20PM		5.30AM	DN-R MINIDOKA YL RT	0.0	A 8.40PM		A 11.00AM	A 10.30PM
73 P	12.01AM	12.35	f	5.43	3.2 ACEQUIA	8.2	f 8.28		10.35	10.05
94 DPWY	12.16	12.50	s	6.10	5.3 DN RUPERT YL MS	13.5	s 8.20		10.20	9.50
15					2.0 SCHOW	16.4				
32 P	12.27	1.01	s	6.18	3.2 HEYBURN	19.6	f 8.07		10.05	9.35
59 63 PWY	12.40	1.15	s	6.35	2.1 DN BURLEY YL BU	21.7	s 8.03		10.00	9.30
76 P	1.02	1.37	f	6.42	4.1 STARRI'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 D 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 D HANSEN NS	49.7	s 7.17		8.55	8.25
60 P	2.08	2.43	s	7.27	3.6 D KIMBERLY KY	53.3	s 7.10		8.45	8.15
31 P				7.32	3.1 McMILLAN YL	56.4				
DPWYZ	A 3.00AM	A 4.00PM		7.40 7.50	2.5 DN-R TWIN FALLS YL NA	59.9	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 D FILER FR	65.9	s 6.30			
45			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 DN-R BUHL YL BO	73.8	6.15PM			
					(73.8)		Daily		Daily Except Sunday	Daily Except Sunday
	(3.15) 18.1	(3.40) 16.1		(2.50) 26.0	..... Thru Time		(2.25) 30.5		(2.30) 23.6	(2.30) 23.6
					..... Average speed per hour					

WESTWARD

OAKLEY BRANCH

EASTWARD

WESTWARD

RAFT RIVER BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 30 April 26, 1969		Mile Post	STATIONS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 30 April 26, 1969		Mile Post	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. 30			Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 30			Mile Post		
	439	April 26, 1959				440		April 26, 1959					
	Mixed	STATIONS				Mixed		STATIONS					
	Daily												
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	
26	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		19.8	
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	6.0 DELAPLAIN		58.1	s 4:53	28			2.9 BLACK		26.9	
34		f 10:19	4.6 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	f 4:25	54			6.7 PERRINE		34.8	
33	P	f 11:00	6.3 HENRY		75.1	s 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		97.8	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		118.1	f 2:18	54			8.1 TUTTLE		66.2	
	PY	A 1:00AM	7.3 WELLS YL	HU	123.4	2:00AM	118 120	PY		7.4 BLISS YL		73.6	
			(123.4)			Daily				(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. 30			Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 30			Mile Post		
	441	April 26, 1959				442		April 26, 1959					
	Mixed	STATIONS				Mixed		STATIONS					
	Monday Wednesday Friday												
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			4.0 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			9.7 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 RANDS		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
22		f 8:22		2.8 BARITE		60.0	f 9:52	32			7.0 CORRAL		51.7
30	PW Loop	A 8:45AM	D-R	9.4 KETCHUM YL	KU	69.4	9:30AM	50	Y		6.1 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	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 30			
		April 26, 1959		Mile Post	
		STATIONS			
134 P	D-R	VALE YL	VA	0.0	
20		11.4 LANCASTER (Spur)		11.4	
29		5.9 JAMIESON		17.3	
31 P		6.0 BROGAN YL		23.3	
		(23.3)			

WESTWARD		HOMEDALE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 30			
		April 26, 1959		Mile Post	
		STATIONS			
173 PY	DN-R	NYSSA YL	SY	0.0	
19		8.1 OVERSTREET		8.1	
20		2.5 ADRIAN		10.6	
32		6.3 NAPTON		16.9	
62 P	D	7.5 HOMEDALE YL	HR	24.4	
19		6.6 CLAYTONIA		31.0	
19 PY	D-R	2.1 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. 30			SECOND CLASS
	483 Mixed Daily Except Sunday	April 26, 1959		Mile Post	484 Mixed
		STATIONS			
155 PY	6.00AM	DN-R	PAYETTE YL AY	0.0	A 2.45PM
18	f 6.20		3.9 EFFIE	3.9	f 2.30
27 P	s 6.30	D	1.2 FRUITLAND FU	6.1	s 2.25
19	f 6.40		1.7 BUCKINGHAM	6.8	f 2.06
30 P	s 7.00	D	4.3 NEW PLYMOUTH NP	11.1	s 1.56
11	f 7.27		10.5 LETHA	21.6	f 1.23
96 PWY	A 7.50AM	D-R	8.1 EMMETT YL MF	29.7	1.00PM
			(29.7)		Daily Except Sunday
	(1.50) 16.2	..... Thru Time		(1.45) 16.8	
		..... Average speed per hour			

WESTWARD		WILDER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 30			
		April 26, 1959		Mile Post	
		STATIONS			
163 P		DN-R	CALDWELL YL CW	0.0	
40			2.5 SIMPLOT YL	2.5	
21			1.2 WEITZ YL	3.7	
26			1.4 DOLES YL	5.1	
9			1.9 GREENLEAF (Spur)	7.0	
13			2.7 ALLENDALE	9.7	
43		D	1.8 WILDER YL WR	11.5	
			(11.5)		

WESTWARD		STODDARD BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 30			
		April 26, 1959		Mile Post	
		STATIONS			
DPWYZ		DN-R	NAMPA YL AU-Q	0.0	
17			4.4 DEAL	4.4	
44			4.5 BOWMONT	8.9	
28			5.7 MELBA	14.6	
54			2.5 STODDARD	17.1	
			2.9 END OF TRACK	20.0	
			(20.0)		

WESTWARD		BOISE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 30			
		April 26, 1959		Mile Post	
		STATIONS			
P			BOISE JCT. YL	0.0	
22			1.1 FAIR GROUNDS YL	1.1	
			2.1 D-R BOISE FREIGHT YL BE	3.2	
10			1.8 PENITENTIARY SPUR YL	5.0	
10			1.3 VERNON YL (Spur)	6.3	
			2.1 BARBER YL	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 Seating, etc. See Rule 6 (A), Page 28.	SECOND CLASS		Time-Table No. 30		Mile Post	SECOND CLASS	
	485		April 26, 1959			486	
	Mixed					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	6.9		2:10	
15	f 9:20		JENNESS	9.3		1:40	
96 PWY	s 10:20	D-R	EMMETT YL MF	18.9		1:10	
42	f 10:40		PLAZA	27.0		12:55	
43 P	s 11:20		MONTOUR	31.8		12:20PM	
32 P	s 11:55 ⁴⁸⁶ AM	D	HORSESHOE BEND HB YL	41.1		11:55 ⁴⁸⁵ AM	
32	f 12:20PM		GARDENA	49.7		11:35	
35 PT	s 1:00		BANKS	54.4		11:10	
25 P	f 1:50		BIG EDDY	64.1		10:25	
31 PY	s 2:25		SMITHS FERRY	75.4		9:55	
15 P	f 3:00		CABARTON	83.0		9:20	
32	f 3:10		BELVIDERE	92.7		9:11	
32 PY	s 4:00	D	CASCADE YL CD	99.2		9:00	
31	f 4:35		ARLING	111.0		8:00	
33	s 5:00	D	DONNELLY FY	119.4		7:35	
14	f 5:15		NORWOOD	124.7		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 OREGON EASTERN BRANCH EASTWARD

Car Capacity of Seating, etc. See Rule 6 (A), Page 23.	SECOND CLASS		Time-Table No. 30		Mile Post	SECOND CLASS	
	459		April 26, 1959			460	
	Mixed					Mixed	
STATIONS							
ES 167 PW							
WS 167 Y							
				1.00PM	DN-R	ONTARIO YL ON	0.0
14	f 1:15		CAIRO	3.7		4:00PM	
38	f 1:25		LUSE	6.9		3:35	
24	f 1:35		MALLET	10.0		3:25	
134 P	s 1:55	D-R	VALE YL VA	15.5		3:15	
46	f 2:20 ⁴⁶⁰		HOPE	23.5		2:20 ⁴⁵⁹	
52	f 2:50		LITTLE VALLEY	34.8		1:50	
53 P	s 3:15		HARPER	42.0		1:25	
50	f 3:40		NAMORF	51.2		12:55	
27	f 4:07		JONESBORO	62.2		12:28PM	
53 PY	s 4:40	D	JUNTURA JN	73.6		11:50AM	
50	f 5:25		LONG	86.6		11:10	
49 P	s 5:50		RIVERSIDE	92.7		10:50	
31	f 6:15		DUNNEAN	102.8		10:25	
30 P	f 6:40		VENATOR	110.2		10:05	
30	f 7:00		CIRCLE BAR	117.9		9:45	
31 P	s 7:30		CRANE	126.6		9:15	
31	f 8:20		REDESS	143.5		8:32	
23 P WYZ	A 9:00PM	D-R	BURNS YL BR	156.8		8:00AM	
(156.8)							
						Daily Except Sunday	
(8.00)		..... Thru Time		(8.00)			
19.6		.... Average speed per hour		19.6			

Westward NEW MEADOWS BRANCH Eastward

Car Capacity of Seating, etc. See Rule 6 (A), Page 28.	Time-Table No. 30		Mile Post	
	April 26, 1959			
	STATIONS			
163 PW		DN-R	WEISER YL SR	0.0
163 Y			REBECCA	6.0
12			CONCRETE	19.1
48			MIDVALE	31.8
23 P		D	CAMBRIDGE RA	40.5
35 P			GOODRICH	49.3
3			MESA	56.6
26		D	COUNCIL YL CN	60.2
12			HOOVER YL	61.6
59 PY			GLENDALE	72.0
7			RUBICON YL	84.1
6		D-R	NEW MEADOWS YL	89.7
43				
45 PWY				
(89.7)				

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.

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	18.9	9	Both	
Schiller.....	226.5	72 P	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	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	20	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. 47-48, 477-478. (7) Flag stop for Nos. 485-486. (4) Flag stop for Nos. 409-410. (8) Flag stop for Nos. 459-460.			
Maiden Rock...(2).....	366.0	{12	Both				
Goshen Branch							
Cox.....	9.2	11	West				
Ammon.....	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	None	Both				
Fox Creek.....(3).....	42.3	12	None				
Mackay Branch							
Aiken.....(4).....	3.8	{10	Both				
Rouse.....(4).....	7.6	4	East				
Olsen.....(4).....	16.0	13	East				
Fullmer.....(4).....	18.8	10	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				
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				

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 "Frts." —Train with freight cars; train with cabooses only; locomotive without cars.

When a freight engine is used in passenger service on a branch line, the speed specified under "Frts." must not be exceeded.

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frts.		Str.	Psgr.	Frts.
Maximum speed.	70	70	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				20
Inspection bus cars.		40	40	Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15
Battery motor car 01886.		50		Jordan spreaders and other machines of spreader type, when in operation.			25
When cabooses 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.			15
Within yard limits— Protected by continuous block signal system. Not protected by continuous block signal system. On branch lines.	60 50 30	50 40 30	25 25 15	Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines.			30
No. 126, within yard limits.		40	40	Trains handling U. P. ore cars Nos. 8000 to 8499, loaded or empty.			20
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.			45
Diesel locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern). Backing up pulling train. Backing up light.	40	40	40 40	Over spring switches, 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
G.P.9 type Diesel locomotives: Backing up pulling train. Backing up light.	65	65	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 10	15 10	15 10
1800 class Diesel yard locomotives in road service.	50	50	50	On wye tracks.	6	6	6
Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first 5 miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35 20	Through tunnels, branch lines.		10	10
				Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch lines. (Slower speed must be observed where conditions require.)			25 15

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Frt.		Str.	Pagr.	Frt.		Str.	Pagr.	Frt.
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	McCammom 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.	Pagr.	Fr.		Str.	Pagr.	Fr.		Str.	Pagr.	Fr.
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— 373.8 and 374.5.	20	20	20	B-433.9 and B-434.3.	60	50	40	Between Mile Posts— 465.0 and 466.0.	20	20	20
376.5 and 377.6.	60	50	40	Black's Creek B-435.8 and B-436.1.	70	60	50	Parma No. 12, to dispatch mail.		50	
378.6 and 379.3.	45	40	25	B-438.5 and B-438.8.	70	60	50	Between Mile Posts— 482.8 and 483.0.	70	60	50
384.0 and Reverse.	65	60	40	B-439.4 and B-440.4.	50	40	25	484.5 and 485.0.	70	60	50
385.6 and 387.0.	60	50	40	B-440.4 and B-446.1.	60	50	40	Payette Between Payette and Weiser, trains handling logs.			30
389.8 and 390.6.	60	50	40	Boise B-448.3 and B-449.1.	50	40	25	Crystal Trains using turn-out east switch Crystal.	15	15	15
Mountain Home Over street crossings.	50	50	50	B-450.5 and B-451.0.	70	60	50	Between Mile Posts— 515.8 and 516.2.	50	40	30
Between Mile Posts— Orchard 428.4 and 429.0.	60	50	40	Meridian No. 17, to exchange mail. No. 18, to dispatch mail.		20 40		523.1 and 526.1.	70	60	50
Kuna 447.5 and 450.8.	60	50	40	Between Mile Posts— Sonna B-467.0 and B-467.8.	40	25	25	526.4 and 528.1.	60	50	40
Nampa 456.6 and 457.2.	20	20	20	Nampa 456.6 and 457.2.	20	20	20	529.7 and 531.8.	70	60	50
Orchard B-423.5 and B-424.0.	60	50	40					Rock Island 533.1 and 535.1.	70	60	50
B-429.1 and B-430.0.	60	50	40					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
Shelley 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				
Glencoe Branch Maximum speed.	15	Leefe Spur Maximum speed.	15	Gay Branch Maximum speed.	25
Elkol 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	
	Psg.	Frt.		Psg.	Frt.		Psg.	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 between 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.		15
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—20.25 and 22.0.	15	15	Between Herrell and Melandco.		20	McCall, over street crossings.		10
23.2 and 24.3.	15	15	Wells yard.		15	Wilder Branch Maximum speed.		25
West Belt Branch Maximum speed.		25	Ketchum Branch Maximum speed.	40	30	Homedale Branch Maximum speed.		25
Truss bridges.		15	Bellevue, over streets and alleys.	12	12	Oregon Eastern Branch Maximum speed, except between M.P. 140.0 and 145.0.		25
Highway Crossing M.P. 37.44.	5	5	Between Hailey and Ketchum, over truss bridges.	15	15	Hope Between Mile Posts—29.5 and 33.5, watch for rocks.		20
Teton Valley Branch Maximum speed.		35	Between Mile Posts—63.1 and 64.6.	30	20			
Bridges 4.48, 6.96 and 19.97.	12	12	68.4 and 68.5.	10	10			
Between Mile Posts—19.1 and 19.4.	15	15	Ketchum Around balloon track.	15	15			
25.0 and 25.4.	15	15						

