

**F. C. PAULSEN,** General Manager      **H. E. SHUMWAY,** General Superintendent Transportation

**A. D. HANSON,** General Superintendent

**W. B. GROOME,** Superintendent, Pocatello, Idaho

H. W. STOKER, Ass't Superintendent . . . Pocatello, Idaho  
A. BYBEE, Ass't Superintendent . . . . . Nampa, Idaho  
L. E. MANGUM, Trainmaster . . . . . Nampa, Idaho  
F. H. BLAIR, Trainmaster . . . . . Pocatello, Idaho  
E. L. CHANTRY, Trainmaster . . . . . Montpelier, Idaho  
A. R. NELSON, Master Mechanic . . . . . Pocatello, Idaho  
W. C. ILLINGSWORTH, Road Foreman of Eng's  
Pocatello, Idaho  
J. G. ROSEVEAR, Road Foreman of Eng's  
Glenns Ferry, Idaho  
G. W. ANDERSON, Road Foreman of Eng's  
Nampa, Idaho  
A. A. TUCK, Road Foreman of Eng's . . Pocatello, Idaho  
G. O. GOOCH, Road Foreman of Eng's . . Pocatello, Idaho  
L. V. CHAUSSE, Division Engineer . . . Pocatello, Idaho  
O. H. CARPENTER, Gen'l Roadmaster . Pocatello, Idaho  
J. MORAN, Gen'l Roadmaster . . . . . Pocatello, Idaho

First, Second and Third Subdivision and Branches

W. H. POWERS, Chief Train Dispatcher  
Pocatello, Idaho  
J. C. MENZIES, Ass't. Chief Train Dispatcher  
Pocatello, Idaho  
L. R. SCHOU, Ass't. Chief Train Dispatcher  
Pocatello, Idaho  
R. R. JOHNSON, Ass't. Chief Train Dispatcher  
Pocatello, Idaho

Fourth Subdivision and Branches

R. T. PETTY, Chief Train Dispatcher . . . Nampa, Idaho  
H. H. HARBAUGH, Assistant Chief Train Dispatcher  
Nampa, Idaho  
B. W. COLLINS, Assistant Chief Train Dispatcher  
Nampa, Idaho

**MILEAGE**

First, Second, Third and Fourth Subdivisions  
Main Line . . . . . 583.98  
Branches . . . . . 1008.81  
Grand Total . . . . . 1592.79

UNION PACIFIC RAILROAD COMPANY  
SOUTH-CENTRAL DISTRICT



**IDAHO DIVISION**

FIRST SUBDIVISION  
SECOND SUBDIVISION  
THIRD SUBDIVISION  
FOURTH SUBDIVISION  
AND BRANCHES

**TIME-TABLE  
No. 169**

**Effective Sunday,  
February 16, 1947**  
at 12:01 A. M. Mountain Time

**TODAY IS SAFETY DAY**

**FOR EMPLOYEES ONLY**



**WESTWARD**

**FIRST SUBDIVISION**

Car capacity of sidings, etc. See Rule 6(A).	SECOND CLASS		FIRST CLASS				Distance from Granger	STATIONS		
	699 Time Freight	41 Mail and Express	11 Passenger	105 Streamliner Passenger	17 Passenger	105 Streamliner Passenger		17 Passenger	Time-Table No. 169 February 16, 1947	
									STATIONS	
	Daily	Daily	Daily	Daily	Daily	Daily				
150 IPWY	3.55AM	f 10.40PM	6.00PM		1.20PM	3.50AM	0.0	DN-R GRANGER YL GN		
70 P	4.05	10.45	6.05		1.24	3.55	4.1	DONOVAN		
114 P	4.11	10.49	6.09 <sup>162</sup>		1.27	3.59	7.7	MOXA		
75 P	4.24 <sup>42</sup>	10.54	6.14		1.31	4.04	12.5	HASSETT		
117 P	4.30	f 10.58	6.17		1.34	4.08	15.4	NUTRIA		
83 P	4.38	11.04	6.22		1.39 <sup>106</sup>	4.14 <sup>42</sup>	20.2	COSGRIFF		
125 P	4.45	s 11.11	6.26		1.44	s 4.20	24.5	DN OPAL OW		
77 P	4.53	11.17	6.31		1.49	4.26	29.3	FOLGER		
130 PW	5.00	f 11.23	6.36		1.53	4.31	33.6	WATERFALL		
	5.10	11.30	6.43		1.59	4.38	39.0	EAST KEMMERER YL		
Yard CPTWxz	5.25	s 11.45	s 6.55		f 2.01	s 4.52	39.7	DN-R KEMMERER YL	Double Track	
W.S. 71 PXY E.S. 70	5.32	11.50PM	7.00		2.05	4.57	42.3	MOYER JCT. YL		
W.S. 72 PWXY E.S. 76	5.54	f 12.05AM	7.14		2.17	5.11	50.3	DN FOSSIL YL FI		
98 PW	6.04	f 12.13	7.21		2.24	5.18	56.0	NUGGET		
78 P	6.11	12.17	7.25		2.28	5.23	59.6	ORR		
116 P	6.17	s 12.22	7.29		2.31	5.28	63.1	SAGE		
68 P	6.24	12.27	7.33		2.35	5.33	67.3	CARLSON		
128 P	6.30	f 12.31 <sup>174</sup>	7.37		2.38	5.37	71.3	BECKWITH		
78 P	6.39	12.37	7.43		2.43	5.43	77.4	PICKLEY		
W.S. 130 PW E.S. 125	6.49	s 12.48	7.50		2.48	s 5.53	83.5	DN COKEVILLE CK		
77 P	6.57	12.54	7.55		2.52 <sup>162</sup>	6.00	88.2	MARSE		
128 P	7.03	f 12.59	7.59		2.55	6.05	92.1	BORDER		
77 PW	7.21 <sup>12</sup>	s 1.06	8.04		3.00	6.12	97.7	PEGRAM		
92 P	7.30	1.12	8.09		3.05	6.18	102.9	HARER		
69 P	7.38	f 1.18	8.15 <sup>18</sup>		3.10	6.24	108.0	DINGLE	Double Track	
Yard CPTWYZ	A 7.55AM	A 1.30AM	A 8.25PM		A s 3.20PM	A 6.35AM	115.0	DN-R MONTPELIER YL		

(4.00) (2.50) (2.25) (2.00) (2.45) ..... Thru Time  
28.7 40.6 47.6 57.5 41.8 ..... Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 106 is superior to westward trains of the same class. See Rule S-72.

The time of No. 105 and No. 106 must be cleared not less than five minutes by Nos. 11, 41, 17, 12, 18 and 42, and not less than fifteen minutes by second-class, extra trains and yard engines.

Conditional Stops to Discharge or Pick Up Revenue Passengers			
Train	At	Discharge passengers from	Pick up passengers destined to
17	Any station.	Cheyenne or beyond.	Pendleton or beyond.
11	Cokeville.	Cheyenne or beyond.	Pocatello or beyond.
41	Any station.	Any station.	Any station.

**FIRST SUBDIVISION**

**EASTWARD**

Car capacity of sidings, etc. See Rule 6(A).	FIRST CLASS		SECOND CLASS				Distance from Granger	STATIONS	
	42 Mail and Express	12 Passenger	106 Streamliner Passenger	18 Passenger	162 Time Freight	174 Time Freight		Time-Table No. 169 February 16, 1947	
								STATIONS	
	Daily	Daily	Daily	Daily	Daily	Daily			
150 IPWY	A f 4.40AM	A 9.25AM	A 2.05PM	A 10.35PM	A 6.30PM	A 3.25AM	0.0	DN-R GRANGER YL GN	
70 P	4.33	9.18	1.58	10.28	6.16	3.05	4.1	DONOVAN	
114 P	4.29	9.14	1.53	10.24	6.09 <sup>11</sup>	2.58	7.7	MOXA	
75 P	4.24 <sup>699</sup>	9.09	1.48	10.19	5.55	2.50	12.5	HASSETT	
117 P	f 4.20	9.06	1.45	10.16	5.50	2.45	15.4	NUTRIA	
83 P	4.14 <sup>17</sup>	9.01	1.39 <sup>105</sup>	10.10	5.42	2.37	20.2	COSGRIFF	
125 P	s 4.06	8.56	1.34	10.05	5.35	2.30	24.5	DN OPAL OW	
77 P	3.59	8.51	1.30	10.00	5.27	2.22	29.3	FOLGER	
130 PW	3.54	8.46	1.26	9.55	5.20	2.15	33.6	WATERFALL	
	3.47	8.39	1.19	9.47	5.10	2.05	39.0	EAST KEMMERER YL	
Yard CPTWxz	s 3.45	s 8.37	f 1.17	s 9.45	5.05	2.00	39.7	DN-R KEMMERER YL	Double Track
W.S. 71 PXY E.S. 70	3.32	8.29	1.12	9.35	4.40	1.42	42.3	MOYER JCT. YL	
W.S. 72 PWXY E.S. 76	f 3.18	8.15	12.59	9.21	4.15	1.17	50.3	DN FOSSIL YL FI	
98 PW	3.10	8.07	12.51	9.13	4.00	1.02	56.0	NUGGET	
78 P	3.05	8.02	12.47	9.08	3.53	12.55	59.6	ORR	
116 P	s 3.01	7.58	12.44	9.04	3.47	12.49	63.1	SAGE	
68 P	2.55	7.54	12.40	9.00	3.40	12.42	67.3	CARLSON	
128 P	2.51	7.50	12.37	8.56	3.33	12.31 <sup>41</sup>	71.3	BECKWITH	
78 P	2.45	7.44	12.32	8.50	3.23	12.15	77.4	PICKLEY	
W.S. 130 PW E.S. 125	s 2.38	7.38	12.27	s 8.44	3.10	12.05AM	83.5	DN COKEVILLE CK	
77 P	2.28	7.31	12.22	8.37	2.52 <sup>105</sup>	11.50PM	88.2	MARSE	
128 P	2.24	7.27	12.18	8.33	2.29	11.42	92.1	BORDER	
77 PW	s 2.17	7.21 <sup>699</sup>	12.12	8.27	2.21	11.34	97.7	PEGRAM	
92 P	2.10	7.15	12.07	8.21	2.13	11.25	102.9	HARER	
69 P	2.04	7.09	12.02PM	8.15 <sup>11</sup>	2.05	11.15	108.0	DINGLE	Double Track
Yard CPTWYZ	1.55AM	7.00AM	11.55AM	8.05PM	1.50PM	11.00PM	115.0	DN-R MONTPELIER YL	

Thru Time..... (2.45) (2.25) (2.10) (2.30) (4.40) (4.25)  
Average speed per hour..... 41.8 47.6 53.1 46.0 24.6 26.0

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 106 is superior to westward trains of the same class. See Rule S-72.

The time of No. 105 and No. 106 must be cleared not less than five minutes by Nos. 11, 41, 17, 12, 18 and 42, and not less than fifteen minutes by second-class, extra trains and yard engines.

Conditional Stops to Discharge or Pick Up Revenue Passengers			
Train	At	Discharge passengers from	Pick up passengers destined to
12	Cokeville.	Pocatello or beyond.	Cheyenne or beyond.
18	Any station.	Pendleton or beyond.	Cheyenne or beyond.
42	Any station.	Any station.	Any station.

WESTWARD

SECOND SUBDIVISION

Table with columns for Second Class (655, 277), First Class (11, 31, 105, 17, 33, 41, 29), and Yard. Includes Time-Table No. 169, February 16, 1947, and a 'STATIONS' list from Montpelier to Pocatello. Includes a 'Thru Time' table at the bottom.

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 106 is superior to westward trains of the same class. See Rule S-72. The time of No. 105 and No. 106 must be cleared not less than five minutes by Nos. 33, 17, 41, 31, 11, 29, 30, 12, 32, 18, 42 and 34, and not less than fifteen minutes by second-class, extra trains and yard engines.

Table: Conditional Stops to Discharge or Pick Up Revenue Passengers. Columns: Train, At, Discharge passengers from, Pick up passengers destined to.

SECOND SUBDIVISION

EASTWARD

Table with columns for First Class (30, 12, 32, 106, 18, 34, 42), Second Class (158, 278, 160), and Mile Post. Includes Time-Table No. 169, February 16, 1947, and a 'STATIONS' list from Pocatello to Montpelier. Includes a 'Thru Time' table at the bottom.

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 106 is superior to westward trains of the same class. See Rule S-72. The time of No. 105 and No. 106 must be cleared not less than five minutes by Nos. 33, 17, 41, 31, 11, 29, 30, 12, 32, 18, 42 and 34, and not less than fifteen minutes by second-class, extra trains and yard engines. No. 12 will reduce speed to 20 MPH to dispatch mail and newspapers at Lava Hot Springs, Alexander, Soda Springs and Georgetown.

Table: Conditional Stops to Discharge or Pick Up Revenue Passengers. Columns: Train, At, Discharge passengers from, Pick up passengers destined to.

WESTWARD THIRD SUBDIVISION

FIRST CLASS

Table with columns for Car capacity of sidings, etc., See Rule 6 (A), 11 Passenger Daily, 105 Streamliner Passenger Daily, 17 Passenger Daily, 41 Mail and Express Daily, 49 Passenger Daily, 55 Passenger Daily, Distance from Granger, and various train numbers and times.

Time-Table No. 169 February 16, 1947

STATIONS

Table listing stations from POCATELLO YL to GLENN'S FERRY YL with associated times and track information.

CENTRALIZED TRAFFIC CONTROL

Thru Time and Average speed per hour for Westward train.

Conditional Stops to Discharge or Pick Up Revenue Passengers

Table with columns: Train, At, Discharge passengers from, Pick up passengers destined to.

THIRD SUBDIVISION EASTWARD

FIRST CLASS

Main table for Eastward train with columns for Car capacity of sidings, etc., 56 Passenger, 12 Passenger, 106 Streamliner Passenger, 18 Passenger, 42 Mail and Express, 50 Passenger, Mile Post, and various train numbers and times.

Time-Table No. 169 February 16, 1947

STATIONS

Table listing stations from GLENN'S FERRY YL to POCATELLO YL with associated times and track information.

CENTRALIZED TRAFFIC CONTROL

Thru Time and Average speed per hour for Eastward train.

Conditional Stops to Discharge or Pick Up Revenue Passengers

Table with columns: Train, At, Discharge passengers from, Pick up passengers destined to.

WESTWARD FOURTH SUBDIVISION

Table with columns for Second Class (699, 105, 17) and First Class (41, 11) services, including time, freight, and passenger information.

Time-Table No. 169 February 16, 1947

Table listing STATIONS from GLENNS FERRY YL to HUNTINGTON YL with distances and service codes.

(165.0 via Kuna) (176.3 via Boise) Thru Time Average speed per hour

Car capacity of sidings, etc. See Rule 6(A). Yard COPTWY CS115 PW CS127 PY 57 P 256 PWY 154 P 141 PW 58 P 195 CIPWY 69 P 84 P 106 PW 69 P 77 P 116 P 84 P Yard COPT WYZ 57 P 204 PW 67 P 125 P 58 P 104 P 26 P 155 PWY 45 P PY 444 CPY 190 PW 8 P 84 P 23 P 223 PWY 77 P 115 P 76 PW 116 P Yard COPTWYZ

Conditional Stops to Discharge or Pick Up Revenue Passengers At Ogden, Cheyenne or beyond. Any station. Train 17 41

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 106 is superior to westward trains of the same class. See Rule S-72. The time of No. 105 and No. 106 must be cleared not less than five minutes by Nos. 11, 41, 17, 18, 42 and 12, and not less than fifteen minutes by second-class, extra trains, and yard engines.

FOURTH SUBDIVISION EASTWARD

Table with columns for First Class (18, 42, 12) and Second Class (158, 160) services, including time, freight, and passenger information.

Time-Table No. 169 February 16, 1947

Table listing STATIONS from GLENNS FERRY YL to HUNTINGTON YL with distances and service codes.

(165.0 via Kuna) (176.3 via Boise) Thru Time Average speed per hour

Car capacity of sidings, etc. See Rule 6(A). Yard COPTWY CS115 PW CS127 PY 57 P 256 PWY 154 P 141 PW 58 P 195 CIPWY 69 P 84 P 106 PW 69 P 77 P 116 P 84 P Yard COPT WYZ 57 P 204 PW 67 P 125 P 58 P 104 P 26 P 155 PWY 45 P PY 444 CPY 190 PW 8 P 84 P 23 P 223 PWY 77 P 115 P 76 PW 116 P Yard COPTWYZ

Conditional Stops to Discharge or Pick Up Revenue Passengers At Ogden, Cheyenne or beyond. Any station. Train 18 42

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 106 is superior to westward trains of the same class. See Rule S-72. The time of No. 105 and No. 106 must be cleared not less than five minutes by Nos. 11, 41, 17, 18, 42 and 12, and not less than fifteen minutes by second-class, extra trains, and yard engines.



WESTWARD

TWIN FALLS BRANCH

Table with columns for Car capacity of sidings, etc., Second Class (339, 471, 365, 377), First Class (573, 573, 49), Distance from Minidoka, and Stations (MINIDOKA YL, ACEQUILA, RUPERT YL, AMALGA, HEYBURN, BURLEY YL, STARRH'S FERRY, MILNER, PARSONS, MURTAUGH, BICKEL, BILLS, HANSEN, STOWE, KIMBERLY, McMILLAN YL, TWIN FALLS YL, CURRY, FILER, PEAVEY, CEDAR, BUHL YL).

TWIN FALLS BRANCH

EASTWARD

Table with columns for Car capacity of sidings, etc., First Class (574, 50), Second Class (366, 472, 340, 378), Distance from Burley, and Stations (MINIDOKA YL, ACEQUILA, RUPERT YL, AMALGA, HEYBURN, BURLEY YL, STARRH'S FERRY, MILNER, PARSONS, MURTAUGH, BICKEL, BILLS, HANSEN, STOWE, KIMBERLY, McMILLAN YL, TWIN FALLS YL, CURRY, FILER, PEAVEY, CEDAR, BUHL YL).

WESTWARD

RAFT RIVER BRANCH

EASTWARD

Table with columns for Car capacity of sidings, etc., Second Class (387), Distance from Burley, Time-Table No. 169 (February 16, 1947), Stations (BURLEY YL, UNITY, SPRINGDALE, DECLO, BENNING), and Second Class (388).

WESTWARD

OAKLEY BRANCH

EASTWARD

Table with columns for Car capacity of sidings, etc., Distance from Burley, Time-Table No. 169 (February 16, 1947), Stations (BURLEY YL, BERTVILLE, PELLA, TROUT, MARION, WARR, OAKLEY), and Distance from Burley.

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

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



WESTWARD				NORTH SIDE BRANCH				EASTWARD				
Car capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS			Distance from Rupert	Time-Table No. 169 February 16, 1947			Mile Post	SECOND CLASS			
	471 Local Freight	365 Mixed	Daily Except Sunday		472 Local Freight	366 Mixed	472		Daily Except Sunday	472	366	472
206 PWY	10.20AM	5.55AM	0.0	DN-R	RUPERT YL MS	0.0	A	6.30PM	A	2.20PM	9.00PM	100P
17		f	3.5		3.5				f			
34 P			4.4		0.9							
73 P	10.55	s 6.07	5.9	D	PAUL YL DJ	5.9	6.00	s 1.55			8.15	
20		f 6.11	7.9		BUDGE	7.9		f 1.45				
54	11.25AM	f 6.27	15.9		SCHODDE	15.9	5.00	f 1.28			7.15	
21		f 6.36	19.8		McHENRY	19.8		f 1.20				
22	12.20PM	s 6.46	24.0	D	HAZELTON AZ	24.0	4.30	s 1.12			6.50	
68 W	1.00 <sup>366</sup>	s 6.56	28.1	D	EDEN DX	28.1	3.45	s 1.00 <sup>471</sup>			6.30	
10	1.15	s 7.04	31.5		HUNT	31.5	3.20	f 12.50			6.00	
54	1.30	f 7.11	34.8		PERLINE	34.8	3.05	f 12.43			5.50	
15		7.19	38.3		SUGAR LOAF	38.3		12.36			5.40	
27		f 7.24	40.6		FALLS CITY	40.6		f 12.32			5.30	
14		f 7.29	42.6		BARRYMORE	42.6		f 12.28			5.20	
7			44.7		HAYTOWN	44.7						
54 CWY	2.10 <sup>472</sup> 2.45	s 7.50	47.9	DN	JEROME YL JO	47.9	2.10 <sup>366</sup> 11.30 <sup>471</sup>	s 12.15 <sup>472</sup>			3.38	
54	3.45	s 8.10	52.9		APPLETON	52.9		f 11.57AM				
54	4.15	f 8.30	56.7	D	WENDELL ND	56.7	11.00	s 11.50			2.00	
125 125 PWY	A 5.50PM	A 8.45AM	73.6	DN-R	BLISS YL IS	73.6	10.00AM	11.15AM			1.00 PM	200P
					(73.6)			Daily Except Sunday		Daily Except Sunday		

(7.30) (2.50) ..... Thru Time ..... (8.30) (3.05)  
9.8 26.0 ..... Average speed per hour ..... 8.7 23.9

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

WESTWARD				WELLS BRANCH				EASTWARD				
Car capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS			Distance from Twin Falls	Time-Table No. 169 February 16, 1947			Mile Post	SECOND CLASS			
	339 Mixed	Daily Except Sunday	339		340 Mixed	340	340		340	340		
											STATIONS	STATIONS
Yard CPWYZ	9.00A	8.30 AM	9.00PM	0.0	DN-R	TWIN FALLS YL NA	0.0	A	6.30PM	6.30 AM	9.30AM	8.00 AM
7		f	f	5.6		5.6		f				
6		f	f	7.0		7.0		f				
31		f 8.55	f 9.25	10.9		10.9		f 5.40	f 5.40			
31		s 9.15	s 9.50	19.4		19.4		s 5.20	s 5.20			
21 PWY		f	f	28.8		28.8		f				
38		s 9.45	s 10.30	28.8		28.8		s 4.55	s 5.00 AM	s 8.00 AM	s 6.00	
34		f 10.05	f 10.55	38.7		38.7		f 4.28			f 5.28	
34 PW		f 10.30	f 11.25	50.1		50.1		f 4.01			f 5.41	
34 P		f 10.45	f 11.39	56.1		56.1		f 3.47			f 4.47	
34		f 10.55	f 11.50PM	60.7		60.7		f 3.37			f 4.37	
34 P		s 11.15	s 12.10AM	68.8	D	CONTACT CN	68.8	s 3.20			s 4.20	
33 CPW		f 11.30	f 12.30	75.1		75.1		f 3.03			f 4.03	
34		f 11.45AM	f 12.45	80.9		80.9		f 2.51			f 3.51	
33		f 12.05PM	f 1.05	86.7		86.7		f 2.39			f 3.39	
48 PWY		f 12.30	f 1.30	98.6		98.6		f 2.24			f 3.34	
37		f 12.40	f 1.40	97.3		97.3		f 2.14			f 3.14	
44 PY		s 1.00	s 2.00	102.5		102.5		s 1.58			s 2.58	
44 W		f 1.20	f 2.20	108.9		108.9		f 1.34			f 2.34	
35		f 1.35	f 2.35	116.1		116.1		f 1.17			f 2.17	
CPWY	3.00P	2.00 PM	A 3.00AM	123.4	DN-R	WELLS YL HU	123.4	1.00PM	1.00 AM	4.00 AM	2.00 AM	
						(123.4)		Daily Except Sunday	Daily Except Monday			

(6.00) (5.30) ..... Thru Time ..... (5.30)  
20.6 ..... Average speed per hour ..... 22.4 3 mos.

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

WESTWARD		HOMESTEAD BRANCH		EASTWARD	
Car capacity of sidings, etc. See Rule 6 (A).	Distance from Blakes Jct.	Time-Table No. 169 February 16, 1947		Mile Post	
		<b>STATIONS</b>			
	0.0	<b>BLAKES JCT.</b> 14.0		0.0	
P	14.0	HOME (Spur) 1.3		14.0	
8 W	15.3	MINERAL (Spur) 11.8		15.3	
13	27.1	STURGILL (Spur) 5.8		27.1	
34 PT	32.9	D-R ROBINETTE YL RQ		32.9	
(32.9)					
		.....Thru Time.....			
		.....Average speed per hour.....			

WESTWARD		HOMEDALE BRANCH		EASTWARD	
Car capacity of sidings, etc. See Rule 6 (A).	Distance from Nyssa	Time-Table No. 169 February 16, 1947		Mile Post	<b>SECOND CLASS</b> 364 Mixed
		<b>STATIONS</b>			
155 PWY	8.45AM	0.0	D-R NYSSA YL SY 8.1	0.0	A 1.15PM
19	f 9.20	8.1	OVERSTREET 2.5	8.1	f 12.40
20	f 9.35	10.6	ADRIAN 6.3	10.6	f 12.30
32	f 9.55	16.9	NAPTON 7.5	16.9	f 12.10PM
54 PWY	s 10.30	24.4	D-R HOMEDALE HR 6.6	24.4	s 11.45AM
19	f 10.50	31.0	CLAYTONIA 2.1	31.0	f 11.25
19 OPY	A 11.00AM	33.1	D-R MARSING YL MR	33.1	11.15AM
(33.1)					
		.....Thru Time.....			
		.....Average speed per hour.....			

WESTWARD		PAYETTE BRANCH		EASTWARD	
Car capacity of sidings, etc. See Rule 6 (A).	Distance from Payette	Time-Table No. 169 February 16, 1947		Mile Post	<b>SECOND CLASS</b> 384 Mixed
		<b>STATIONS</b>			
190 OPW	7.00AM	0.0	D-N-R PAYETTE YL AY 3.3	0.0	A 2.45PM
		3.3	INGARD 0.6	3.3	
20	f 7.10	3.9	BIFFIE 1.2	3.9	f 2.30
15 P	s 7.30	5.1	D FRUITLAND FU 1.7	5.1	s 2.25
20	f 7.40	6.8	BUCKINGHAM 4.3	6.8	f 2.06
33 P	s 8.00	11.1	D NEW PLYMOUTH NP 6.1	11.1	s 1.55
5	f 8.16	17.2	FALKS (Spur) 1.7	17.2	f 1.32
		18.9	LITTLE ROCK 2.7	18.9	
13	f 8.27	21.6	LETHA 8.1	21.6	f 1.23
96 PWY	A 8.50AM	29.7	D-R EMMETT YL MF	29.7	1.00PM
(29.7)					
		.....Thru Time.....			
		.....Average speed per hour.....			

WESTWARD		WILDER BRANCH		EASTWARD	
Car capacity of sidings, etc. See Rule 6 (A).	Distance from Caldwell	Time-Table No. 169 February 16, 1947		Mile Post	<b>SECOND CLASS</b> 362 Mixed
		<b>STATIONS</b>			
204 W	1.00PM	0.0	D-N-R CALDWELL YL CW 2.5	0.0	A 3.15PM
40		2.5	SIMPLOT 1.8	2.5	
21	f 1.20	3.7	SHELP 1.4	3.7	f 2.55
32	f 1.28	5.1	DOLES 1.9	5.1	f 2.47
3	f 1.40	7.0	GREENLEAF (Spur) 2.7	7.0	f 2.35
11	f 1.55	9.7	ALLENDALE 1.8	9.7	f 2.20
43	A 2.00PM	11.5	R WILDER	11.5	2.15PM
(11.5)					
		.....Thru Time.....			
		.....Average speed per hour.....			

WESTWARD		BROGAN BRANCH		EASTWARD	
Car capacity of sidings, etc. See Rule 6 (A).	Distance from Vale	Time-Table No. 169 February 16, 1947		Mile Post	<b>SECOND CLASS</b> 374 Mixed
		<b>STATIONS</b>			
134 PWY	12.30PM	0.0	D-R VALE YL VA 17.3	0.0	A 3.15PM
29	f 1.20	17.3	JAMIESON 6.0	17.3	f 2.20
31 PWY	A 1.45PM	23.3	BROGAN YL	23.3	2.00PM
(23.3)					
		.....Thru Time.....			
		.....Average speed per hour.....			

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

WESTWARD		IDAHO NORTHERN BRANCH		EASTWARD	
Car capacity of sidings, etc. See Rule 6 (A).	Distance from Nampa	Time-Table No. 169 February 16, 1947		Mile Post	<b>SECOND CLASS</b> 386 Mixed
		<b>STATIONS</b>			
96 PWY	8.30AM	0.0	DN-R NAMPA YL AU-Q 0.7	0.0	A 4.30PM
42	f 10.40	31.8	PLAZA 1.3	31.8	f 2.35
		38.0	BLACK CANYON (Spur) 8.1	38.0	f
43 P	s 11.20	41.1	MONTOUR 8.6	41.1	s 1.55
32 P	s 11.55AM	49.7	D HORSESHOE BEND YL HB 5.4	49.7	s 1.30
32	f 12.40 <sup>386</sup>	55.1	GARDENA 9.0	55.1	f 12.40 <sup>386</sup>
35 OPTW	s 1.30	64.1	D BANKS YL AB 11.3	64.1	s 12.05PM
25 PW	f 2.20	75.4	BIG EDDY 7.6	75.4	f 10.55AM
31 PW	s 3.00	83.0	SMITHS FERRY YL 9.7	83.0	s 10.25
15 P	f 3.35	92.7	CABARTON 2.8	92.7	f 9.50
32 W	f 3.45	95.5	BELVIDERE 3.7	95.5	f 9.40
32 PW	s 4.30	99.2	D CASCADE YL CD 8.9	99.2	s 9.30
31	f 5.00	108.1	ARLING 7.2	108.1	f 8.00
33 W	s 5.30	115.3	D DONNELLY YL FY 5.3	115.3	s 7.35
14	f 5.45	120.6	NORWOOD 2.7	120.6	f 7.22
		123.3	ARCHABAL 5.4	123.3	f
53 OPWY	A 6.15PM	128.7	D-R MCCALL YL NE	128.7	7.00AM
(128.7)					
		.....Thru Time.....			
		.....Average speed per hour.....			

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

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

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WESTWARD				OREGON EASTERN BRANCH				EASTWARD			
Car capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS		Distance from Ontario	Time-Table No. 169 February 16, 1947	Mile Post	SECOND CLASS					
	373 Mixed	359 Mixed				360 Mixed	374 Mixed				
	Tuesday Thursday Saturday	Daily Except Sunday									
444	COPT WY			DN-R	ONTARIO YL ON	0.0	A 4.00PM	A 4.15PM			
					1.9						
					MALHEUR JCT. YL	1.9	3.40	3.55			
14		f 11.30	f 10.35		3.7	CAIRO	f 3.35	f 3.50			
15		f 11.40	f 10.45		6.9	LUSE	f 3.25	f 3.45			
24		f 11.50AM	f 10.55		10.0	MALLETT	f 3.15	f 3.35			
134	FWY	A 12.05PM	s 11.15		15.5	D-R VALE YL VA	s 3.00	3.25PM			
46			f 11.35AM		23.5	HOPE	f 2.30				
52	W		f 12.05PM		34.8	LITTLE VALLEY	f 1.55				
53	P		s 12.30		42.0	D HARPER HA	s 1.30				
			f		48.0	KIME	f				
50			f 12.55 <sup>360</sup>		51.2	NAMORF	f 12.55 <sup>359</sup>				
			f		56.4	BOHNA	f				
27			f 1.20		62.2	JONESBORO	f 12.30PM				
53	FWY		s 1.55		73.6	D JUNTURA JN	s 11.50AM				
50			f 2.40		86.6	LONG	f 11.10				
49	PW		s 3.05		92.7	RIVERSIDE	s 10.50				
			f		100.0	FORT	f				
31			f 3.30		102.8	DUNNEAN	f 10.25				
32	PW		f 3.55		110.2	VENATOR	f 10.05				
32			f 4.15		117.9	CIRCLE BAR	f 9.45				
31	PW		s 4.40		126.6	CRANE	s 9.20				
			f 5.15		138.4	LAWEN (Spur)	f 8.50				
31			f 5.35		143.5	REDESS	f 8.35				
23	COFWYZ		A 6.15PM		156.8	D-R BURNS YL BR	8.00AM				
					(156.8)		Daily Except Sunday	Tuesday Thursday Saturday			
		(0.50) 18.6	(7.55) 19.8	.....	Thru Time.....	(8.00) 19.6	(0.50) 18.6	.....	Average speed per hour.....		

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

WESTWARD				NEW MEADOWS BRANCH				EASTWARD			
Car capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS		Distance from Weiser	Time-Table No. 169 February 16, 1947	Mile Post	FIRST CLASS					
	451 Local Freight	557 Motor Passenger				558 Motor Passenger	452 Local Freight				
	Tuesday Thursday Saturday	Daily Except Sunday									
233	COPT WY			DN-R	WEISER YL SR	0.0	A 5.40PM	A 4.15PM			
12					6.0	REBECCA	6.0	5.20	3.50		
6					11.7	PRESLEY	f 5.07	3.25			
48					19.1	CONCRETE	f 4.49	2.50			
	W				26.7	DIAMOND (Spur)	f 4.32				
26	P				31.8	D MIDVALE MI	s 4.22	2.00			
35	P				40.5	D CAMBRIDGE RA	s 4.02	1.25			
3	W				49.8	GOODRICH	s 3.40	12.45			
18					56.6	MESA	f 3.24	12.17 <sup>557</sup> PM			
42	OPWY				60.2	DR COUNCIL YL CN	s 3.15	11.30AM			
7					61.6	HOOVER YL	f 3.07 <sup>451</sup>	10.50			
4					66.5	FRUITVALE	s 2.55	10.30			
					69.3	STARKEY (Spur)	f 2.48				
6					72.0	GLENDALE	f 2.42	10.05			
15					80.0	WOODLAND	f 2.24	9.30			
29					81.9	TAMARACK	s 2.19	9.22			
43					84.1	RUBICON YL	f 2.14	9.10			
146	OPWY				89.7	D-R NEW MEADOWS YL DS	2.00PM	8.45AM			
					(89.7)		Daily Except Sunday	Monday Wednesday Friday			
		(7.05) 12.6	(3.45) 23.9	.....	Thru Time.....	(3.40) 24.0	(7.30) 11.9	.....	Average speed per hour.....		

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

**SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:**

**Designation "Str."**—Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.

**Designation "Psgr."**—Train with steam locomotive and all passenger train equipment; Train with Diesel-electric 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 streamline train with cars having AHSC brake equipment is operated with automatic brake control, a maximum speed of 75 miles per hour must not be exceeded.

When Diesel-electric locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified under "Psgr." trains will govern.

On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.

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.	Pagr.	Frt.		Str.	Pagr.	Frt.
Maximum speed.	90	75	50	Trains handling company roadway machines on their own wheels—			
On curves indicated by curve warning signs, unless otherwise specified.	40	40	25	On main line and Twin Falls Branch:			
Inspection bus cars.		45	45	On straight track.			30
When caboose is handled in train consisting of passenger train equipment.		50		On curves.			25
3800 and 3900 class and 2-10-2 type engines.		50	50	On other branch lines.			15
MacArthur type engines with 63-inch drivers.		50	50	Within yard limits and passing fueling stations—			
MacArthur type engines with 57-inch drivers.		35	35	On main lines.	50	40	25
4000 and 9000 class engines.		50	50	On branch lines.		30	15
Ten Wheeler type engines 1573, 1575, 1577 to 1580.		55	40	Over spring switches, when using turnouts.	15	15	15
Consolidation type engines.		35	35	Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch.			
Mallet type engines, except 3800, 3900 and 4000 class.		35	35		20	20	20
0-6-0 and 0-8-0 type yard engines 4405 to 4480.		20	20	When using cross-overs or turnouts.	15	15	15
Engines running backward.	20	20	20	When using cross-overs, turnouts or any wye track, with 9000 class engines.		6	6
Trains handling scale test cars—				Through interlocking.	30	30	30
On main line and Twin Falls Branch.			30	Jordan spreaders and other machines of spreader type, when in operation.			15
On other branch lines.			20				
Trains handling loaded wooden Hart convertible cars.			30				

**FIRST SUBDIVISION**

<b>Granger</b> Between M.P. 3.5 and 3.7.	70	65	45	<b>Nutria</b> Between M.P. 16.2 and 16.4.	70	65	45
<b>Donovan</b> Between M.P. 5.5 and 5.6.	85	75	50	Between M.P. 18.2 and 18.3.	60	50	40
<b>Moxa</b> Between M.P. 10.4 and 10.6.	85	75	50	Between M.P. 19.0 and 19.1.	85	75	50
Between M.P. 11.2 and 11.4.	85	75	50	<b>Cosgriff</b> Between M.P. 21.2 and 21.5.	70	65	45
Between M.P. 12.2 and 12.3.	70	65	45	Between M.P. 23.6 and 23.8.	70	65	45
<b>Hassett</b> Between M.P. 14.4 and 14.6.	70	65	45	<b>Opal</b> Between M.P. 25.6 and 25.9.	85	75	50
				Between M.P. 28.7 and 28.9.	70	65	45

**FIRST SUBDIVISION (Continued)**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Frt.		Str.	Pagr.	Frt.
<b>Folger</b> Between M.P. 29.4 and 29.6.	70	65	45	<b>Carlson</b> Between M.P. 67.8 and 68.2.	70	65	45
Between M.P. 31.3 and 32.3.	50	40	25	Between M.P. 68.6 and 69.0.	85	75	50
Between M.P. 33.0 and 33.1.	70	65	45	<b>Beckwith</b> Between M.P. 75.9 and 76.0.	85	75	50
<b>Waterfall</b> Between M.P. 34.2 and 34.4.	85	75	50	Between M.P. 77.2 and 77.4.	85	75	50
Between M.P. 34.6 and 34.8.	60	50	40	<b>Pixley</b> Between M.P. 80.9 and 81.4.	85	75	50
Between M.P. 35.5 and 35.9.	50	40	25	<b>Cokeville</b> Over streets and alleys.	30	30	30
Between M.P. 36.5 and 39.0.	45	40	25	Between M.P. 84.2 and 84.4.	85	75	50
<b>Kemmerer</b> Between M.P. 43.2 and 44.0.	12	12	12	Between M.P. 87.5 and 87.7.	60	50	40
Between M.P. 44.0 and 49.2.	50	40	25	Between M.P. 90.0 and 90.3.	85	75	50
Between M.P. 49.2 and 49.4.	40	40	25	Between M.P. 91.4 and 91.6.	85	75	50
<b>Fossil</b> Between M.P. 53.2 and 53.3.	85	75	50	<b>Border</b> Between M.P. 92.9 and 93.1.	60	50	40
Between M.P. 54.7 and 56.0.	40	35	25	Between M.P. 94.0 and 94.6.	85	75	50
<b>Nugget</b> Between M.P. 56.0 and 58.0.	40	35	25	Between M.P. 94.8 and 95.0.	85	75	50
Between M.P. 58.0 and 58.3.	70	65	45	Between M.P. 96.5 and 96.9.	70	65	45
Between M.P. 58.7 and 58.9.	70	65	45	<b>Pegram</b> Between M.P. 98.3 and 99.2.	60	50	40
Between M.P. 59.4 and 59.6.	70	65	45	Between M.P. 99.5 and 99.7.	70	65	45
<b>Orr</b> Between M.P. 60.8 and 61.2.	70	65	45	Between M.P. 100.7 and 100.9.	85	75	50
Between M.P. 61.8 and 62.1.	85	75	50	Between M.P. 102.6 and 102.9.	60	50	40
<b>Sage</b> Between M.P. 63.6 and 65.4.	60	50	40	<b>Harer</b> Between M.P. 103.4 and 104.9.	60	50	40
Between M.P. 66.6 and 66.8.	70	65	45	Between M.P. 105.2 and 105.4.	70	65	45
Between M.P. 67.3 and 67.7.	70	65	45	<b>Dingle</b> Between M.P. 111.6 and 112.0.	85	75	50
				<b>Montpelier</b>			

**SECOND SUBDIVISION**

<b>Montpelier</b> Between M.P. 119.5 and 120.4.	85	75	50	Between M.P. 128.2 and 128.6.	60	50	40
Between M.P. 120.6 and 120.8.	70	65	45	Between M.P. 129.6 and 130.0.	60	50	40
Between M.P. 121.2 and 121.3.	60	50	40	Between M.P. 131.1 and 131.4.	85	75	50
<b>Pescadero</b> Between M.P. 121.3 and 121.7.	60	50	40	Between M.P. 131.6 and 131.8.	70	65	45
Between M.P. 121.8 and 122.4.	70	65	45	<b>Cavanaugh</b> Between M.P. 131.9 and 132.2.	70	65	45
Between M.P. 122.5 and 122.8.	60	50	40	Between M.P. 134.2 and 134.4.	85	75	50
Between M.P. 123.0 and 123.4.	70	65	45	Between M.P. 135.5 and 135.7.	70	65	45
Between M.P. 123.8 and 124.2.	85	75	50	<b>Manson</b> Between M.P. 138.1 and 138.3.	85	75	50
Between M.P. 124.7 and 125.0.	85	75	50	Between M.P. 138.6 and 139.2.	60	50	40
Between M.P. 125.0 and 125.3.	70	65	45	Between M.P. 139.7 and 140.0.	85	75	50
Between M.P. 125.8 and 126.1.	60	50	40	<b>Rose</b> Between M.P. 140.3 and 140.5.	85	75	50
Between M.P. 126.2 and 126.8.	70	65	45	Between M.P. 141.0 and 141.9.	60	50	40
<b>Georgetown</b> Between M.P. 127.7 and 127.9.	70	65	45	Between M.P. 142.4 and 143.4.	70	65	45
				Between M.P. 143.7 and 143.9.	60	50	40
				Between M.P. 144.5 and 145.3.	50	40	25



BOISE MAIN LINE							
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Fr.		Str.	Pagr.	Fr.
Maximum speed.	90	75	50	Shafer			
<b>Orchard</b>				Between M.P. B-442.1 and B-442.3.	60	50	40
Between M.P. B-428.2 and B-428.4.	85	75	50	Between M.P. B-442.7 and B-444.5.	60	50	40
Between M.P. B-429.1 and B-429.4.	60	50	40	<b>Hillcrest</b>			
Between M.P. B-429.7 and B-430.0.	70	65	45	Between M.P. B-445.6 and B-446.2.	60	50	40
<b>Leone</b>				<b>Boise</b>			
Between M.P. B-431.0 and B-431.3.	70	65	45	Between M.P. B-450.4 and B-450.6.	70	65	45
Between M.P. B-432.0 and B-432.3.	70	65	45	<b>Boise Jct.</b>			
Between M.P. B-433.5 and B-433.8.	70	65	45	Between M.P. B-450.7 and B-450.9.	70	65	45
Between M.P. B-433.9 and B-434.2.	60	50	40	<b>Meridian</b>			
<b>Black's Creek</b>				No. 11 and No. 12 to discharge mail.		40	
Between M.P. B-435.8 and B-436.2.	70	65	45	<b>Nampa Loop Jct.</b>			
Between M.P. B-437.8 and B-438.2.	85	75	50	Between M.P. B-464.4 and B-464.6.	70	65	45
Between M.P. B-438.5 and B-438.8.	70	65	45	Between M.P. B-467.0 and B-467.7.	40	40	25
Between M.P. B-439.5 and B-440.3.	50	40	25	<b>Nampa</b>			
Between M.P. B-440.4 and B-441.8.	70	65	45				
BRANCHES							
<b>Kemmerer Branch.</b>		15	15	Between M.P. 31.0 and 36.2.		25	25
<b>Cumberland Branch.</b>		15	15	Between M.P. 45.8 and 53.3.		25	25
<b>Glencoe Branch.</b>		15	15	Between M.P. 69.6 and 71.6.		25	25
<b>Elkol Branch.</b>		15	15	Between M.P. 91.2 and 91.5.		25	25
<b>Blazon Branch.</b>		15	15	Between Herrell and Melandco.		20	20
<b>Grace Branch.</b>				Wells Yard.		25	15
Maximum speed.		20	20	<b>Ketchum Branch.</b>			
Bridge 5.33 with 2000 class engines.		10	10	Maximum speed.		40	30
<b>Twin Falls Branch.</b>				Bridge 16.04 with MacArthur type engines.		15	15
Maximum speed.		50	40	Between Hailey and Ketchum, over truss bridges.		15	15
Bridge 20.10.		25	25	Bellevue, over streets and alleys.		12	12
Rupert, on west leg of wye.		10	10	<b>Hill City Branch.</b>			
Rupert, over streets and alleys.		12	12	Maximum speed.		25	25
Buhl, on mill and elevator track with MacArthur type engines.			5	Over trestles 21.6 and 23.40 with snow plows.			15
<b>North Side Branch.</b>				<b>Boise Branch.</b>			
Maximum speed.		35	30	Between Boise Jct. and Boise Freight.		25	25
Motor trains, on straight track.		40		Between Boise Freight and Barber Jct.		15	15
All trains between M.P. 30.0 and 30.5.		20	20	<b>Murphy Branch.</b>			
2000, 2300 and 2500 class engines.		15	15	Between Nampa and M.P. 21.6.		15	15
<b>Raft River Branch.</b>		20	20	Between M.P. 21.6 and Murphy.		20	20
<b>Oakley Branch.</b>		25	25	Bridge 22.40.		15	15
Light MacArthur type engines.		20	20				
<b>Wells Branch.</b>							
Maximum speed.		30	30				

BRANCHES (Continued)							
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Fr.		Str.	Pagr.	Fr.
<b>Idaho Northern Branch.</b>				<b>Juntura</b>			
Maximum speed.		30	30	Between M.P. 78.6 and 80.7, watch for rocks.		20	20
Between Jenness and Bramwell.		20	20	Between M.P. 80.7 and 81.0, watch for rocks.		10	10
Trains handling high cars between Jenness and Bramwell.			12	Between M.P. 81.0 and 86.6, watch for rocks.		20	20
Between Plaza and Banks. Watch for rocks between Black Canyon and Banks.		25	25	<b>Long</b>			
Banks, westward around curve east of east passing track switch, to east switch.		5	5	Between M.P. 86.6 and 89.0, watch for rocks.		20	20
Between Banks and Smiths Ferry, watch for rocks.		15	15	<b>Dunnean</b>			
Trains handling logs or high cars between Banks and M.P. 81.			12	Between M.P. 103.5 and 106.5.		20	20
Between Smiths Ferry and Cabarton, watch for rocks.		20	20	Bridge 106.14.		15	15
M.P. 31.4.		20	20	<b>Circle Bar</b>			
Between M.P. 32.0 and 35.4.		10	10	Between M.P. 119.0 and 122.5.		20	20
Bridge 36.61.		20	20	Between M.P. 119 and 124, watch for rocks.		20	20
Between M.P. 99.6 and 101.1.		20	20	<b>Brogan Branch.</b>		20	20
Between M.P. 124.1 and 124.4.		15	15	<b>Payette Branch.</b>			
<b>Wilder Branch.</b>		15	15	Maximum speed.		25	25
<b>Homedale Branch.</b>		25	25	Payette Jct., on curve.		10	10
<b>Oregon Eastern Branch.</b>				Trains handling logs between Payette and Emmett on curves.			20
Maximum speed.		30	25	Straight track.			25
<b>Hope</b>				<b>New Meadows Branch.</b>			
Between M.P. 29.5 and 33.5, watch for rocks.		20	20	Motor trains.		30	
<b>Little Valley</b>				Maximum speed, between Weiser and M.P. 10.			
Between M.P. 36.5 and 37.6, watch for rocks.		20	20	Straight track.		25	20
Between M.P. 37.6 and 37.7, soft spot.		10	10	On curves.		20	20
Between M.P. 37.7 and 38.2, watch for rocks.		20	20	Between M.P. 10 and New Meadows. Straight track.		25	15
				On curves.		20	10
				Engines running backward.		10	10
				Between M.P. 55.0 and 55.5.		10	10
				<b>Homestead Branch.</b>			
				Maximum speed, watch for rocks.		20	20
				On curves.		15	15