

UNION PACIFIC SYSTEM

OREGON SHORT LINE RAILROAD COMPANY

Idaho Division

EMPLOYEES' TIME-TABLE

To Take Effect Sunday, November 25, 1928

12.01 A. M. "Mountain Time."



For the government and information of employes only, and not intended for the use of the public.
The right is reserved to vary from this time-table at pleasure.

H. J. PLUMHOF,
General Manager.

G. L. WHIPPLE,
General Superintendent of Transportation.

R. A. PIERCE,
General Superintendent.

IDAHO DIVISION

E. C. MANSON,
Superintendent, POCATELLO, IDAHO

R. E. TITUS,
ASSISTANT SUPERINTENDENT, 4th Subdivision and Branches, NAMPA, IDAHO

O. B. CHALMERS,
TRAINMASTER, 3rd Sub-Division and Branches, POCATELLO, IDAHO

W. T. ENNIS,
TRAINMASTER, 4th Sub-Division and Branches, NAMPA, IDAHO

J. V. NEVINS,
CHIEF DISPATCHER, 3rd Sub-Division and Branches, POCATELLO, IDAHO

E. C. RIDDLE,
NIGHT CHIEF DISPATCHER, POCATELLO, IDAHO

J. B. DOLES,
CHIEF DISPATCHER, 4th Sub-Division and Branches, NAMPA, IDAHO

J. C. MENZIES
NIGHT CHIEF DISPATCHER, NAMPA, IDAHO

MILEAGE.

IDAHO DIVISION	Main Line ..	370.63		
	Branches ...		929.18	
	Total.....			1299.81
UTAH DIVISION	Main Line..	377.80		
	Branches ...		197.89	
	Total.....			575.69
MONTANA DIVISION	Main Line..	265.19		
	Branches ...		393.50	
	Total.....			658.69
Total, Main Line		1013.62		
Total, Branches.....			1520.57	
Total				2534.19

DISPATCHERS, 4TH SUB-DIVISION

L. A. CollinsNampa, Idaho
C. E. MolanderNampa, Idaho
W. E. GoldNampa, Idaho
O. C. LindenNampa, Idaho
R. R. JohnsonNampa, Idaho

DISPATCHERS, 3RD SUB-DIVISION

F. B. HomanPocatello, Idaho
R. S. AshbyPocatello, Idaho
M. T. CraigPocatello, Idaho
J. D. RaylePocatello, Idaho
E. C. Bullis.....Pocatello, Idaho

Time per Mile	Miles per Hour
51"	70.6
52"	69.2
53"	67.9
54"	66.6
55"	65.4
56"	64.2
57"	63.1
58"	62
59"	61
1'	60
1' 1"	59
1' 2"	58
1' 3"	57.1
1' 4"	56.2
1' 5"	55.3
1' 6"	54.5
1' 7"	53.7
1' 8"	52.9
1' 9"	52.1
1' 10"	51.4
1' 12"	50
1' 15"	48
1' 20"	45
1' 25"	42.3
1' 30"	40
1' 40"	36
1' 45"	34.3
1' 50"	32.7
2'	30
2' 10"	27.6
2' 15"	26.6
2' 20"	25.7
2' 30"	24
2' 40"	22.5
2' 45"	21.8
2' 50"	21.2
3'	20
3' 9"	19
3' 20"	18
3' 31"	17
3' 45"	16
4'	15
5'	12
6'	10
7' 30"	8
10'	6

RATING OF LOCOMOTIVES IN FREIGHT SERVICE IN TONS OF 2000 POUNDS

Total weight of train exclusive of engine and tender, which the different classes of locomotives will haul in each direction between the stations shown, under favorable weather conditions: (A deduction of ten (10) per cent may be made for time freight trains.)

POCATELLO AND HUNTINGTON.

TYPE OF ENGINE	CLASS OF ENGINE BY NUMBER	WESTWARD							EASTWARD					
		Pocatello to Shoshone	Shoshone to Glenn's Ferry	*Glenn's Ferry to Orchard	**Glenn's Ferry to Orchard	***Glenn's Ferry to Orchard	Glenn's Ferry to Orchard	Orchard to Huntington	Huntington to Nampa	Nampa to Orchard	Orchard to Glenn's Ferry	†Glenn's Ferry to Shoshone	Shoshone to Minidoka	Minidoka to Pocatello
Mallet C. 57 26-41 464S	3600 and 3704	4400	5000	4800				5000	5000	5000	3700	3700	4400	
TTT. 63 29½ 285S	5300	3100	5000	4000	3010	2940	1750	5000	4500	3600	5000	3000	3400	3700
TTT. 63 29½ 285S	5300 With Booster	3400	5000	4300	3310	3240	2050	5000	4800	3900	5000	3300	3700	4000
Mk. 63 26 214S	2535	2400	5000	3150	2600	2530	1340	4100	3650	2700	4200	2375	2675	2900
Mk. 63 26 214S	2500 or 2300	2300	4800	3000	2520	2450	1260	3900	3500	2600	4000	2275	2575	2800
Mk. 57 23¾ 206S	2000	2150	4500	2750	2450	2380	1190	3700	2900	2450	3800	2175	2475	2700
C. 57 22 190S	560	1900	4000	2450				3200	2500	2150	3300	1700	1900	2000

EXPLANATION

"E"—Eight Wheelers
"A"—Atlantic Type
"P"—Pacific Type
"T"—Ten Wheelers
"M"—Moguls
"C"—Consolidation Engines
"TW"—Twelve Wheelers
"S"—Switch
"MK"—Mikado Type
"TTT"—Two-Ten-Two
"Mallet"—Mallet

Example—Consolidation engine having 57-inch drivers, cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on drivers:

C-57 $\frac{22}{30}$ 187

* Mallet helpers between Glenn's Ferry and Mountain Home.
** 2500 Class " " " " " " "
*** 2000 Class " " " " " " "

†Helpers between Glenn's Ferry and Bliss.

CONDENSED TIME TABLE

WESTWARD—Granger and Huntington—EASTWARD

SECOND CLASS				FIRST CLASS					Distance from Granger	Time Table Nos. 115-122 November 25, 1928				Distance from Huntington	FIRST CLASS				SECOND CLASS			
255 Time Freight				17 Passenger	5 Mail	25 Passenger	23 Passenger	18 Passenger		26 Passenger	6 Mail	24 Passenger	STATIONS				256 Time Freight					
Leave Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	STATIONS				Arrive Daily						
1.10PM				11.20AM	5.30AM	2.10AM		0.0	Lv. GRANGER	Arr. 588.8	7.45PM	3.15AM	11.15AM		7.05AM							
10.25PM				2.35PM	8.25	5.25		115.0	MONTPELIER	423.8	4.20	11.55PM	7.20		7.30PM							
4.15AM				4.40	10.12	7.45		191.2	McCAMMON	347.6	1.40	9.15	4.15		9.00AM							
{ 5.32 8.00AM				{ 5.20 5.50	{ 10.45 11.25AM	{ 8.25 8.50	5.00AM	213.9	Arr. POCATELLO	Lv. Arr. 324.9	{ 1.05 12.40PM	{ 8.35 8.05	{ 3.20AM 1.00AM	2.35AM	{ 7.10 4.35AM							
12.20PM				7.28	12.50PM	10.30AM	6.40	272.4	MINIDOKA	266.4	10.55AM	6.20PM	11.15PM	12.55AM	11.40PM							
				1.05PM	3.35	1.05PM	1.05PM	331.3	Arr. TWIN FALLS	Lv. 325.3	7.20	7.20AM	5.00PM	5.00PM								
3.38				8.46	1.55	11.50	8.00AM	321.5	SESHONE	217.3	9.40	4.48PM	9.45	11.28	7.30							
8.40PM				10.20PM	3.15	1.20	9.35	373.8	GLENN'S FERRY	165.0	7.45	2.40	7.30	9.20	3.15PM							
				12.20AM 12.35	7.00	3.28 3.33	11.43 11.53AM	448.4	BOISE	101.7	{ 5.35 5.20	{ 12.32PM 12.27	6.55	7.15 7.00								
2.00AM				1.15	5.20	4.10	12.40PM	456.6	NAMPA	Lv. 82.2	4.45	11.50AM	4.30	6.25	6.00AM							
5.15				2.28	6.16	5.28	1.55	498.7	ONTARIO	40.1	3.33	10.26	3.01	4.48	2.28AM							
8.10AM				3.50AM	7.24PM	6.52PM	3.10PM	538.8	Arr. HUNTINGTON	Lv. 0.0	2.25AM	9.15AM	1.50PM	3.40PM	11.30PM							
Arrive Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(538.8)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							
(43.00) 12.5				(16.30) 33.3	(13.54) 38.8	(16.42) 32.9	(10.10) 33.Time Granger to Huntington.....				(17.20)	(18.00)	(2.25)	(10.55)	(55.35)						
							Average Speed Per Hour.....				31.7	30.6	25.2	30.8	9.7						

WESTWARD—Salt Lake and Butte—EASTWARD

SECOND CLASS				FIRST CLASS					Distance from Salt Lake via Old Butte Main Line	Time Table Nos. 222-317 November 25, 1928				Distance from Butte via Gould Street	FIRST CLASS				SECOND CLASS			
277 Time Freight				31 Passenger	33 Passenger	29 Passenger	41 Passenger	34 Passenger		32 Passenger	42 Passenger	30 Passenger	STATIONS				278 Utah Time Freight					
Leave Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	STATIONS				Arrive Daily						
7.30PM				11.50PM	11.10PM	12.30PM	7.00AM	0.0	Lv. SALT LAKE CITY	Arr. 433.8	7.05AM	7.55AM	6.30PM	10.25PM	7.15AM							
10.00				1.15AM	12.20AM	1.45	8.20	36.3	OGDEN	397.5	6.05	7.00	5.25	9.25	5.15							
11.05PM				1.55	12.55	2.20	9.05	57.4	BRIGHAM	376.4	5.10	6.10	4.35	8.30	3.35							
1.00AM				2.55	1.50	3.15	10.10AM	85.1	CACHE JCT.	348.7	4.20	5.20	3.40	7.40	1.50AM							
5.50				5.05	3.50	4.50	12.20PM	147.5	McCAMMON	286.3	2.25	3.45	1.40	6.05	10.00PM							
{ 6.50 8.10				{ 5.45 7.10	{ 4.30 8.30AM	{ 5.30 6.10	{ 1.00 1.30PM	170.2	Arr. POCATELLO	Lv. Arr. 263.6	{ 1.40AM 8.20PM	{ 3.00 2.15	{ 1.00 12.01PM	{ 5.25 4.55	{ 8.40 6.10							
10.00				8.05	9.17	7.08	2.22	194.4	BLACKFOOT	238.8	7.35	1.23	11.18AM	4.07	4.50							
11.55AM				9.05AM	10.05AM	8.15PM	3.30	220.8	IDAHO FALLS	212.4	6.35	12.28AM	10.30	3.10	3.20PM							
					12.05PM		5.30PM	271.8	ASHTON	Lv. 263.4	4.30		8.30AM									
					2.05PM			317.4	Arr. VICTOR	Lv. 309.0	2.30PM											
								327.9	Arr. WESTYELLOWSTONE	Lv. 319.5												
9.55PM				12.45PM		12.01AM		316.2	LIMA	117.0		9.25PM		12.05PM	7.45AM							
8.00AM				4.30		4.05		426.4	SILVER HOW	6.8		5.30		8.05	8.30PM							
8.25AM				4.45PM		4.20AM		433.2	Arr. BUTTE	Lv. 0.0		5.10PM		7.45AM	7.30PM							
Arrive Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(433.8)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							
(36.55) 11.7				(16.55) 25.6	(14.55) 21.3	(15.50) 27.4	(10.30) 26.0Time Salt Lake City to Butte.....				(16.35)	(14.45)	(10.00)	(14.40)	(35.45)						
							Average Speed Per Hour.....				19.2	29.4	27.2	29.5	12.1						

THIRD SUB-DIVISION—Pocatello and Glens Ferry—WESTWARD.

Length of Passing Tracks in feet between clearance points, and location of Scales, Water, Fuel, Phones and Turning Stations. Other Tracks in Feet beyond Clearance Points.	SECOND CLASS					FIRST CLASS					Distances from Granger	Time Table No. 115 November 25, 1928																				
	255					17 5 83 25 23						STATIONS																				
	Time Freight					Passenger Mail Passenger Passenger Passenger																										
	Leave Daily					Leave Daily Leave Daily Leave Daily Leave Daily Leave Daily																										
333,422 PYOTFW					8:00 AM					5:50 PM					11:25 AM					8:55 AM					8:50 AM					5:00 AM	213.9	DN-R POCATELLO ^{Dispr H Ca} Po. 5.6
2,741																				f											219.5	BATISE SPRINGS (Spur) 3.0
7,701 845 P					8:30					6:08					11:42					f 9:12					9:07					5:16	222.5	MICHAUD 4.0
735																				f											226.5	SCHILLER 3.6
3,795 P					8:48					6:16					11:51					f 9:22					9:15					5:24	230.1	BANNOCK 3.2
5,133 P					9:00					6:20					11:59 AM					f 9:29					9:20					5:28	233.3	IGO 5.2
10,140 11,642 W					9:20					s 6:32					12:06 PM					s 9:43					s 9:32					s 5:38	238.5	DN AMERICAN FALLS AT 3.8
5,399 280 P					<u>9:55</u>					6:39					12:12					f 9:50					9:39					5:45	242.3	BORAH 4.8
3,913 683 P					10:20					6:48					12:17					f 9:59					9:48					5:52	247.1	COOLIDGE 3.0
5,206 1,485 P					10:30					6:53					12:20					f 10:04					9:53					5:56	250.1	QUIGLEY 5.9
4,091 329 W					10:50					7:00					12:26					f 10:14					10:01					6:03	256.0	D WAPI W 3.8
5,198 P					11:14					7:05					12:30					f 10:19					10:06					6:08	259.8	DE WOFF 4.3
3,907 547 P					11:35					7:10					12:35					f 10:25					10:12					6:13	264.1	CHYBO 3.2
5,021 P					11:50 AM					7:15					12:39					f 10:30					10:17					6:17	267.3	HAWLEY 5.1
19,107 21,054 WYF					12:20 PM					s 7:28					12:50					10:40 AM					s 10:30					s 6:40	272.4	DN-R MINIDOKA Rt 2.5
6,800					12:29					7:32					12:53										10:35					6:44	274.9	SEARS 1.3
3,552 496 P					12:35					7:35					12:55										10:40					f 6:46	276.2	MAX 3.9
5,068 P					1:00					7:40					1:00										10:46					f 6:51	280.1	COLE 4.2
3,015 491 P					1:10					7:46					1:05										10:52					f 6:56	284.3	ADELAIDE 2.6
12,729										7:50					1:08										10:57					6:59	286.9	VINING 2.1
22,235 588 W					1:25					7:53					1:11										11:00					f 7:04	289.0	D KIMAMA Km 6.7
5,191 P					1:45					8:02					1:19										11:08					f 7:13	295.7	SENER 3.6
3,442 P					2:00					8:07					1:23										11:13					f 7:18	299.3	SID 4.2
5,705 327 W					2:30					8:13					1:28										11:19					f 7:24	303.5	OWINZA 1.9
16,827										8:16					1:31										11:22					7:27	305.4	RAYLE 3.9
5,136 333 P					2:50					8:21					1:34										11:27					f 7:32	309.3	BESSLEN 1.7
14,300										8:23					1:36										11:30					7:34	311.0	CLAGETT 2.9
3,925 1,908 IP					3:05					8:27					1:40										11:34					s 7:40	313.9	DN DIETRICH Hd 4.0
2,941 P					3:20					8:32					1:45										11:39					f 7:45	317.9	BRADY 3.6
13,267 19,347 PTYFW					3:38					s 8:46					s 1:55										s 11:50					s 8:00	321.5	DN-R SHOSHONE X 4.3
2,951 352 P					4:00					8:53					2:00										11:57 AM					f 8:08	325.8	DISNEY 5.0
5,124 514 P					4:20					9:00					2:06										12:05 PM					f 8:16	330.8	TUNUPA 6.7
5,809 6,590 W					5:00					s 9:10					2:14										s 12:17					s 8:30	337.5	D GOODING Gd 6.7
5,154 P					5:20					9:22					2:22										12:25					f 8:42	344.2	FULLER 6.3
8,757 3,712 YW					5:40					s 9:35					2:30										s 12:37					s 8:52	350.5	DN BLISS Is 6.8
10,324 YP					6:00					9:44					2:39										12:46					f 9:00	357.3	TIOESKA 9.6
4,127 2,030 W					6:40					f 10:02					2:56										1:02					f 9:16	366.9	DN KING HILL Kh 3.9
2,778																															370.8	SANDBANK (Spur) 3.0
83,483 YPTFW					7:10 PM					10:15 PM					3:10 PM										1:15 PM					9:30 AM	373.8	DN-R GLENN'S FERRY Gf
					Arrive Daily					Arrive Daily					Arrive Daily										Arrive Daily					Arrive Daily		

(11.10) 14.3 (4.25) 36.2 (3.45) 42.6 (1.45) 33.4 (4.25) 36.2 (4.30) 35.7 Time Average Speed Per Hour.....

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction (See Rule 72).

THIRD SUB-DIVISION—Glenns Ferry and Pocatello—EASTWARD.

Time Table No. 115
November 25, 1928

Distance from
Huntington

FIRST CLASS

SECOND CLASS

STATIONS

STATIONS	Distance from Huntington	FIRST CLASS					SECOND CLASS									
		18 Passenger	26 Passenger	84 Passenger	6 Express	24 Passenger	256 Time Freight									
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily									
DN-R POCATELLO Po. Ca 5.6	324.9	12.40PM	8.05PM	9.10PM	1.00AM	2.35AM	4.35AM									
BATISE SPRINGS (Spur) 3.0	319.3			f												
MICHAUD 4.0	316.3	12.15	7.44	f 8.50	12.40	2.14	3.40									
SCHILLER 3.6	312.3			f												
BANNOCK 3.2	308.7	12.05PM	7.34	f 8.40	12.30	2.04	3.05									
IGO 5.2	305.5	11.59AM	7.29	f 8.35	12.25	1.59	2.50									
DN AMERICAN FALLS Af 3.8	300.3	s 11.49	s 7.18	s 8.25	s 12.15	s 1.50	2.30									
BORAH 4.8	296.5	11.40	7.08	f 8.16	12.05AM	1.40	2.05									
COOLIDGE 3.0	291.7	11.32	7.00	f 8.09	11.57PM	1.32	1.32									
QUIGLEY 5.9	288.7	11.27	6.53	f 8.05	11.52	1.27	1.10									
D WAPI W 3.8	282.8	11.19	6.44	f 7.56	11.43	1.19	12.52									
DE WOFF 4.3	279.0	11.14	6.38	f 7.50	11.37	1.14	12.43									
CHYBO 3.2	274.7	11.09	6.33	f 7.44	11.31	1.08	12.33									
HAWLEY 5.1	271.5	11.04	6.28	f 7.38	11.25	1.03	12.14AM									
DN-R MINIDOKA Rt 2.5	266.4	s 10.55	s 6.20	7.28PM	s 11.15	s 12.55	11.40PM									
SEARS 1.3	263.9	10.42	6.08		11.01	12.44	11.25									
MAX 3.9	262.6	10.40	f 6.06		10.59	f 12.42	11.15									
COLE 4.2	258.7	10.36	f 6.01		10.54	f 12.37	10.54									
ADELAIDE 2.6	254.5	10.31	f 5.55		10.48	f 12.32	10.30									
VINING 2.1	251.9	10.28	5.50		10.44	12.27										
D KIMAMA Km 6.7	249.8	10.25	f 5.47		f 10.40	f 12.24	10.10									
SENER 3.6	243.1	10.17	f 5.37		10.31	f 12.14	9.45									
SID 4.2	239.5	10.12	f 5.31		10.26	f 12.08	9.02									
OWINZA 1.9	235.3	10.06	f 5.24		10.20	f 12.01AM	8.35									
RAYLE 3.9	233.4	10.04	5.19		10.15	11.56PM										
BESSLEN 1.7	229.5	9.59	f 5.14		10.10	f 11.51	8.21									
CLAGETT 2.9	227.8	9.57	5.10		10.06	11.47										
DN DIETRICH Hd 7.6	224.9	9.53	s 5.05		f 10.02	f 11.43	8.00									
DN-R SHOSHONE X 4.3	217.3	s 9.40	s 4.48		s 9.45	s 11.28	7.30									
DISNEY 5.0	213.0	9.24	f 4.30		9.30	f 11.10	6.45									
TUNUPA 6.7	208.0	9.14	f 4.20		9.22	f 11.02	6.25									
D GOODING Gd 6.7	201.3	s 9.00	s 4.10		s 9.10	s 10.50	5.56									
FULLER 6.3	194.6	8.42	f 3.49		8.42	f 10.34	5.20									
DN BLISS Is 6.8	188.3	s 8.32	s 3.38		s 8.30	s 10.23	4.55									
TICESKA 9.6	181.5	8.17	f 3.19		8.10	f 10.05	4.30									
DN KING HILL Kb 3.9	171.9	7.57	f 2.56		f 7.50	f 9.40	3.45									
SANDBANK (Spur) 3.0	168.0															
DN-R GLENN'S FERRY Gf 3.0	165.0	7.45AM	2.40PM		7.30PM	9.20PM	3.15PM									
(159.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily									

BLOCK SIGNALS

..... Time (4.55) (5.25) (1.42) (5.30) (5.15) (13.20)
..... Average Speed Per Hour..... 22.5 29.5 34.4 29.0 30.4 12.0

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule 72.)

WESTWARD—FOURTH SUB-DIVISION—Glenn's Ferry and Huntington.—EASTWARD

Length of Passing Trains in feet between clearance po- ints, including Wayside, Fuel Pumps, & Turning Stands. Other Trains in feet Beyond Clearance Point.	SECOND CLASS				FIRST CLASS				Distance from Granger	Time Table No. 115 November 25, 1925		Distance from Huntington	FIRST CLASS				SECOND CLASS						
	255				17					STATIONS			6				256						
	Time Freight Leave Daily				Passenger Leave Daily					Passenger Leave Daily			Passenger Arrive Daily		Passenger Arrive Daily				Time Freight Arrive Daily				
83,483 PFTW	8.40PM				10.20PM				9.35AM		373.8	DN-R GLENN'S FERRY Gr	165.0	7.40AM		2.35PM		7.25PM		9.15PM		1.10PM	
2,712 509 P Eastward only									f		377.8	4.0 DORAN	161.0	7.30		f 2.25		f 7.12		9.07		12.50	
5,564 1,195 P	9.10				10.34				f 9.50		382.7	4.9 D HAMMETT Wx	156.1	7.23		f 2.18		f 7.02		f 9.00		12.40PM	
6,335 3,450 IPY	10.10				10.58				f 10.14		391.5	8.8 DN REVERSE Rv	147.3	7.10		f 2.04		f 6.45		8.46		11.50AM	
2,944 P	10.25				11.05				f 10.20		396.9	5.4 SLADE	141.9	7.03		f 1.56		f 6.38		8.39		11.28	
7,585 3,867 WP	10.40				s 11.16				s 10.32		401.6	4.7 DN MOUNTAIN HOME Mz	137.2	s 6.57		s 1.50		s 6.30		s 8.33		10.58	
7,475 P	10.55				11.24				f 10.39		407.5	5.9 SEBREE	131.3	6.45		f 1.37		f 6.15		8.20		10.39	
6,845 330 PW	11.10				11.30				f 10.46		412.7	5.2 CLEFT	126.1	6.39		f 1.31		f 6.06		8.14		10.10	
2,966 310 P	11.25				11.37				f 10.55		418.8	6.1 SUNNYSIDE	120.0	6.32		f 1.24		f 5.56		8.07		9.55	
7,747 10,413 IFPWY	11.45				11.45PM				f 11.03AM		423.0	4.2 DN-R ORCHARD Od	115.8	6.25AM		f 1.17PM		f 5.48		f 8.00PM		9.10	
3,444 516 P	11.55PM				Arrive Daily				Arrive Daily		427.0	4.0 HICKEY	111.8	Leave Daily		Leave Daily		f 5.38		Leave Daily		8.50	
4,148 P	12.05AM										430.8	3.8 ELY	108.0					f 5.30				8.30	
1,878											431.9	1.1 ADGER (Spur)	106.9										
5,123 726 PW	12.15				Via Boise Main Line				Via Boise Main Line		434.7	2.8 OWYHEE	104.1	Via Boise Main Line		Via Boise Main Line		f 5.22		Via Boise Main Line		8.10	
3,443 P	12.25				4.44				4.44		438.6	3.9 KIESEL	100.2					f 5.14				7.50	
3,902 333 P	12.35				4.48				4.48		442.6	4.0 MORA	96.2					f 5.06				7.30	
3,857 1,246 P	12.45				s 4.55				s 4.55		446.7	4.1 D KUNA Ka	92.1					s 4.55				7.05	
4,226 519 P	1.00				Leave Daily				Leave Daily		451.8	5.1 COLLOPY	87.0	Arrive Daily		Arrive Daily		f 4.40		Arrive Daily		6.35	
17,692 96,934 OYFWTP	2.00				s 1.15AM				s 5.10 5.20		456.6	4.8 DN-R NAMPA Dispr D Q	82.2	s 4.40AM		s 11.45AM		s 4.30 4.10		s 6.20PM		6.00	
2,934 P	2.15				1.22				f 12.46		456.8	4.0 BOISE VAL. TRAC. CROSS	82.0										
4,884 12,775 WP	2.30				s 1.33				s 5.35		460.8	4.7 MOSS	78.0	4.33		11.36		f 4.02		6.12		5.10	
3,403 P	2.40				1.39				f 1.02		465.5	0.3 DN CALDWELL Cw	73.3	s 4.25		s 11.29		s 3.54		s 6.05		5.00	
4,568 P 473	2.50				1.44				s 1.08		465.8	3.4 BOISE VAL. TRAC. CROSS	73.0										
3,009 931 P	3.00				1.49				f 1.14		469.2	3.3 ENROSE	69.6	4.15		f 11.17		f 3.45		5.52		4.45	
5,195 4,910 P	3.12				s 1.57				f 4.56		472.5	3.6 D NOTUS U	66.3	4.10		f 11.12		f 3.40		f 5.44		4.35	
1,479											476.1	4.7 TUCKER	62.7	4.05		f 11.05		f 3.34		5.32		4.25	
7,414 6,778 PYW	3.47				s 2.08				f 5.09		480.8	5.0 D PARMA Ma	58.0	3.58		s 10.58		s 3.27		s 5.24		4.10	
2,407 1,722 P	4.40				2.13				f 1.41		485.8	2.6 APPLE VALLEY	53.0										
15,689 12,124 FYP	5.15				s 2.28				s 6.16		488.4	3.3 D NYSSA Sy	50.4	3.47		s 10.46		s 3.17		s 5.09		3.47	
1,556 P											491.7	7.0 ARCADIA	47.1	3.42		f 10.39		f 3.11		4.59		2.55	
8,851 13,854 WP	5.35				s 2.40				s 6.26		498.7	2.1 DN ONTARIO On	40.1	s 3.33		s 10.26		s 3.01		s 4.48		2.28	
710											500.8	1.3 WASHOE (Spur)	38.0										
4,226 1,141 P	5.55				2.50				f 2.16		502.1	0.4 PAYETTE JCT.	36.7										
1,261											502.5	3.7 DN PAYETTE Ay	36.3	s 3.22		s 10.14		s 2.50		s 4.37		2.00	
7,876 7,002 WP	6.30				s 3.02				s 6.44		506.2	3.1 WOOD	32.6										
884											509.3	3.4 CRYSTAL	29.5	3.11		f 10.02		f 2.38		4.26		1.30	
3,877 549 P	7.00				3.12				f 2.40		512.7	3.2 FELTHAM	26.1										
5,721 P	7.20				3.19				f 2.46		515.9	3.2 DN WEISER Sr	22.9	s 3.02		s 9.52		s 2.28		s 4.17		1.10	
3,928 714 PW	7.40				3.26				f 2.53		520.3	4.4 JONATHAN	18.5										
4,088 P	7.50				3.35				f 2.59		522.0	1.7 EATON	16.8	2.50		f 9.40		f 2.15		4.05		12.45	
25,072 OTFWYP	8.10AM				3.50AM				6.52PM		525.7	3.7 COBB	13.1	2.45		f 9.35		f 2.09		4.00		12.20AM	
	Arrive Daily				Arrive Daily				Arrive Daily		530.1	4.4 OLDS FERRY	8.7	2.39		f 9.29		f 2.03		3.54		11.59PM	
											534.0	3.1 ROCK ISLAND	4.8	2.33		f 9.23		f 1.57		3.48		11.48	
											537.1	1.7 BLAKES JCT.	1.7										
											538.8	1.7 DN-R HUNTINGTON Hu Hn	0.0	2.25AM		9.15AM		1.50PM		3.40PM		11.30PM	
												(165.0)		Leave Daily		Leave Daily		Leave Daily		Leave Daily		Leave Daily	
	(11.30) 14.3				(5.30) 32.7				(4.09) 39.8			Time		(5.15) 33.9		(5.20) 33.1		(5.35) 29.6		(5.35) 31.6		(13.40) 12.1	
												Average Speed Per Hour.....											

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

WESTWARD—Boise Main Line—EASTWARD

Length of Passing Tracks in feet between clearance points, and location of Scales, Water, Fuel, Phones and Turning Stations. Other Tracks in Feet beyond Clearance Points.	FIRST CLASS			Distance from Granger	Time Table No. 115 November 25, 1928	Distance from Nampa	FIRST CLASS		
	17	25	23				18	26	24
	Passenger	Passenger	Passenger				Passenger	Passenger	Passenger
	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily
7,747 10,413 FPWY	11.45PM	2.51PM	11.03AM	423.0	DN-R ORCHARD OD	44.9	6.25AM	f 1.17PM	f 8.00PM
3,862 901 P	11.54PM	3.02	f 11.15	430.3	LEONE	37.6	6.15	f 1.06	7.48
3,902 507 P	12.02AM	3.10	f 11.24	435.9	BLACK'S CREEK	32.0	6.07	f 12.58	7.40
3,860 P	12.10	3.18	f 11.32	441.7	SHAFFER	26.2	5.52	f 12.47	7.29
909	12.15	3.23	f 11.37	445.1	HILLCREST	22.8	5.42	f 12.38	7.20
5,314 4,522 WYP	s 12.20 s 12.35	s 3.28 s 3.33	s 11.43 s 11.53	448.4	DN-R BOISE BG	19.5	s 5.35 s 5.20	s 12.32 s 12.27	s 7.15 s 7.00
1,496 P	12.39	3.37	11.57	450.7	BOISE JCT.	17.2	5.15	12.23	6.55
1,863 P	12.40	3.38	f 11.58AM	451.4	PERKINS	16.5	5.13	f 12.21	6.53
1,682 P	12.44	3.42	f 12.03PM	454.6	BEATTY	13.3	5.07	f 12.15	6.48
3,839 5,543 P	f 12.49	s 3.47	s 12.10	457.3	D MERIDIAN MD	10.6	5.02	s 12.10	s 6.43
				457.4	BOISE VAL. TRAC. CROSSING	10.5			
1,392 P	12.54	3.52	f 12.16	460.7	SONNA	7.2	4.57	f 12.02PM	6.37
512				462.2	NOBLE (Spur)	5.7			
				464.9	NAMPA LOOP JCT.	3.0			
				467.6	MAIN LINE JCT.	0.3			
17,682 96,934 POYWFT	1.10AM	4.05PM	12.30PM	467.9	DN-R NAMPA Dispr D Q	0.0	4.45AM	11.50AM	6.25PM
	Arrive Daily	Arrive Daily	Arrive Daily		(44.9)		Leave Daily	Leave Daily	Leave Daily

(1.25) 34.0 (1.14) 36.4 (1.27) 33.3 Time (1.40) 26.9 (1.27) 33.3 (1.35) 23.4
Average Speed Per Hour.....

WESTWARD—Wilder Branch—EASTWARD

Length of Passing Tracks in feet between clearance points, and location of Scales, Water, Fuel, Phones and Turning Stations. Other Tracks in Feet beyond Clearance Points.	SECOND CLASS		Distance from Caldwell	Time Table No. 115 November 25, 1928		Distance from Wilder	SECOND CLASS	
	361	362		361	362			
	Mixed	Mixed		Mixed	Mixed			
	Leave Daily Ex. Sunday	Arrive Daily Ex. Sunday		Leave Daily Ex. Sunday	Arrive Daily Ex. Sunday			
4,884 12,775 W	9.00AM	0.0	DN-R CALDWELL CW	11.5	11.10AM			
		0.3	BOISE VAL. TRAC. CROSSING	11.2				
560	f 9.20	3.8	SHELP	7.7	f 10.50			
1,128	f 9.40	7.0	GREENLEAF (Spur)	4.5	f 10.30			
677	f 9.55	9.6	ALLENDALE	1.9	f 10.15			
1,094 3,885	10.00AM	11.5	R WILDER	0.0	10.10AM			
	Arrive Daily Ex. Sunday		11.5		Leave Daily Ex. Sunday			

(1.00) 11.5 Time (1.00) 11.5
Average Speed Per Hour.....

WESTWARD—Boise Branch—EASTWARD

Length of Passing Tracks in feet between clearance points, and location of Scales, Water, Fuel, Phones and Turning Stations. Other Tracks in Feet beyond Clearance Points.	FIRST CLASS		Distance from Barber Jct.	Time Table No. 115 November 25, 1928	
	18	24		18	24
	Passenger	Passenger		Passenger	Passenger
	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily
1,496 P	6.25AM	f 1.17PM	0.0	BOISE JCT.	8.4
1,205 693	6.15	f 1.06	1.1	FAIR GROUNDS	7.3
WTOP 27,237	6.07	f 12.58	3.2	D-R BOISE FREIGHT Bd	5.2
	5.52	f 12.47	4.0	BOISE VAL. TRAC. CROSSING	4.4
	5.42	f 12.38	5.0	PENITENTIARY SPUR	3.4
650	s 5.35 s 5.20	s 12.32 s 12.27	6.3	VERNON (Spur)	2.1
	5.15	12.23	8.4	BARBER JCT.	0.0
	5.13	f 12.21		(8.4)	

..... Time
Average Speed Per Hour.....

WESTWARD—Homedale Branch—EASTWARD

Length of Passing Tracks in feet between clearance points, and location of Scales, Water, Fuel, Phones and Turning Stations. Other Tracks in Feet beyond Clearance Points.	SECOND CLASS		Distance from Nyssa	Time Table No. 115 November 25, 1928		Distance from Erb	SECOND CLASS	
	363	364		363	364			
	Mixed	Mixed		Mixed	Mixed			
	Leave Mon. and Friday	Arrive Mon. and Friday		Leave Mon. and Friday	Arrive Mon. and Friday			
7,414 6,778 WYP	10.55AM	0.0	D-R NYSSA CY	38.1	3.10PM			
264	f	4.5	DUNAWAY (Spur)	28.6	f			
2,206	f 11.15	6.7	KINGMAN	26.4	f 2.50			
477	f 11.20	8.1	OVERSTREET	25.0	f 2.45			
1,123	f 11.30	10.6	ADRIAN	22.5	f 2.35			
1,694	f 11.50AM	16.9	NAPTON	16.2	f 2.15			
1,627	f 12.05PM	21.4	McCOARD	11.7	f 2.00			
2,698 4,778 PYW	s 12.25	24.4	D-R HOMEDALE HO	8.7	s 1.50			
658	f 12.35	27.5	STACEY	5.6	f 1.30			
1,024	f 12.45	31.0	CLAYTONIA	2.1	f 1.20			
1,010 3,177 PY	12.55PM	33.1	ERB	0.0	1.10PM			
	Arrive Mon. and Friday		(33.1)		Leave Mon. and Friday			

(2.00) 16.5 Time (2.00) 16.5
Average Speed Per Hour.....

Westward trains are Superior to trains of the same class in the Opposite Direction, (See Rule 72).

WESTWARD—Idaho Northern Branch—EASTWARD

Length of Passing Tracks in feet between clearance points, and location of Scales, Water, Fuel, Phones and Turning Stations. Other Tracks in Feet beyond Clearance Points.	SECOND CLASS		Distance from Nampa	Time Table No. 115 November 25, 1928		Distance from McCall	SECOND CLASS	
	385 Mixed	377 Mixed		378 Mixed	386 Mixed			
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			
17,692 96,934 POYWF	8.00AM		0.0	DN-R NAMPA Dispr D Q	128.7		3.30PM	
	8.10		0.7	IDA. NOR. JCT.	128.0		3.20	
245	f 8.24		6.1	MADDENS (Spur)	122.6	f	3.00	
			9.3	BOISE VAL. TRAC. CROSSING	119.4			
823 806	s 8.40		9.3	D MIDDLETON KD	119.4	s	2.45	
863	f 9.05		18.9	JENNESS	109.8	f	2.20	
642			21.1	SAND	107.6			
259	f 9.20		22.2	BRAMWELL (Spur)	106.5	f	2.08	
	9.35	9.00AM	26.4	EMMETT JCT.	102.3	2.05PM	1.55	
4,635 23,628 PYW	s 10.00	9.05AM	27.0	D-R EMMETT Mx	101.7	2.00PM	s 1.50	
2,140	f 10.15		31.8	PLAZA	96.9	f	1.20	
515	f		33.0	BLACK CANYON (Spur)	95.7	f		
2,219 1,852 P	s 10.55		41.1	D MONTOUR Mr	87.6	s	12.45	
299			42.3	LARKIN (Spur)	86.4			
1,662 1,533 PW	s 11.40AM		49.7	D HORSESHOE BEND HB	79.0	s	12.20	
1,693 391	f 12.01PM		55.1	GARDENA	73.6	f	12.01PM	
1,407 704 WTFP	s 1.00		64.2	D BANKS AB	64.5	s	11.30AM	
587	f 1.30		69.3	MAINS	59.4	f	10.40	
517	f		72.8	FARRELL (Spur)	55.9	f		
1,627 WP	f 2.10		75.4	BIG EDDY	53.3	f	10.15	
700	f		81.0	MAC GREGOR (Spur)	47.7	f		
1,632 1,511 PY	s 2.55		83.0	D SMITHS FERRY SF	45.7	s	9.50	
747	f		85.6	HAWTHORN (Spur)	43.1	f		
	f		90.2	NAGEOM	38.5	f		
3,058 1,175 P	s 3.45		92.7	DR CABARTON NR	36.0	s	9.20	
1,699 W	f 3.55		95.5	BELVIDERE	33.2	f	9.05	
1,698 6,410 PY	s 4.45		99.2	D CASCADE CD	29.5	s	8.50	
811	f		100.8	TIE SPUR	27.9	f		
426	f		104.2	TIMOTHY (Spur)	24.5	f		
1,645	f 5.15		108.1	ARLING	20.6	f	7.55	
1,730 456 W	s 6.05		115.3	D DONNELLY DN	13.4	s	7.35	
810	f 6.25		120.6	NORWOOD	8.1	f	7.20	
997	f		127.4	CHRISMAN	1.3	f		
1,677 4,916 YWFP	7.00PM		128.7	D-R MCCALL NE	0.0		7.00AM	
				128.7				
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		

(11.00) (0.5) Time (0.5) (8.30)
11.7 7.2 Average Speed Per Hour 7.2 15.1

WESTWARD—Murphy Branch—EASTWARD

Length of Passing Tracks in feet between clearance points, and location of Scales, Water, Fuel, Phones and Turning Stations. Other Tracks in Feet beyond Clearance Points.	SECOND CLASS		Distance from Nampa	Time Table No. 115 November 25, 1928		Distance from Murphy	SECOND CLASS	
	357 Mixed	358 Mixed						
	Leave Daily Ex. Sunday	Arrive Daily Ex. Sunday						
17,692 96,934 POYWF	8.00AM		0.0	DN-R NAMPA Dispr. D Q	29.8		12.05PM	
682	f 8.15		4.4	DEAL	25.4	f	11.45AM	
1,350	f 8.35		8.8	BOWMONT	21.0	f	11.30	
454	f 8.45		11.6	WESTMA (Spur)	18.2	f	11.15	
1,504 684	s 9.00		14.6	MBLBA	15.2	s	11.05	
1,611	f 9.10		17.1	STODDARD	12.7	f	10.50	
1,199 788	f 9.20		19.6	WARRENS	10.2	f	10.40	
694	f 9.30		23.1	RIVA	6.7	f	10.30	
1,024 2,615 YW	10.00AM		29.8	R MURPHY	0.0		10.05AM	
	Arrive Daily Ex. Sunday			(29.8)			Leave Daily Ex. Sunday	

(2.00) Time (2.00)
14.9 Average Speed Per Hour 14.9

WESTWARD—Payette Branch—EASTWARD

Length of Passing Tracks in feet between clearance points, and location of Scales, Water, Fuel, Phones and Turning Stations. Other Tracks in Feet beyond Clearance Points.	SECOND CLASS		Distance from Payette	Time Table No. 115 November 25, 1928		Distance from Emmett Jct.	SECOND CLASS	
	377 Mixed	378 Mixed						
	Leave Daily Ex. Sunday	Arrive Daily Ex. Sunday						
8,851 3,854 PWFY			0.0	DN-R PAYETTE Ay	29.1			
P	7.15AM		0.4	PAYETTE JCT.	28.7		4.00PM	
496			3.3	INGARD	25.8			
1,512	f 7.25		3.8	BIFFIE	25.3	f	3.40	
894 2,756	s 7.45		5.0	D FRUITLAND Fr	24.1	s	3.30	
870	f 7.55		6.8	BUCKINGHAM	22.3	f	3.10	
2,123	s 8.15		11.1	D NEW PLYMOUTH NP	18.0	s	3.00	
374	f 8.30		17.2	FALKS (Spur)	11.9	f	2.35	
463			18.9	LITTLE ROCK (Spur)	10.2			
723	f 8.40		21.6	LETHA	7.5	f	2.23	
	9.00AM		29.1	EMMETT JCT.	0.0		2.05PM	
	Arrive Daily Ex. Sunday			(29.1)			Leave Daily Ex. Sunday	

(1.45) Time (1.55)
16.4 Average Speed Per Hour 15.0

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72.

WESTWARD—Oregon Eastern Branch—EASTWARD

Length of Passing Tracks in feet between clearance points, and location of Scales, Water, Fuel, Phones and Turning Stations. Other Tracks in Feet beyond Clearance Points.	SECOND CLASS		Distance from Ontario	Time Table No. 115 November 25, 1928		Distance from Burns	SECOND CLASS	
	369 Mixed	373 Mixed		374 Mixed	370 Mixed			
	Leave Daily Ex. Sunday	Leave Tues., Thursday and Sat.		Arrive Tues., Thursday and Sat.	Arrive Daily Ex. Sunday			
15,689 12,124 FVY	10.30AM	8.00AM	0.0	DN-R ONTARIO ON	156.8	1.40PM	4.00PM	
969 PY	10.35	8.04	1.9	MALHEUR JCT.	154.9	1.25	3.45	
888		f	2.6	ALFA	154.2	f		
820	f 10.40	f 8.10	3.7	CAIRO	153.1	f 1.20	f 3.40	
334	f 10.45	f 8.15	5.1	LUSE	151.7	f 1.15	f 3.35	
	f	f	7.7	MAYBERG	149.1	f	f	
1,294	f 10.55	f 8.25	9.9	MALLETT	146.9	f 12.55	f 3.25	
6,462 8,415 PWY	s 11.25	8.35AM	15.5	D-R VALE V	141.3	12.40PM	s 3.10	
2,333	f 11.45AM		23.5	HOPE	133.3		f 2.35	
262	f		27.6	BALLWOOD (Spur)	129.2		f	
2,599 W	f 12.15PM		34.8	LITTLE VALLEY	122.0		f 1.50	
2,682 2,801	s 1.10		42.0	D HARPER HA	114.8		s 1.10	
	f		48.0	KIME	108.8		f	
2,538 W	f 1.38		51.3	NAMORF	105.5		f 12.36	
	f		56.4	BOHNA	100.4		f	
645 483	f 2.11		62.2	JONESBORO	94.6		f 12.05PM	
	f		64.6	PEACH	92.2		f	
512	f		67.6	GWINN	89.2		f	
2,670 3,373 YPW	s 2.55		73.6	D JUNTURA JN	83.2		s 11.30AM	
2,648	f 3.06		77.7	WISNER	79.1		f 11.14	
2,542	f 3.33		86.6	LONG	70.2		f 10.47	
2,561 4,196 FFWY	s 4.00		92.7	RIVERSIDE	64.1		s 10.30	
	f		96.1	McRAE	60.7		f	
	f		98.7	FORT	58.1		f	
1,692	f 4.30		102.8	DUNNEAN	54.0		f 10.00	
1,661 PW	f 4.50		110.3	VENATOR	46.5		f 9.40	
1,675	f 5.05		117.9	CIRCLE BAR	38.9		f 9.25	
1,656 3,774 FWYP	s 5.40		126.6	D CRANE Cr.	30.2		s 9.00	
1,634 449	f 5.58		133.2	ALBRITTON	23.6		f 8.40	
1,686 442	f 6.12		138.4	LAWEN	18.4		f 8.25	
1,618 427	f 6.24		143.5	REDESS	13.3		f 8.10	
1,63	f 6.42		150.7	RODEO	6.1		f 7.48	
	f		154.5	HERRICK	2.3		f	
1,250 6,133 WYF	7.00PM		156.8	D-R BURNS BR	0.0		7.30AM	
	Arrive Daily Ex. Sunday	Arrive Tues., Thursday and Sat.		(156.8)		Leave Tues., Thursday and Sat.	Leave Daily Ex. Sunday	

(8.30) (0.35) Time (1.00) (8.30)
18.4 26.6 Average Speed Per Hour 15.5 18.4

WESTWARD—Homestead Branch—EASTWARD

Length of Passing Tracks in feet between clearance points, and location of Scales, Water, Fuel, Phones and Turning Stations. Other Tracks in Feet beyond Clearance Points.	SECOND CLASS		Distance from Blake's Junction	Time Table No. 115 November 25, 1928		Distance from Homestead	SECOND CLASS	
	383 Mixed	381 Mixed		384 Mixed	382 Mixed			
	Leave Tues., Thura. and Sat.	Leave Mon. Wed. and Friday		Arrive Tues., Thura. and Sat.	Arrive Mon. Wed. and Friday			
P	9.25AM	9.25AM	0.0	BLAKES JCT.	57.6	2.35PM	5.05PM	
828	f 9.30	f 9.30	0.7	BLAKES	56.9	f 2.30	f 5.00	
1,007 1,461	f 9.43	f 9.43	4.6	GYPNUM	53.0	f 2.15	f 4.45	
133	f	f	7.3	REALORE (Spur)	50.3	f	f	
1,305	f 9.55	f 9.55	8.8	PREVOST	48.8	f 1.55	f 4.35	
	f	f	10.0	DAY	47.6	f	f	
2,136	f 10.05	f 10.05	12.4	SUN	45.2	f 1.40	f 4.25	
234 P	f	f	14.0	HOME (Spur)	43.6	f	f	
2,203 506 W	f 10.17	f 10.17	15.3	MINERAL	42.3	f 1.30	f 4.10	
	f	f	16.3	STILL	41.3	f	f	
	f	f	17.6	WINSLOW	40.0	f	f	
94	f	f	19.6	PHENEY (Spur)	38.0	f	f	
	f	f	20.5	HACK	37.1	f	f	
2,192	f 10.35	f 10.35	22.2	PARK	35.4	f 1.05	f 3.45	
	f	f	24.6	TITUS	33.0	f	f	
2,125	f 10.55	f 10.55	27.5	STURGILL	30.1	f 12.45	f 3.25	
1,766 2,779 PT	11.25AM	s 11.25	32.9	D-R ROBINETTE Rb	24.7	12.30PM	s 3.10	
	f	f	37.4	ROMEO	20.2		f	
1,682	f 11.45AM		39.7	BROWNLEE	17.9		f 2.35	
	f	f	43.5	RETRAH	14.1		f	
2,203	f 12.05PM		45.8	EAGLE ISLAND	11.8		f 2.15	
125	f	f	51.2	MACFER (Spur)	6.4		f	
626 557	f 12.25		52.8	OX BOW	4.8		f 1.55	
645	f	f	53.7	COPPERFIELD	3.9		f	
1,349 WT 1,521 P		12.50PM	57.6	R HOMESTEAD	0.0		1.30PM	
	Arrive Tues., Thura. and Saturday	Arrive Mon. Wed. and Friday		(57.6)		Leave Tues., Thura. and Saturday	Leave Mon. Wed. and Friday	

(2.00) (3.25) Time (2.05) (3.35)
16.5 16.9 Average Speed Per Hour 15.8 16.1

WESTWARD—Brogan Branch—EASTWARD

Length of Passing Tracks in feet between clearance points, and location of Scales, Water, Fuel, Phones and Turning Stations. Other Tracks in Feet beyond Clearance Points.	SECOND CLASS		Distance from Vale	Time Table No. 115 November 25, 1928		Distance from Brogan	SECOND CLASS	
	373 Mixed			374 Mixed				
	Leave Tues., Thursday and Sat.			Arrive Tues., Thursday and Sat.				
6,462 PWY 8,415	8.50AM		0.0	D-R VALE V	23.3	12.30PM		
449	f 9.20		8.9	DENNIS (Spur)	14.4	f 12.01PM		
705	f 9.30		11.5	LANCASTER	11.8	f 11.50AM		
1,108	f 9.55		17.3	JAMIESON	6.0	f 11.25		
1,654 1,965 PWY	10.30AM		23.3	D-R BROGAN Bn	0.0	10.50AM		
	Arrive Tues., Thursday and Sat.			(23.3)		Leave Tues., Thursday and Sat.		

(1.40) Time (1.40)
14.0 Average Speed Per Hour 14.0

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule 72)

WESTWARD—Wells Branch—EASTWARD

Length of Passing Tracks in feet between clearance points, location of scales, water, fuel, phones and turning stations. Other tracks in feet beyond clearance point.	SECOND CLASS		Distance from Twin Falls	Time Table No. 115 November 25, 1928		Distance from Wells	SECOND CLASS	
	No. 339 Mixed			No. 340 Mixed				
	Leave Mon., Wednesday and Friday	1.15PM		0.0	D-R		STATIONS	123.4
6,483 30,799 OWFYP		1.15PM	0.0	D-R	TWIN FALLS Fo	123.4		4.05PM
					5.6			
470	f		5.6		KNULL (Spur)	117.8	f	
					1.4			
499	f	1.35	7.0		GODWIN	116.4	f	3.35
					3.9			
1,622 604	f	1.45	10.9		BERGER	112.5	f	3.25
					3.5			
147	f		14.4		HAGGARDT (Spur)	109.0	f	
					5.0			
2,235 2,168	s	2.15	19.4	D	HOLLISTER Ho	104.0	s	2.55
					3.8			
1,194	f	2.25	23.2		AMSTERDAM (Spur)	100.2	f	2.30
					5.6			
1,046 3,436 WY	s	3.00	28.8	D	ROGERSON Rg	94.6	s	2.15
					9.9			
2,004	f	3.20	38.7		ARMCO	84.7	f	1.30
					5.0			
1,776	f	3.32	43.7		RABBIT SPRINGS	79.7	f	1.15
					6.4			
1,808	f	3.45	50.1		IDAVADA	73.3	f	12.55
					5.9			
1,823 W	f	4.00	56.0		DELAPLAIN	67.4	f	12.38
					4.7			
1,807	f	4.12	60.7		SAN JACINTO	62.7	f	12.25
					8.1			
1,949	s	4.40	68.8	D	CONTACT Cn	54.6	s	12.01PM
					6.5			
1,798 W	f	4.55	75.3		HENRY	48.1	f	11.25AM
					5.5			
1,815	f	5.10	80.8		HUBBARD	42.6	f	11.10
					5.9			
1,813	f	5.25	86.7		SHORES	36.7	f	10.51
					7.0			
2,494 YW	f	5.45	93.7		RED POINT	29.7	f	10.30
					3.6			
1,997	f	5.55	97.3		HERRELL	26.1	f	10.15
					5.2			
2,289 PY	s	6.15	102.5		SUMMER CAMP	20.9	s	10.00
					6.5			
2,293 WY	f	6.32	109.0		MELANDCO	14.4	f	9.35
					7.1			
1,882 W	f	6.50	116.1		TOWN CREEK	7.3	f	9.10
					7.3			
6,357 WY		7.15PM	123.4	D-R	WELLS Ws	0.0		8.45AM
					(123.4)			Leave Tues., Thursday and Sat.

(6.00) Time (7.20)
20.7 Average Speed Per Hour 16.8

WESTWARD—Twin Falls Branch—EASTWARD

Length of Passing Tracks in feet between clearance points, location of scales, water, fuel, phones and turning stations. Other tracks in feet beyond clearance point.	FIRST CLASS			Distance from Minidoka	Time Table No. 115 November 25, 1928			Distance from Buhl	FIRST CLASS		
	155 Motor Passenger	83 Passenger	151 Motor Passenger		156 Motor Passenger	152 Motor Passenger	84 Passenger				
	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily				
19,107 21,054 WYF		1.15PM	11.05AM	8.45AM	0.0	DN-R	MINIDOKA Rt	73.8	9.40AM	4.20PM	7.05PM
							8.2				
3,693 1,702 P	f	1.29	11.20	9.00	8.2		ACEQUIA	65.6	f 9.23	f 4.00	f 6.48
							3.6				
600					11.8		MART (Spur)	62.0			
							1.7				
9,874 8,470 PYW	s	1.45	11.35	9.15AM	13.5	D-R	RUPERT Ms	60.3	s 9.15	3.50PM	s 6.42
							1.2				
633					14.7		VILMAY (Spur)	59.1			
							2.6				
622					17.3		AMALGA (Spur)	56.5			
							2.3				
1,690 2,212 P	s	1.57	11.45		19.6	D	HEYBURN Bn	54.2	s 8.58		s 6.27
							2.1				
4,618 26,012 PWY	s	2.10	11.55AM		21.7	D	BURLEY Bu	52.1	s 8.52		s 6.20
							1.4				
586	f				23.1		McPEEK (Spur)	50.7	f		
							0.8				
928	f				23.9		MILHOOK (Spur)	49.9	f		
							2.0				
3,754 P	f	2.18	12.02PM		25.9		STARRH'S FERRY	47.9	f 8.34		f 6.02
							7.6				
2,887 1,695 P	f	2.33	12.13		33.5		MILNER	40.3	f 8.20		f 5.50
							7.9				
3,591 2,042 PW	s	2.47	12.25		41.4	D	MURTAUGH Mu	32.4	s 8.06		s 5.37
							3.7				
2,669 326 P	f	2.55	12.31		45.1		BICKEL	28.7	f 7.56		f 5.28
							2.8				
596					47.9		BILLS (Spur)	25.9			
							1.8				
2,120 3,494 P	s	3.06	12.39		49.7	D	HANSEN Ns	24.1	s 7.45		s 5.20
							3.6				
3,019 4,690 P	s	3.16	12.46		53.3	D	KIMBERLY Ky	20.5	s 7.34		s 5.12
							1.1				
541					54.4		SULLY (Spur)	19.4			
							2.0				
1,626 10,658 P	f				56.4		McMILLAN	17.4	f		f
							2.5				
6,483 30,799 POWYF	s	3.35	1.05		58.9	D-R	TWIN FALLS Fo	14.9	s 7.20		s 5.00
							4.4				
1,272 661	f	3.44	1.12		63.3		CURRY	10.5	f 7.03		f 4.44
							2.6				
3,003 5,249 P	s	3.50	1.19		65.9	D	FILER Fr	7.9	s 6.57		s 4.39
							2.6				
1,937	f	3.57	1.25		68.5		PEAVEY	5.3	f 6.50		f 4.32
							2.8				
1,272	f				71.3		CEDAR	2.5	f		f
							2.5				
2,696 3,753 PWY		4.10PM	1.40PM		73.8	D-R	BUHL Bo	0.0	6.40AM		4.25PM
							(73.8)				

2.55) (2.35) (0.30) Time (3.00) (0.30) (2.40)
25.3 28.6 27.0 Average Speed Per Hour 24.6 27.0 27.6

WESTWARD—Raft River Branch—EASTWARD

Length of Passing Tracks in feet between clearance points, location of scales, water, fuel, phones and turning stations. Other tracks in feet beyond clearance point.	SECOND CLASS		Distance from Burley	Time Table No. 115 November 25, 1928		Distance from Idaho	SECOND CLASS		
	387 Mixed	389 Mixed		390 Mixed	388 Mixed				
	Leave Daily Ex. Saturday and Sunday	Leave Saturday		Arrive Saturday	Arrive Daily Ex. Saturday and Sunday				
4,618 26,012 YW		9.20AM	7.00AM	0.0	D-R	BURLEY BU	27.8	10.40AM	10.50AM
						3.1			
1,821	f			3.1		UNITY (Spur)	24.7	f	f
						2.9			
837	f			6.0		SPRINGDALE	21.8	f	f
						3.1			
2,679		10.00AM	s 7.40	9.1		DECLO	18.7	s 10.00	10.10AM
						1.9			
543				11.0		BENNING (Spur)	16.8		
						4.1			
636				15.1		GLENLEDON (Spur)	12.7	f	
						4.5			
1,072				19.6		COTTERELL	8.2	f	
						8.2			
1,711 2,823 Y			8.40AM	27.8		IDAHOME	0.0	8.50AM	
						(27.8)		Leave Saturday	Leave Daily Ex. Saturday and Sunday

(0.40) (1.40) Time (1.50) (0.40)
13.7 16.7 Average Speed Per Hour 15.2 13.2

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule 72)

WESTWARD—Ketchum Branch—EASTWARD.

Length of Passing Tracks in feet between clearance points, and location of Scales, Water, Fuel, Phones and Turning Stations. Other Tracks in Feet beyond Clearance Points.	SECOND CLASS		FIRST CLASS	Distance from Shoshone	Time Table No. 115 November 25, 1928			Distance from Ketchum	FIRST CLASS	SECOND CLASS	
	451	347	161		162	452	348				
	Freight	Mixed	Motor Passenger		Motor Passenger	Freight	Mixed				
	Leave Mon. Wed. & Fri.	Leave Daily Ex. Sunday	Leave Daily		STATIONS		Arrive Daily	Arr. Tues. Thurs. & Sat.	Arrive Daily Ex. Sunday		
13,267 19,347 PTYFW	10.10AM	10.00AM	9.50AM	0.0	DN-R SHOSHONE X	69.4	3.40PM	11.50AM	5.40PM		
152			f	10.9	10.9 MARLEY	58.5	f				
2,021 1,720 YW	11.00	10.40AM	s 10.20	15.3	D-R RICHFIELD Rf	54.1	s 3.06	11.13	5.00PM		
1,518 PW	11.20		f 10.34	21.7	6.4 PAGARI	47.7	f 2.51	10.34			
1,464	11.40AM		f 10.54	29.7	4.2 TIKURA	39.7	f 2.34	9.50			
510			f 11.03	33.9	3.4 PRIEST (Spur)	35.5	f 2.26				
2,943 555 W	12.20PM		s 11.12	37.3	D PICABO Xn	32.1	s 2.19	9.10			
271			f 11.25	41.8	4.5 HAY SPUR	27.6	f 2.08				
526			f 11.32	44.3	2.5 GANNETT	25.1	f 2.02				
116			f 11.38	46.7	2.4 BALAAM (Spur)	22.7	f 1.57				
1,564 340	1.47		s 11.51AM	52.1	D BELLEVUE V	17.3	s 1.47	8.20			
956 1,969 PW	2.10		s 12.07PM	57.2	D HAILEY Ri	12.2	s 1.32	8.00			
325			f 12.14	60.0	2.8 ZINC SPUR	9.4	f 1.19				
927			f 12.21	63.2	3.2 GIMLET (Spur)	6.2	f 1.12				
1,720 1,752 PYW	3.30PM		12.35PM	69.4	D-R KETCHUM Ku	0.0	1.00PM	7.30AM			
	Arrive Mon. Wed. & Fri.	Arrive Daily Ex. Sunday	Arrive Daily		(69.4)		Leave Daily	Leave Tues. Thurs. & Sat.	Leave Daily Ex. Sunday		

(5.20) Time (2.45)
13.0 Average Speed Per Hour (2.40) (4.20) (0.40)
23.0 25.2 26.0 16.0 23.0

WESTWARD—Oakley Branch—EASTWARD

Length of Passing Tracks in feet between clearance points, and location of Scales, Water, Fuel, Phones and Turning Stations. Other Tracks in Feet beyond Clearance Points.	SECOND CLASS	Distance from Burley	Time Table No. 115 November 25, 1928			Distance from Oakley	SECOND CLASS
	337		STATIONS		338		
	Mixed				Mixed		
	Leave Daily Ex. Sunday					Arrive Daily Ex. Sunday	
4,618 26,012 WY	12.15PM	0.0	D-R BURLEY Bu	21.8	3.10PM		
911	f 12.27	3.1	3.1 BEETVILLE (Spur)	18.7	f 2.59		
1,202	f 12.39	5.2	2.1 PELLA	16.6	f 2.50		
633	f 12.54	8.9	3.7 KENYON (Spur)	12.9	f 2.40		
491	f	13.6	4.7 CHURCHILL (Spur)	8.2	f		
1,255	f 1.14	16.3	2.7 TROUT	5.5	f 2.15		
1,450	f 1.23	17.8	1.5 MARION	4.0	f 2.10		
1,102 3,698 Y	1.40PM	21.8	D-R OAKLEY Oa	0.0	1.55PM		
	Arrive Daily Ex. Sunday		(21.8)		Leave Daily Ex. Sunday		

(1.25) Time (1.15)
15.4 Average Speed Per Hour 17.4

WESTWARD—Hill City Branch—EASTWARD

Length of Passing Tracks in feet between clearance points, and location of Scales, Water, Fuel, Phones and Turning Stations. Other Tracks in Feet beyond Clearance Points.	SECOND CLASS		Distance from Richfield	Time Table No. 115 November 25, 1928			Distance from Hill City	SECOND CLASS
	347	STATIONS		348				
	Mixed				Mixed			
	Leave Daily Ex. Sunday				Arrive Daily Ex. Sunday			
2,021 1,720 YW	10.50AM	0.0	D-R RICHFIELD RF	57.8	4.45PM			
640	f 11.03	4.5	4.5 RAWSON	53.3	f 4.33			
1,596 622	f 11.18	9.4	4.9 BURMAH	48.4	f 4.20			
	f 11.36	19.2	9.8 KAYSLEY	38.6	f 3.57			
2,159 PW	f 11.46AM	21.5	2.3 MAGIC	36.3	f 3.50			
1,643	f 12.10PM	31.2	9.7 MACON	26.6	f 3.25			
1,636 713 P	f 12.20	34.0	2.8 BLAINE	23.8	f 3.15			
974	f 12.35	39.7	5.7 SELBY	18.1	f 2.55			
2,207 2,032 PW	s 1.01	43.8	4.1 FAIRFIELD FD	14.0	s 2.40			
1,661 746	f 1.25	51.7	7.9 CORRAL	6.1	f 2.20			
2,580 4,260 YFW	1.40PM	57.8	6.1 HILL CITY HC	0.0	2.00PM			
	Arrive Daily Ex. Sunday		(57.8)		Leave Daily Ex. Sunday			

(2.50) Time (2.45)
20.4 Average Speed Per Hour 21.0

WESTWARD—North Side Branch—EASTWARD.

Length of Passing Tracks in feet between clearance points, and location of Scales, Water, Fuel, Phones and Turning Stations. Other Tracks in Feet beyond Clearance Points.	FIRST CLASS		Distance from Rupert	Time Table No. 115 November 25, 1928			Distance from Bliss	FIRST CLASS
	151	STATIONS.		152				
	Motor Passenger				Motor Passenger			
	Leave Daily				Arrive Daily			
9,874 8,470 YW	9.15AM	0.0	D-R RUPERT Ms	73.6	3.45PM			
979	f	3.5	3.5 TRAVERS	70.1	f			
3,614 7,403 P	s 9.28	5.9	D PAUL DM	67.7	s 3.35			
1,107	f 9.33	7.9	2.0 BUDGE	65.7	f 3.28			
2,693	f 9.48	15.9	8.0 SCHODDE	57.7	f 3.10			
1,141	f 9.54	19.8	3.9 McHENRY	53.8	f 3.01			
276	f	22.0	2.2 WORTHINGTON (Spur)	51.6	f			
3,751 P	s 10.04	24.0	D HAZELTON On	49.6	s 2.50			
3,140 2,221 WP	s 10.16	28.1	D EDEN DX	45.5	s 2.38			
2,704	f 10.29	34.8	6.7 PERRINE	38.8	f 2.22			
1,354 P	f 10.43	40.6	5.8 FALLS CITY	33.0	f 2.08			
703	f 10.48	42.6	2.0 BARRYMORE	31.0	f 2.02			
650		44.6	2.0 SNYDER (Spur)	29.0				
2,710 17,831 YFWP	s 11.02	47.9	D JEROME Jo	25.7	s 1.50			
797	f 11.12	52.9	5.0 APPLETON	20.7	f 1.37			
2,704 1,702 P	s 11.22	56.7	D WENDELL Nd	16.9	s 1.30			
2,718 901 P	f 11.38	66.2	9.5 TUTTLE	7.4	f 1.08			
712 YWP	11.55AM	73.6	7.4 BLISS Is	0.0	12.50PM			
	Arrive Daily		(73.6)		Leave Daily			

(2.40) Time (2.55)
27.6 Average Speed Per Hour 25.2

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule 72)

SPECIAL RULES

2 (R) Time Inspectors Are Located as Shown Below:

R. V. Owens, General Supervisor of Time Service.....	Omaha, Neb.
Pocatello	Pentz Jewelry Co. Burley
Pocatello Only	Parry Harrison Twin Falls.....
Shoshone	A. E. Vredenburg Buhl
Glenn's Ferry	D. W. Martin Boise
Nampa	Frank M. Scott Emmett
Ontario	Larue Blackaby Huntington
Payette.....	L. W. Robinson

3 (R) Standard Clocks Are Located as Shown Below:

Pocatello (Telegraph Office in Passenger Station.)	Boise Freight
Pocatello (East End Yard Master's Office.)	Minidoka.
Pocatello (West Whiskers Yard Master's Office.)	Burley
Pocatello (West End Yard Master's Office—Gould St.)	Twin Falls
Pocatello (Roundhouse Office.)	Buhl
McCall Payette Nampa (yard office) Glenn's Ferry	Wells
Burns Emmett Ketchum Nampa	Shoshone
Ontario Huntington Bliss Boise	

17 (C) When rules require headlight to be displayed, electric headlights will be dimmed under conditions outlined below, except in foggy or stormy weather, or when other conditions make it inadvisable:

- (a) When road engine is backing up in yards where yard engines are employed.
- (b) At meeting points, until the train to be met is clear of the main track.
- (c) When standing, except when between stations.
- (d) On two or more tracks, when approaching trains running in the opposite direction, and again just before passing rear end of such train.

These instructions do not supercede or modify those contained in rules 17 and D-17.

22 (R) Mallet engines used to help freight trains Hammett to Reverse will be cut in behind two-thirds of tonnage, as near as possible, but ahead of wood frame equipment.

When necessary to couple smaller helper engines with Mallets they should be placed behind Mallets.

28 (R) ADDITIONAL FLAG STOPS TO PICK UP REVENUE PASSENGERS:

TRAIN	STOPS	PASSENGERS FOR
6	At all points scheduled as flag stop or regular stop Huntington to Glenn's Ferry.	Any point. Revenue passengers for points east of Glenn's Ferry, transfer to train No. 24 at Glenn's Ferry.
18	Meridian	Points where No. 18 is scheduled to stop.
18	Nyssa	To let off passengers from Pendleton and points west thereof, and to pick up passengers destined Pocatello and points beyond.
5	At Orchard	To pick up passengers destined to points between Orchard and Nampa.
377	At road crossings, M. P. 9 and M. P. 13.9, Payette Branch.	Any point.
378	At road crossing, M. P. 9 and M. P. 13.9, Payette Branch.	Any point.

ADDITIONAL FLAG STOPS TO DISCHARGE REVENUE PASSENGERS.

TRAIN	STOPS	PASSENGERS FROM
5	At all stations between Orchard and Nampa.	Points east of Orchard.
25	Pocatello to Huntington.	Cheyenne and east.
17	Pocatello to Huntington.	East and north of Pocatello and revenue passengers from Twin Falls branch.
6	At all points scheduled as flag or regular stop, Huntington to Glenn's Ferry.	Any point.
377	At road crossings, M. P. 9 and M. P. 13.9, Payette Branch.	Any point.
378	At road crossing, M. P. 9 and M. P. 13.9, Payette Branch.	Any point.
24	Hammett	Points west of Orchard.

EXTRACT FROM REVISED STATUTES OF IDAHO

31 (R) Section 2821. Locomotive bell must be rung at a distance of at least eighty rods from the place where the railroad crosses any street, road or highway, and be kept ringing until it has crossed such street, road or highway; or steam whistle must be sounded, except in cities, at a like distance, and kept sounding at intervals until it has crossed the same, under a penalty of one hundred dollars for every neglect, to be paid by the corporation operating the railroad.

EXTRACT FROM REVISED STATUTES OF NEVADA

Sec. 6584. Every engineer driving a locomotive on any railroad who shall fail to ring the bell or sound the whistle upon such locomotive, or cause the same to be rung or sounded at least eighty rods from any place where such railway crosses a traveled road or street, where such road or street is customarily used by the public for the purpose of travel (except in cities where other regulations are required), or to continue the ringing of such bell or sounding of such whistle until such locomotive shall have crossed such road or street, shall be guilty of a misdemeanor.

83 (R) Conductors and enginemen of westward trains must check register at Pocatello and must fully identify trains between Pocatello and end of double track, Michaud.

Conductors and Enginemen of eastward and westward trains must check register at Glenn's Ferry and must fully identify trains between Glenn's Ferry and end double track at King Hill and Reverse.

Conductors and Enginemen of eastward trains must check register at Shoshone and must fully identify trains between Shoshone and end of double track, Dietrich, or obtain check of register by train order at Dietrich.

83 (S) All trains may register by ticket form 2642 at Orchard as per Rule 83 (B).

83 (T) Clearance card (Form 2643) must be received by all trains at the following stations:

Minidoka, Nampa, Shoshone, Boise,

Clearance card (Form 2643) must be received by all trains at the following stations when there is an operator on duty.

Homedale, Vale, Twin Falls, Robinette, Boise Freight,

Trains may leave the following stations without clearance card (Form 2643) account not train order offices:

Declo, Homestead, Idaho, Erb, Murphy, Melba, Wilder,

83 (U) In connection with movement of helper engines Reverse to Hammett, when provided with return orders Reverse to Hammett, enginemen will not be required to call dispatcher or operator at Reverse for clearance.

83 (V) Train Registers will not be used as a means for identifying Extra Trains.

93 (R) Yard limits are established and defined by yard limit signs at the following stations:

Pocatello	Nampa	Jerome	Ketchum	Boise Freight
American Falls	Caldwell	Wendell	Emmett	Erb
Minidoka	Nyssa	Rupert	Montour	Vale
Shoshone	Ontario	Burley	Horseshoe Bend	Harper
Bliss	Payette	Twin Falls	Banks	Crane
Ticeska	Weiser	Wells	Cabarton	Burns
Glenn's Ferry	Huntington	Buhl	Cascade	Blakes Jct.
Reverse	Paul	Richfield	Donnelly	Robinette
Orchard	Hazelton	Fairfield	McCall	Homestead
	Eden	Hill City	Boise	

93 (S) The Ketchum branch main track in Shoshone yard, the North Side branch main track in Bliss and Rupert yards, and the Oregon Eastern branch main track between Malheur Junction and Ontario may be used as passing tracks conforming to Rules 93 and 99.

93 (T) At Glenns Ferry and Pocatello, trains and engines may move against the current of traffic within yard limits without being preceded by a flagman, except when on the time of a first-class train.

93 (U) Idaho and Montana Division Eastward First Class Trains will run very cautiously between Gould Street and Pocatello Passenger Station expecting to find main track occupied and responsibility for accident will rest with the crew of the First Class Train.

98 (R) In Pocatello Yard the Montana Division main track intersects the Idaho division main track at Gould street.

The cross-over switches leading across yard to eastbound main track at Gould street will be handled by switch tenders.

Idaho division trains will approach Gould street and these cross-overs prepared to stop if cross-overs are in use and will come to a full stop before entering on cross-overs unless proceed signal is received from switch tender.

98 (S) RAILROAD CROSSINGS

Location	Railroad Crossed	Trains which have Precedence	How Governed
M. P. 456.7	Boise Valley Traction Co.	Oregon Short Line	
M. P. 465.8	Boise Valley Traction Co.	Oregon Short Line	
M. P. 457.36 Boise Main Line	Boise Valley Traction Co.	Oregon Short Line	
M. P. 0.1 Wilder Branch	Boise Valley Traction Co.	Oregon Short Line	
M. P. 4.0 Boise Branch	Boise Valley Traction Co.	Oregon Short Line	
M. P. 9.2 Idaho Northern Branch	Boise Valley Traction Co.	Oregon Short Line	

99 (R) When roadway machines such as ditchers, pile-drivers, steam shovels and steam derricks are being operated on double track or near tracks immediately adjacent to the main track, great care must be exercised to see that the boom, derrick or other parts of the machines are not swung foul of main track while trains are passing.

To afford protection to traffic on parallel tracks, conductors and engineers in charge of work trains handling these implements where the machine is swinging around fouling, will protect traffic on the track being fouled, in accordance with Rule 99.

D-102 (A) If a train is parted or is doubling from any cause and the front portion passes any switch of a cross-over, siding or other route via which it would be possible for another train or engine to enter, it must not move against the current of traffic in returning to the rear portion, unless a flagman is protecting the rear movement at any and all such switches, or unless the return movement has been authorized and protected by the train dispatcher.

104 (R) All main line switches and all switches leading to or from branch main lines (including all switches diverging within yard limits) must be left set and locked for main line (or main line of branch when diverging from branch main line) when not in actual use. This includes switches leading to:

- Twin Falls Branch, Minidoka
- North Side Branch, Rupert and Bliss
- Raft River and Oakley Branches, Burley
- Wells Branch, Twin Falls and Wells.
- Ketchum Branch, Shoshone
- Hill City Branch, Richfield
- Murphy Branch, Nampa
- Wilder Branch, Caldwell
- Oregon Eastern Branch, Ontario.
- Brogan Branch, Vale
- Payette Branch, Payette Junction and Emmett Junction
- Homestead Branch, Blakes Junction
- Boise Branch, Boise Junction
- Switch at Idaho Northern Junction, Nampa, will be left lined for Idaho Northern Branch.
- Switch at intersection of Boise main line and Fourth subdivision main line, Nampa, will be left lined for Boise main line.
- Homedale Branch switch at Nyssa and
- Oregon Eastern Branch switch at Malheur Jct. will be left lined for siding.

SPECIAL RULES—Continued

104 (S) Derail located on main track just east of depot at Murphy must be set at derail position only when passenger equipment is at the depot.

104 (T) Spring switch at end of double track Michaud set for eastward trains, which must approach end of double track with caution and enginemen must observe that switch points are in proper position before passing over them. If eastward block signal No. 2244 is in stop position eastward trains must examine switch before proceeding over switch points.

Spring switch at end of double track Ticeska set for westward trains, which must approach end of double track with caution and Enginemen must observe that switch points are in proper position before passing over them.

If westward block signal No. 3561 is in stop position westward trains must examine switch before proceeding over switch points.

Spring switch east end of Nampa Yard where old main line enters Nampa-Orchard main line is set for westward trains, which must approach with caution and enginemen must observe that switch points are in proper position before passing over them. If westward block signal No. 4547 is in stop position westward trains must examine switch before proceeding over switch points. Trains entering yard tracks must line switch by hand. Trains leaving the yard may run through it. Back up movements on old main track against switch points must not be made until switch is set by hand.

Sanders must not be operated over spring switches.

All track cars must be lifted over spring switches or switch thrown by hand.

104 (U) Sidings at Vining, M.P. 286.9, Rayle, M.P. 305.4, and Clagett, M.P. 311, will be used by westward freight trains only.

Eastward passenger and freight trains and westward passenger trains must use the new center siding at Kimama when necessary to clear the main track.

Westward freight trains will head in at crossover west end of Vining and use the old main track to the west junction switch with the new track at M. P. 290.3 when necessary to clear the main track at Kimama.

104 (V) The normal position of the double track switches at Shoshone and King Hill will be for westward trains.

The normal position of switch at end of double track at Reverse will be for eastward trains.

152 (R) THE SPEED SHOWN BELOW MUST NOT BE EXCEEDED

LOCATION	Maximum Speed Miles Per Hour		REMARKS	Max. Wt. of Loco. and Loaded Tender
	Psg.	Frt.		
At any point	60	40		
At any point	50		With Mikado or freight engine.	
At any station	20	20	When picking up Form "19" train orders.	
At any point		25	Trains handling roadway machines, such as ditchers, pile-drivers, steam shovels and rotary snow plows.	
At any point		20	Mallet engines running forward with or without trains. Other engines running backwards with or without trains.	
At any point		15	Mallet engines backing up with or without trains.	
Around curves indicated by curve warning signals	40	25		
At any point	40	40	2-10-2 type engines with or without trains.	
Within yard limits	30	15	Speed must be as much slower as rules or conditions may require.	
				704,700
Third Subdivision				
Pocatello	6	6	Over cross-over at Gould Street	
Michaud	15	15	Over spring switch at end of double track	
American Falls Bridge No. 239.75	25	15	American Falls	

152 (R)—Continued.

LOCATION	Maximum Speed Miles Per Hour		REMARKS	Max. Wt. of Loco. and Loaded Tender
	Psg.	Frt.		
Dietrich	15	15	Over Jct. switch end double track. Eastward trains only	
Gooding	10	10	Within city limits	
Ticeska	15	15	Over spring switch at end of double track	
Between Ticeska				
Wye and M. P. 365	35	25		
Curve at M. P. 371	30	25	West of Sand Bank	
Mountain Home	20	20	Within city limits	
Main Line Jct. Switch 500 Ft. East of Coal Chute Nampa	Approach prepared to stop		All trains approach this switch prepared to stop, expecting to find main track occupied	
King Hill		5	When using back track at King Hill	
Fourth Subdivision				704,700
Between Glenn's Ferry and Hammett				
Between Hammett and Reverse	45	35		
Nampa	10	10	Between main line Jct. switch 500 feet east of coal chute and passenger station.	
Nampa	15	15	Over Spring Switch at East End of Yard	
Nampa	20	20	Over switch leading from main track to old main track just west of the icing platform west end of yard.	
Parma	15	15	Within city limits	
Washoe Spur		6		
Payette Wye				347,850
Bridge 538-A	25	25	Between Old's Ferry and Huntington	
Caldwell	15	15	Within city limits	
Nyssa	15	15	Main street crossing just west of depot	
Ontario	15	15	Crossing east and west of depot	
Between Old's Ferry and Huntington			Watch for rocks on track	
Boise Main Line				704,700
Mile Post B. 439.85	20	20	Through tunnel	
Third Subdivision Branches				
Twin Falls Branch	40	30		374,140
Bridge 20-A	25	25	Twin Falls Branch	
Raft River Branch	25	20		285,200
Oakley Branch	35	25		374,140
Ketchum Branch	30	25		312,100
Bellevue	12	12	Within city limits	
Hill City Branch	35	25		285,200
Wells Branch	30	30	Between Twin Falls and Rogerson	285,200
Wells Branch	35	35	Between Rogerson and Wells	285,200
North Side Branch	30	20		348,950
North Side Branch		30	Local Freight trains with consolidation or lighter class engines	

152 (R)—Continued.

LOCATION	Maximum Speed Miles Per Hour		REMARKS	Max. Wt. of Loco. and Loaded Tender
	Psg.	Frt.		
Fourth Subdivision Branches				
Murphy Branch	30	25		218,300
Bridge 22.4	15	15	Murphy Branch	
Boise Branch	25	25		232,620
Between Boise Frt. and Barber Jct.	15	15		
Idaho Northern Branch				
Idaho Northern Branch	35	35		374,140
Idaho Northern Branch	25	25	Heavy consolidation 595 class engines	
Between Jenness and Bramwell	15	15	Heavy consolidation 595 class engines	
Between Plaza and Banks	20	20	Heavy consolidation 595 class engines	
Between Banks and Cabarton	15	15	Heavy consolidation 595 class engines	
Between Cascade and M. P. 101	20	20	Heavy consolidation 595 class engines	
Between M. P. 24.25 and M. P. 24.50	10	10		
Between east end of tunnel No. 2 and M.P. 35.5			Run slow and carefully	
Bridge 35.3	10	10		
Over Bridge 36.6	10	10	Idaho Northern Branch	
McGregor	10	10		
M. P. 124.5	15	15		
M. P. 44.3	20	20	Over Shoo Fly	
Through all tunnels	10	10		
Between M. P. 60 and M. P. 92			Watch for rocks on track	
Between Jenness and Bramwell	20	20	With engines lighter than 595 class	
Between Plaza and Banks	25	25	With engines lighter than 595 class	
Between Banks and Cabarton	20	20	With engines lighter than 595 class	
Wilder Branch	30	20		295,630
Homedale Branch	35	25		312,100
Oregon Eastern Branch				
Oregon Eastern Branch	35	35		374,140
Between M. P. 28 and M. P. 34	20	20	Oregon Eastern Branch	
Between M. P. 36.5 and M. P. 38.5	20	20	Oregon Eastern Branch	
Between M. P. 47 and M. P. 107	20	20	Oregon Eastern Branch	
Over Bridge 106.14	15	15	Oregon Eastern Branch	
Between M. P. 118 and M. P. 125	20	20	Oregon Eastern Branch	
Between M. P. 29 and M. P. 92			Watch for rocks on track	
Through all tunnels	10	10	Oregon Eastern Branch	
Brogan Branch	35	25		374,140
Payette Branch	35	25		374,140
Between Payette and New Plymouth	25	25		
Payette Junction	10	10	Sixteen degree curve	
Payette, over Frog to Alfalfa Spur	2	2	Eastward Trains	
Homestead Branch	30	20	Watch for rocks on track	374,140
Through all tunnels	10	10	Homestead Branch	

SPECIAL RULES—Continued

221 (R) On all branch lines the light in train order signal will not be kept burning at night after operator's office hours.

At such stations, trains will be governed by the day indication of train order signal after operator's office hours.

221 (S) At stations where train order signal is located outside of siding switches all trains that must pass the switch used by opposing trains in taking siding, before reaching train order signal, must approach said switch prepared to stop, and if train order signal is held in stop position must stop to clear switch until cause of stop signal has been ascertained.

512 (R) Switch indicators, semaphore or disc are used as starting signals and will be observed only by trains on sidings or diverging routes before occupying main track. Trainmen will be governed by indicator before throwing derail or main track switch.

525 If a home block signal fails to indicate stop or a distant block signal fails to indicate caution when a block is entered, a member of the crew must be left at the signal; the train dispatcher must be notified from the first available point of communication and report must be sent to the superintendent by wire. The employee left at the signal must stop and notify all trains moving in the direction governed by that signal and must remain there until relieved by an employee of the signal department or by official instructions.

INTERLOCKING PLANTS

605 (R) Interlocking plants are located at Dietrich, Reverse and Orchard (see Rules 605 and 661 to 673, inclusive, and Rule 628 of Transportation Department Book of Rules).

At Dietrich—The upper arm of two-arm signal No. 3146, 320 feet west of end double track switch, in proceed position will allow eastward trains to proceed to automatic block signal No. 3135. Take siding indicator attached to two-arm signal No. 3146, when disc is shown displaying the letter "S" will indicate that trains should take siding.

The upper arm of three-arm signal No. 3145, 40 feet east of junction switch, in the proceed position will allow westward trains to proceed on westward track to automatic block signal No. 3155.

Back-up and switching movements against traffic over interlocking switch are governed by dwarf signal, and lower arm of three-arm signal No. 3145.

The upper arm of two-arm signal No. 3135, 50 feet east of the east switch of passing track, in the proceed position will allow westward trains to proceed to signal No. 3145. If signal does not clear flagman must precede the train through the block.

If operator at Dietrich is unable to clear a route for a train to proceed through the limits of interlocking signals Nos. 3145 and 3146, trainmen will communicate with the operator by telephone, which is located in box secured to signal case on north side of track opposite interlocking switch. And, if operator is then unable to clear signal No. 3145 westward train may proceed if switch is in proper position and flagman has preceded train to dwarf signal then be governed by Rule 500-C. If operator is unable to clear signal No. 3146 for eastward train flagman will precede train to automatic signal No. 3136.

In case of emergency interlocking switch may be operated by machine crank secured in box on post near telephone.

To operate interlocking switch by hand, remove crank from box and apply to crank shaft on side of interlocking switch machine. By turning crank to right or left switch points may be moved to either position. When crank is removed from holder in box the electric circuit is cut off interlocking switch machine and crank must not be placed in holder until movement over interlocking switch is made.

After moving switch by hand crank train may proceed if signal indicates proceed; if signal remains at stop position, switch must be spiked. Spike must be removed after train has passed over switch. Westward trains will be governed by Rule 509 for Automatic block signals; eastward train must be preceded by flagman through the block.

At Reverse—The upper arm of the three-arm interlocking signal, No. 3919, fifty feet east of the switch, in the proceed position will allow westward trains to proceed on westward track to automatic signal No. 3931.

The lower arm on the three-arm interlocking signal, No. 3919, fifty feet east of switch, in the proceed position will allow westward trains to take siding.

Back-up and switching movements against traffic over interlocking switch are governed by dwarf signals.

If operator at Reverse is unable to clear a route for a train to proceed through the limits of the interlocker signals, trainmen will communicate with the operator by telephone, which is located in box opposite interlocking switch.

In case of emergency, interlocking switch may be operated by use of machine crank attached and secured to the side of telephone box with switch lock.

To operate interlocking switch by hand, remove crank from telephone box and apply to crank shaft on side of interlocking switch machine. By turning crank to right or left switch points may be moved to either position. When crank is removed from holder on side of telephone box the electric circuit is cut off interlocking switch machine and crank must not be replaced in holder until movement over interlocking switch is made.

After moving switch train may proceed if signal indicates proceed. If signal remains at stop position switch must be spiked and train governed by Rule No. 509 for automatic block signals. Spike must be removed after train has passed over the switch.

At Orchard—The upper arm of the two-arm interlocking signal, No. 4231, one hundred feet east of junction switch, in proceed position will permit trains to proceed westward over old main line to automatic home signal No. 4241.

The lower arm of two-arm interlocking signal, No. 4231, one hundred feet east of junction switch, in proceed position will permit trains to proceed westward over Boise main line to automatic signal No. B-4239.

One-arm interlocking signal No. 4232, seven hundred sixty-five feet west of junction switch in proceed position will permit eastward trains to proceed over junction switch to automatic signal No. 4228.

One-arm interlocking signal No. B-4232, seven hundred sixty-five feet west of junction switch, in proceed position will permit eastward trains from Boise main line to proceed over junction switch to automatic signal No. 4228.

When a westward train destined via either old main line or Boise main line cuts off engine east of interlocking signal No. 4232 or No. B-4232 to take coal, or eastward train cuts off engine west of two-arm interlocking signal No. 4231 to take water, engine may return to train passing either eastbound interlocking signal No. 4232 or B-4232 or westbound two-arm interlocking signal No. 4231 on hand signal from a member of train crew, but if necessary to pass over junction switch before coupling onto train engineer and trainman giving signal must know that points are in proper position before passing over junction switch.

At Orchard—Westward trains destined via Boise main line will call for the route with — O one long and one short sound of steam whistle and westward trains destined via old main line will call for route with O — O one short, one long and one short sound of steam whistle.

At Dietrich, Reverse and Orchard, trains will be governed by position of signals which are semi-automatic and need not see the signal change from stop to proceed.

710-R (a) When there are no cars ahead of the engine yardmen (and not more than one) must ride on front footboard of yard engine in direction the engine is moving, either on yard or main tracks, except in lead switching and the switches to be passed over can be plainly seen to be properly aligned.

(b) Yardmen are prohibited from riding: On engine footboard between engine and cars when cars are being pushed or pulled except when necessary to cut between engine and first car.

(c) Yardmen are prohibited from riding on leading footboard while coupling engines to cars.

713 (A) When passing through stations and on double track, when a train on the opposite track is being met or passed, a member of the crew must be stationed on the rear end of the rear car in position to give or receive necessary signals, except that when the train has an observation or special car he must be on the front platform of the rear car or on platform of the car next ahead. On passenger trains the vestibule door must be open so that hot boxes or other defects may be detected.

720 (R) Passengers will not be carried on freight trains except persons in charge of livestock, and caretakers of other property, as provided for in published tariffs, or persons presenting special permit issued by the general manager; annual and term passes issued in favor of officers and employees, unless indorsed otherwise, and trip passes in favor of employees when so indorsed by officer issuing them will be honored on freight trains between stations at which such trains stop when employees are traveling on company business. Other passes are not good for transportation on freight trains except when so indorsed or accompanied by special permit issued by the general manager.

802 (A) When one or more cars are being switched or pushed over a public crossing, a man must go ahead of them, or must act as crossing watchman.

820 (R) Allowance for empty or underloaded cars as indicated below must be reported as required by instructions 31 on Form 1216, "Conductor's Car and Tonnage Report."

	For each Empty Car or Loaded Car weighing less than 40,000 lbs. (including light wt. of car)	For each Empty Car or Loaded Car weighing between 40,000 & 50,000 lbs (including light wt. of car)
Pocatello to Glenn's Ferry.....	6000	3000
Glenn's Ferry to Pocatello.....	3000
Glenn's Ferry to Huntington.....	3000
Huntington to Glenn's Ferry.....	6000	3000
Nampa to Huntington.....	6000	3000
Ontario to Burns.....	6000	3000
Burns to Ontario.....	6000	3000
Nampa to Boise.....	3000
Boise to Nampa.....	6000	3000
Nampa to McCall.....	6000	3000
McCall to Nampa.....	3000
Nampa to Murphy.....	6000	3000
Murphy to Nampa.....	6000	3000
Shoshone to Ketchum.....	3000
Ketchum to Shoshone.....	3000
Shoshone to Hill City.....	3000
Hill City to Shoshone.....	3000
Minidoka to Buhl.....	6000	3000
Buhl to Minidoka.....	6000	3000
Vale to Brogan.....	6000	3000
Brogan to Vale.....	6000	3000
Blakes Jct. to Homestead.....	6000	3000
Homestead to Blakes Jct.....	6000	3000
Twin Falls to Wells.....	6000	3000
Wells to Twin Falls.....	6000	3000
Payette to Emmett.....	6000	3000
Emmett to Payette.....	6000	3000
Caldwell to Wilder.....	6000	3000
Wilder to Caldwell.....	6000	3000
Nyssa to Erb.....	6000	3000
Erb to Nyssa.....	6000	3000
Burley to Oakley.....	6000	3000
Oakley to Burley.....	6000	3000
Burley to Idaho.....	6000	3000
Idaho to Burley.....	6000	3000
Rupert to Bliss.....	6000	3000
Bliss to Rupert.....	6000	3000

824 (R) In addition to making inspection of train as often as possible as per Rule No. 824 every freight train must stop and be inspected at following points:

THIRD SUB-DIVISION

Westward:		Eastward:	
American Falls	Shoshone	Bliss	Minidoka
Minidoka	Ticeska	Shoshone	American Falls

Freight trains between Minidoka and Shoshone will not be run to exceed thirty-five (35) miles without being stopped and thoroughly inspected. (Book of Rules).

FOURTH SUB-DIVISION

Westward:	Eastward:
Reverse	Nampa
Orchard	Orchard
Nampa	Reverse

Freight trains between Nampa and Huntington will not be run to exceed thirty-five (35) miles without being stopped and thoroughly inspected.

SPECIAL RULES—Continued

826 (R) When employees, passengers or others are injured, call the nearest railroad surgeon.

When necessary to call surgeons other than those regularly employed by the railroad, for injured passengers or employes, it should be with the distinct understanding that their services are for emergency only and will not be required after arrival of railroad surgeon.

Any officer of the railroad is authorized to call railroad surgeons to attend the injured.

When injuries arise to tramps, boys or other persons climbing on or jumping from moving trains, or to persons walking or lying on the tracks, such persons should be sent to their homes, or placed in charge of local relief authorities after immediate necessary attention has been rendered by railroad surgeon.

RAILROAD SURGEONS ARE LOCATED AS SHOWN BELOW:

PLACE	NAME	TITLE	DISTRICT
SALT LAKE CITY ...	J. C. LANDENBERGER ...	Chief Surgeon	All.
Salt Lake City	G. B. Pfoutz ...	Oculist	All.
Pocatello ...	E. N. Roberts ...	Division Surgeon	All.
Pocatello ...	J. Clothier ...	Oculist	All.
Pocatello ...	J. R. Young ...	District Surgeon	All.
Pocatello ...	W. W. Brothers ...	District Surgeon	All.
American Falls	C. F. Schiltz ...	District Surgeon	American Falls to Shoshone.
Rupert ...	J. B. Kenagy ...	District Surgeon	Minidoka to Twin Falls.
Rupert ...	F. H. Kenagy ...	Asst. Dist. Surg.	Minidoka to Twin Falls.
Burley ...	F. H. Cutler ...	District Surgeon	Burley to Twin Falls.
Twin Falls ...	H. N. Leete ...	District Surgeon	Twin Falls to Minidoka.
Buhl ...	J. H. Murphy ...	District Surgeon	Buhl to Twin Falls.
Jerome ...	C. F. Zeller ...	District Surgeon	Rupert to Bliss.
Wendell ...	E. L. Simonton ...	District Surgeon	Bliss to Jerome.
Shoshone ...	C. W. Dill ...	District Surgeon	Shoshone to Glenn's Ferry.
Hailey ...	R. H. Wright ...	District Surgeon	Shoshone to Ketchum.
Gooding ...	J. H. Cromwell ...	District Surgeon	Gooding to Tunupa.
Glenn's Ferry	J. W. Davis ...	District Surgeon	Shoshone to Mountain Home.
Glenn's Ferry Yards, Emergency Hospital, Open 8:30 a. m. to 5:00 p. m.			
Mt. Home ...	O. P. Hamilton ...	District Surgeon	Kuna to Hammett
Kuna ...	F. J. Coleman ...	District Surgeon	Kuna to Orchard.
Nampa ...	G. R. Proctor ...	District Surgeon	Mountain Home to Caldwell.
Nampa ...	T. C. Horton ...	Asst. Surgeon ...	West of Shoshone
Nampa ...	Glenn E. Shawhan	Oculist & Aurist	Gooding to Huntington and 4th Subdivision Branches.
Boise ...	J. S. Springer ...	District Surgeon	Boise Main Line.
Caldwell ...	C. M. Kaley ...	District Surgeon	Caldwell to Huntington
Parma ...	W. E. Waldrop ...	District Surgeon	Parma to Huntington.
Nyssa ...	J. J. Sarazin ...	District Surgeon	Nyssa to Payette.
Emmett ...	J. L. Reynolds ...	District Surgeon	Emmett to McCall, Murphy Branch.
McCall ...	D. S. Numbers ...	District Surgeon	Idaho Nor. Branch
New Plymouth	Wm. T. Drysdale ...	District Surgeon	Payette to Emmett.
Payette ...	I. R. Woodward ...	District Surgeon	Payette to Weiser.
Weiser ...	E. O. Finney ...	District Surgeon	Weiser to Mountain Home.
Huntington ...	R. M. Fouch ...	District Surgeon	Weiser to Homestead
Ontario ...	Wm. J. Weese ...	District Surgeon	Ontario to Payette.
Vale ...	C. R. Walker ...	District Surgeon	Ontario to Crane.
Burns ...	W. G. Homan ...	District Surgeon	Crane to Burns.
Wells ...	A. C. Olmstead ...	District Surgeon	Wells, Nevada.

865 (A) Cars designated below must be handled in rear of train, and next to caboose, in the order named:

- Cars with emergency drawbars
- Wooden underframe flat cars.
- Outfit cars
- Emigrant movables
- All wooden underframe cars except flat cars.
- Any car tagged with Form 4725 reading, "Handle only at rear end of train."

865 (R) Wrecking derricks, rotary plows and McMyler cranes should not be handled with less than one tender and one car between machine and locomotive over Raft River, North Side, Ketchum, Murphy, Boise, Wilder and Homestead branches. Rotary plows 2011, 2012 and 2013 should not be handled over Murphy or Wilder branches.

865 (S) Where a train is being operated with an engine of maximum weight, a helper engine must not be coupled directly to the road engine when crossing over truss bridges.

886 (R) On descending grades where necessary to use automatic air to stop freight trains of 25 cars or more, engines will be detached when taking fuel or water.

TRAIN AND AIR INSPECTION.

887 (R) Before descending heavy grades designated in special rules, or at any point where engine is detached from the train, or the brake pipe parted for any purpose, except when cutting off one or more cars from the rear of passenger trains, or air pump shut off, or any repairs made to locomotive or brake equipment, after air hose has been coupled and standard pressure obtained, the engineman will apply brakes with automatic brake valve, making a 15-pound reduction, giving one blast of steam whistle; after brakes have been applied on the last car, the rear trainman will make a further reduction of air from the angle cock on the rear of train, sufficient to register on the black hand of the brake pipe gauge in the engine cab. When engineman is satisfied by falling of brake pipe hand on air gauge that air is being applied from the rear end, he will give two sounds of the steam whistle and rear trainman will then signal (freight train 12-g, passenger train 16-e) release brakes. If brakes do not release promptly, it indicates some obstruction which prevents the air from flowing back through the air pipes, and this must be remedied before train starts. After this test has been made and maximum pressure has again been obtained, train may proceed. If train is delayed over 30 minutes the above test must be repeated before leaving.

Passenger Trains—Brakemen or flagmen, after making the air brake test, will, by using the whistle cord on the retainer platform of rear car, sound four blasts of the air whistle and receive an answer of two short blasts of steam whistle before proceeding.

Running test must be made in addition to the regular terminal test. Conductors and enginemen will be held equally responsible for the observance of this rule.

887 (S) All westward passenger trains will make running test of air brakes as provided by air brake rule 1051 before descending grade at Ticeska, and Jenness and all eastward passenger trains will make running test of the air brakes before descending grade at Reverse.

887 (T) All westward freight trains, before descending grades at Ticeska, Jenness and Melba; All eastward freight trains before descending grades at Reverse and Murphy will make rear end test of air brakes as required by Rule 887 (R) and thorough inspection of train. All retainers must be used in descending grades at Jenness and Melba. Westward freight trains before descending grade at Ticeska, number of retaining valves will be turned up as agreed upon by conductor and engineman (Refer to transportation rule 859 and air brake rules 1044 and 1077 (A)).

All Eastward and Westward Freight and Mixed Trains before descending grades at Summer Camp will make rear end test of air brakes as provided by rule 887 (R) and thorough inspection of train. All retainer must be used descending these grades. (Refer to Transportation Rule 859 and Air Brake Rules 1044 and 1077(A)).

887 (U) Idaho Northern Branch: All eastward trains, before leaving Smith's Ferry, will make rear end test of air brakes (per Rule 887R) and thorough inspection of train. Passenger trains will make running test of air brakes as required by air brake rule 1051 at Mile Post 81. All trains will stop at Big Eddy, Mile Post 69 and Banks for inspection of train and to permit wheels to cool. Retainers must be used on all cars in eastward trains between Mile Posts 80 and 64 and comply with Transportation Rule No. 859 and Air Brake Rules Nos. 1044 and 1077(A). Eastward freight trains stop at Mile Post 80 and turn up all retainers before descending grade.

887 (V) Running test of air brakes must be made on all passenger trains leaving Nampa as provided in Rule 1051, Rules and Instructions Governing Air Brakes, etc.

899. Employes must inform themselves as to the location of all structures or obstructions where clearances are close, and must exercise care to avoid injury therefrom to themselves or others.

There are close clearances above and at the side of main tracks as shown below, and in addition thereto, at platforms and other structures above and at the side of industry, stock and other tracks.

All Main Line and Branch Sub-Divisions

Location	Structure or Obstruction	Clearance of Engine or Car is Close at
At all stations.....	Mail Cranes	Sides
At all stations designated by Time Table as water stations	Water Tank Spouts and Stand Pipes.....	Side and Top
Third Sub-Division Main Line		
American Falls—1000 Ft. West of Passenger Station	Overhead Highway Crossing	Side and Top.
Minidoka	Coal Chute	Side and Top
Shoshone	Coal Chute	Side and Top
Third Sub-Division Branches		
Twin Falls Branch		
M. P. 20.10.....	Snake River Bridge....	Sides and Top
Twin Falls	Coal Chute	Side and Top
North Side Branch		
Jerome	Coal Chute	Side and Top
Ketchum Branch		
M. P. 62.84.....	Bridge over Wood river	Sides and Top
M. P. 66.80.....	Bridge over Wood river	Sides and Top
Fourth Sub-Division Main Line		
Orchard	Coal Chute	Top
Ontario	Coal Chute	Top
M. P. 486.77	Bridge over Snake river	Sides
M. P. 487.64	Bridge over Snake river	Sides
M. P. 499.76	Bridge over Snake river	Sides
M. P. 500.12	Bridge over Snake river	Sides
Boise Main Line		
M. P. B-439.86.....	Tunnel	Top
Fourth Sub-Division Branches		
Boise Branch		
M. P. 2.06	Boise River Bridge....	Top
Murphy Branch		
M. P. 22.40.....	Snake River Bridge ...	Top
Idaho Northern Branch		
M. P. 33.3	Tunnel No. 2.....	Top
M. P. 38.6	Tunnel No. 3.....	Top
M. P. 49.23.....	Payette River Bridge..	Top
M. P. 77.3	Tunnel No. 4.....	Top
M. P. 83.7	Tunnel No. 5.....	Top
M. P. 89.59.....	Payette River Bridge..	Top
Oregon Eastern Branch		
M. P. 11.47.....	Bridge over Malheur river	Side
M. P. 53.7	Tunnel No. 6.....	Side and Top
M. P. 71.2	Tunnel No. 7.....	Side and Top
Homestead Branch		
M. P. 4.0	Tunnel No. 8.....	Top
M. P. 32.1	Tunnel No. 9.....	Side and Top
M. P. 52.0	Tunnel No. 10.....	Side and Top
M. P. 52.1	Tunnel No. 11.....	Side and Top
M. P. 52.9	Tunnel No. 12.....	Side and Top
M. P. 54.3	Tunnel No. 13.....	Side and Top
M. P. 54.8	Tunnel No. 14.....	Top

Map of the OREGON SHORT LINE RAILROAD.

