

UNION PACIFIC SYSTEM

OREGON SHORT LINE RAILROAD COMPANY

Idaho Division

EMPLOYEES' TIME TABLE

To Take Effect Sunday, July 31, 1921

12:01 A. M. "Pacific 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. V. PLATT,
General Manager.

F. H. KNICKERBOCKER,
General Superintendent.

IDAHO DIVISION

E. C. MANSON,
Superintendent, POCATELLO, IDAHO

R. E. BROOKS,
Assistant Superintendent, 4th Subdivision and Branches, Nampa, Idaho

T. W. RICKARD,
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 ..	327.19		
	Branches ...		811.06	
	Total.....			1138.25
UTAH DIVISION	Main Line..	376.71		
	Branches ...		199.19	
	Total.....			577.90
MONTANA DIVISION	Main Line..	265.19		
	Branches ...		379.55	
	Total.....			644.74
	Total, Main Line	969.09		
	Total, Branches.....		1389.80	
	Total			2358.89

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

CONDENSED TIME TABLE

WESTWARD—Granger and Huntington—EASTWARD

SECOND CLASS				FIRST CLASS				Distance from Granger	Time Table Nos. 97-202		Distance from Huntington	FIRST CLASS				SECOND CLASS	
255				17	5	19	23		July 31, 1921			18	4	6	24	256	
Time Freight	Passenger			Passenger	Mail	Passenger	Passenger		STATIONS			Passenger	Passenger	Mail & Ex.	Passenger	Time Freight	
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arr.	GRANGER	Arr.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
3.50PM	11.25AM	6.00AM	2.35AM					0.0	Lv. GRANGER	Arr.	540.6	6.50PM	4.10AM	11.55AM		7.05AM	
5.10AM	3.00PM	9.10	6.00					115.1	MONTPELIER		425.5	3.25	12.40AM	8.15		7.30PM	
12.10PM	5.15	11.00	8.18					191.2	McCAMMON		349.4	12.45PM	10.05PM	5.10		9.00AM	
{ 1.20 3.10	{ 6.00 6.00	{ 11.35 11.15AM	{ 9.00AM 8.15AM	5.00AM				213.9	Arr. POCATELLO	Lv. Arr.	326.7	{ 11.55AM 10.25	{ 9.15 7.40	{ 4.00AM 1.00AM	2.00AM	{ 7.10 3.35AM	
7.50	7.50	12.42PM	9.55AM	6.38				272.3	MINIDOKA		268.3	8.45	5.45PM	11.15	12.20AM	10.45PM	
	12.35PM	3.45PM	12.35PM	12.35PM				331.2	Arr. TWIN FALLS	Lv.	327.2	6.20AM	6.20AM	5.10PM	5.10PM		
10.55PM	9.10	1.52	11.08AM	8.10AM				321.5	SHOSHONE		219.1	7.25AM	4.10	9.35	10.55PM	6.30	
5.25AM	11.00PM	3.15	12.35PM	10.00				373.8	GLENN'S FERRY		166.8	5.25	2.00PM	7.30	9.05	2.15PM	
12.01PM	2.05AM	5.22	3.13	12.50PM				458.5	NAMPA		82.1	3.00	11.05AM	4.50	6.20	5.00AM	
	3.50	7.15	4.05	1.45				478.3	Arr. BOISE	Lv.	101.9	12.55	9.50	2.00	4.55		
4.32PM	3.30	6.22	4.32	2.01				500.5	ONTARIO		40.1	1.30	9.33	3.10	4.32	1.15AM	
8.05PM	5.00AM	7.24PM	6.00PM	3.15PM				540.6	Arr. HUNTINGTON	Lv.	0.0	12.21AM	8.20AM	1.45PM	3.15PM	10.30PM	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(540.6)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
(53.15) 10.1	(18.35) 29.8	(14.24) 37.5	(16.25) 32.9	(10.15) 31.8	..... Time Granger to Huntington.....		(17.29)	(18.50)	(21.10)	(10.45)	(55.36)					10.0
						..... Average Speed Per Hour.....		30.9	28.7	25.5	30.3					

Note—Pacific time west, Mountain time east of Pocatello.

WESTWARD—Salt Lake and Butte—EASTWARD.

SECOND CLASS				FIRST CLASS				Distance from Salt Lake	Time Table Nos. 202-298		Distance from Butte	FIRST CLASS					SECOND CLASS	
277				31	33	45	29		41	July 31, 1921		34	32	46	42	30	278	
Time Freight	Passenger			Passenger	Passenger	Passenger	Passenger		Passenger	STATIONS		Passenger	Passenger	Passenger	Passenger	Passenger	Utah Time Freight	
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arr.	SALT LAKE CITY	Arr.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
7.00PM	11.50PM	11.30PM	8.00PM	1.15PM	7.00AM			0.0	Lv. SALT LAKE CITY	Arr.	433.3	7.15AM	8.15AM	7.30AM	5.20PM	10.40PM	8.45AM	
9.30	1.15AM	12.50AM	9.05	2.30	8.35			36.3	OGDEN		397.0	6.15	7.15	6.30	4.20	9.40	6.40	
10.40PM	1.55	1.30	9.40	3.10	9.25			57.4	BRIGHAM		375.9	5.10	6.33	5.32	3.35	8.45	4.45	
12.40AM	2.55	2.30	10.25	4.05	10.30AM			85.2	CACHE JCT.		348.2	4.15	5.42	4.40	2.28	7.40	2.55AM	
5.25	5.05	4.30	11.55PM	5.50	12.40PM			147.6	McCAMMON		285.8	2.00	4.00	2.30	12.35PM	5.23	10.00PM	
{ 6.20 8.10	{ 5.45 7.10	{ 5.15 7.30	{ 12.35AM 12.50	{ 6.30 7.35	{ 1.20 1.45			170.2	Arr. POCATELLO	Lv. Arr.	263.1	{ 1.15AM 9.00PM	{ 3.15 2.55	{ 1.55AM 1.40	{ 11.45AM 11.00	{ 4.40 4.30	{ 8.20 6.20	
10.00	8.00	8.25	1.40	8.40	2.37			194.4	BLACKFOOT		238.9	8.05	2.05	12.40AM	10.00	3.45	4.50	
11.55AM	8.55AM	9.35	2.30	9.35PM	3.35			220.8	IDAHO FALLS		212.5	7.15	1.12AM	11.50PM	8.40	2.55PM	2.55PM	
	11.45AM	11.50AM	4.12		5.45PM			271.8	ASHTON	Lv.	263.5	5.10		9.58	6.45AM			
		2.05PM						317.4	Arr. VICTOR	Lv.	309.1	3.00PM						
			7.30AM					327.9	Arr. WESTYELLOWSTONE	Lv.	319.6			7.00PM				
9.55PM	12.30PM			1.05AM				316.2	LIMA		117.1		10.00PM		11.45AM	7.45AM		
6.45AM	4.30			5.05				426.4	SILVER BOW		6.9		5.30		7.35	8.30PM		
8.20AM	4.50PM			5.25AM				433.3	Arr. BUTTE	Lv.	0.0		5.10PM		7.15AM	7.30PM		
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(433.3)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
(37.29) 11.6	(17.05) 25.3	(14.35) 21.7	(11.30) 28.5	(16.10) 26.8	(10.05) 26.9 Time Salt Lake City to Butte.....		(12.45)	(15.05)	(12.30)	(10.15)	(15.25)	(37.10)					11.7
					 Average Speed Per Hour.....		24.7	28.7	26.2	26.3							

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

Length of Passing Tracks in feet, and location of Scales, Water, Fuel, Phone and Turning Stations, Other Tracks in Feet	SECOND CLASS						FIRST CLASS					Distance from Granger	Time Table No. 97 July 31, 1921		FIRST CLASS					SECOND CLASS		
	255						17		5	19	23		85	STATIONS		18	86	4	6	24	256	
	Time Freight Leave Daily						Passenger Leave Daily		Mail Leave Daily	Passenger Leave Daily	Passenger Leave Daily		Passenger Leave Daily	Passenger Arrive Daily		Passenger Arrive Daily	Passenger Arrive Daily	Mail & Ex. Arrive Daily	Passenger Arrive Daily	Time Freight Arrive Daily		
69,863 PFTW	5.25AM						11.00PM		3.15PM	12.35PM	10.00AM		373.8	DN-R GLENN'S FERRY Gf	166.8	5.15AM		1.50PM	7.25PM	8.55PM		12.10PM
3,011 808 P	5.40						11.07		3.22	12.43	f 10.07		377.7	3.9	162.9	5.09		f 1.43	7.16	8.45		11.59AM
3,795 807	5.55						11.15		3.28	12.52	f 10.17		382.7	D HAMMETT Wx	157.9	5.02		f 1.35	f 7.07	f 8.35		11.40
4,209 869 PW	6.15						11.24		3.31	12.57	f 10.26		385.0	DN MEDBURY My	155.5	4.58		f 1.31	7.02	f 8.30		11.30
3,203 P	7.05						11.40		3.41	1.08	f 10.40		390.2	5.2	150.3	4.49		f 1.22	6.52	8.19		11.05
2,967 1,891 PY	7.35						11.55PM		3.48	1.15	f 10.50		393.4	DN REVERSE Rv	147.1	4.44		f 1.15	6.46	f 8.13		10.50
3,286 P	7.50						12.05AM		3.55	1.22	f 10.58		398.7	3.2	141.8	4.37		f 1.06	6.39	8.04		10.25
7,698 3,768 W	8.10						s 12.15	4.03	s 1.32	s 11.10		403.4	DN MOUNTAIN HOME Mz	137.1	s 4.30		s 12.58	s 6.32	s 7.57		10.00	
3,303 P	8.25						12.24		4.12	1.40	f 11.19		409.2	5.8	131.3	4.19		f 12.42	6.19	7.46		9.33
4,216 313 PW	8.40						12.33		4.19	1.48	f 11.28		414.5	SEBREE 5.3	126.0	4.10		f 12.34	6.10	f 7.37		9.10
3,310 458 P	8.55						12.43		4.26	1.57	f 11.37		420.6	6.1	119.9	4.01		f 12.26	6.02	f 7.28		8.55
3,171 3,220 PWY	9.20						12.50		4.31	2.04	f 11.43		424.8	DN ORCHARD Od	115.7	3.55		f 12.17	f 5.56	f 7.22		8.10
3,805 816 P	9.35						12.56		4.36	2.10	f 11.50		428.8	HICKEY 3.8	107.9	3.43		f 12.05PM	5.49	7.15		7.50
2,926 P	9.50						1.03		4.41	2.16	f 11.55AM		432.6	KINNEY 0.9	107.0			f 11.55AM	5.43	7.09		7.30
1,393												433.5	ADGER (Spur) 2.9	104.1				f 11.50	5.38	f 7.03		7.10
4,200 1,024 W	10.05						1.09		4.45	2.23	f 12.01PM		436.5	DN OWYHEE OW	100.2	3.32		f 11.43	5.31	f 6.56		6.50
3,814 P	10.20						1.16		4.49	2.29	f 12.07		440.4	KINSEL 4.0	96.2	3.26		f 11.35	5.23	f 6.48		6.30
4,200 633	10.35						1.22		4.53	2.36	f 12.13		444.4	MORA 4.1	92.1	3.20		s 11.28	s 5.15	s 6.40		6.05
4,499 838	10.50						f 1.30	4.58	2.43	s 12.19		448.5	DN KUNA Ka	87.0	3.10		11.15	5.04	f 6.30		5.35	
3,010 P	11.15						1.39		5.04	2.50	f 12.27		453.6	COLLOPY 4.9	82.1	s 3.00	9.25AM	s 11.05	s 4.50	s 6.20		5.00
13,875 55,420 OYFWT	11.30AM 12.01PM						s 1.50 2.05	s 5.11 5.22	s 2.58 3.13	s 12.35 12.50	8.10AM	458.5	DN-R NAMPA Dispr D Q 0.1	82.0	s 2.45		s 11.05 10.50	s 4.50 4.30	s 6.20 6.00		4.20	
3,310 P	12.30						2.15		5.28	3.21	12.57	f 8.16	462.6	BOISE VAL. TRAC. CROSS 4.0	78.0	2.35	f 9.16	10.43	4.20	f 5.47		4.00
4,209 10,364 W	1.07						s 2.25	s 5.35	s 3.31	s 1.07	s 8.26	467.3	DN CALDWELL Cw 0.3	73.3	s 2.25	s 9.08	s 10.36	s 4.11	s 5.35		3.45	
3,796 P	1.20						2.32		5.41	3.37	1.13	f 8.33	471.0	BOISE VAL. TRAC. CROSS 3.4	69.6	2.14	f 9.00	10.22	4.01	f 5.26		3.35
4,869 774	1.40						2.38		5.46	3.42	f 1.19	s 8.40	474.3	ENBOSE 3.3	66.3	2.09	s 8.53	10.17	f 3.55	s 5.19		3.25
3,311 550 P	2.00						2.45		5.51	3.49	1.25	f 8.46	477.9	D NOTUS U 3.6	62.7	2.03	f 8.46	10.10	3.49	f 5.11		3.15
4,220 4,539	2.33						f 2.55	5.58	f 3.58	s 1.34	s 8.57	482.6	TUCKER 4.7	58.0	1.55	s 8.33	s 10.03	s 3.42	s 5.03		2.55	
625												487.7	D PARMA [Ma 5.1	52.9								
6,310 7,683 YW	3.00						f 3.08	6.08	f 4.11	s 1.45	s 9.15	490.2	APPLE VALLEY (Spur) 2.5	50.4	1.45	s 8.15	s 9.50	s 3.29	s 4.50		2.22	
2,707 2,022 P	3.21						3.15		6.13	4.17	1.51	f 9.21	493.5	DN NYSSA Sy 3.3	47.1	1.40	f 8.05	9.43	3.21	f 4.42		1.40
16,833 11,010 Y	4.32						s 3.30	s 6.22	s 4.32	s 2.01	s 9.33	500.5	DN ONTARIO N 2.1	40.1	s 1.30	s 7.50	s 9.33	s 3.10	s 4.32		1.15	
1,659												502.6	WASHOE (Spur) 1.3	38.0								
5,947 11,815 W	5.00						s 3.43	s 6.32	s 4.50	s 2.10	s 9.53	504.3	PAYETTE JCT. 0.4	36.7								
568												508.0	DN PAYETTE Ay 3.7	36.3	s 1.20	s 7.40	s 9.22	s 2.58	s 4.20		1.00	
3,027 844 P	5.30						3.55		6.42	4.59	2.20	f 10.06	511.1	WOOD (Spur) 3.1	32.6							
950												514.6	CRYSTAL 3.5	29.5	1.08	f 7.27	9.10	2.43	f 4.03		12.30	
8,596 6,256 W	6.00						s 4.15	s 6.52	s 5.17	s 2.32	s 10.22	517.7	FELTHAM 3.1	26.0								
994												522.1	DN WEISER Sr 4.4	22.9	s 12.58	s 7.15	s 9.01	s 2.32	s 3.55		12.10AM	
2,998 856 P	6.30						4.26		7.01	5.25	2.42	f 10.33	523.8	JONATHAN 1.7	18.5							
3,806 P	7.06						4.34		7.06	5.32	2.48	f 10.40	527.5	EATON 3.7	16.8	12.47	f 7.02	8.48	2.14	f 3.41		11.45PM
4,212 767 PW	7.33						4.42		7.12	5.40	2.55	f 10.48	531.7	COBB 4.2	13.1	12.41	f 6.55	8.43	2.06	f 3.35		11.20
30,995 OTFWY	8.05PM						5.00AM		7.24PM	6.00PM	3.15PM	11.05AM	540.6	OLDS FERRY 7.2	8.9	12.34	f 6.48	8.36	1.58	f 3.29		10.59
													BLAKES JCT. 1.7	1.7								
													DN-R HUNTINGTON Hu 1.7	0.0	12.21AM	6.30AM	8.20AM	1.45PM	3.15PM		10.30PM	
													(166.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	
															(4.54)	(2.55)	(5.30)	(5.40)	(5.40)		(13.40)	
															34.0	28.1	30.3	29.4	29.4		12.2	
															Average Speed Per Hour.....							

Westward trains are superior to trains of the same class in opposite direction. (See Rule 72) First Class Trains Clear Train No. 5, Five Minutes.

WESTWARD—North Side Branch—EASTWARD.

Length of Passing Tracks in feet, and location of Scales, Water, Fuel, Phone and Turning Stations, Other Tracks in Feet	FIRST CLASS		Distance from Rupert	Time Table No. 97 July 31, 1921		Distance from Bliss	FIRST CLASS	
	151 Passenger			152 Passenger				
	Leave Daily	Arrive Daily		Leave Daily	Arrive Daily			
2,061 6,849 YW	10.45AM	0.0	D-R	RUPERT Ms	73.6	4.50PM		
1,200	f	3.5		3.5 TRAVERS	70.1	f		
2,214 1,771 P	s 10.58	5.8	D	2.3 PAUL DM	67.8	s 4.39		
1,406	f 11.03	7.9		2.1 BUDGE	65.7	f 4.33		
3,006	f 11.23	15.9		8.0 BURKY	57.7	f 4.17		
	f	19.6		3.7 McHENRY	54.0	f		
330	f 11.36	22.1		2.5 WORTHINGTON (Spur)	51.5	f 4.03		
2,734 P	s 11.42	24.0	D	1.9 HAZELTON On	49.6	s 3.58		
3,440 2,816 WP	s 11.52AM	28.1	D	4.1 EDEN N	45.5	s 3.48		
315	f	31.3		3.2 REED (Spur)	42.3	f		
3,003 315	f 12.03PM	34.6		3.3 PERRINE	39.0	f 3.31		
1,637 P	f 12.14	40.6		6.0 FALLS CITY	33.0	f 3.17		
456	f 12.19	42.6		2.0 BARRYMORE (Spur)	31.0	f 3.12		
3,010 7,283 YFWP	s 12.34	47.9	D	5.3 JEROME Jo	25.7	s 3.01		
400	f 12.42	52.8		4.9 APPLETON (Spur)	20.8	f 2.48		
3,003 2,006 P	s 12.53	56.7	D	3.9 WENDELL Nd	16.9	s 2.38		
3,016 1,051 P	f 1.09	66.2		9.5 TUTTLE	7.4	f 2.17		
9,343 5,201 YWP	1.30PM	73.6	DN-R	7.4 BLISS Is	0.0	2.00PM		
	Arrive Daily			(73.6)		Leave Daily		
	(2.45)			Time.....		(2.50)		
	26.7			Average Speed Per Hour.....		26.6		

WESTWARD—Twin Falls Branch—EASTWARD.

Length of Passing Tracks in feet, and location of Scales, Water, Fuel, Phone and Turning Stations, Other Tracks in Feet	FIRST CLASS			Distance from Minidoka	Time Table No. 97 July 31, 1921			Distance from Buhl	FIRST CLASS		
	155 Passenger				152 Passenger				84 Passenger		
	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily				
15,797 21,124 WYF	1.30PM	10.10AM	10.05AM	0.0	DN-R	MINIDOKA Rt	73.8	8.25AM	5.20PM	7.30PM	
3,690 2,002	f 1.45	f 10.25	f 10.20	8.3		8.3 ACEQUIA	65.5	f 8.10	f 5.03	f 7.12	
3,261 6,849 PYW	s 2.00	10.35AM	s 10.35	13.5	D-R	5.2 RUPERT Ms	60.3	s 8.00	4.55PM	s 7.01	
410	f			16.9		3.4 TILECO (Spur)	56.9	f			
				17.3		0.4 AMALGA (Spur)	56.5				
3,805	s 2.10		s 10.50	19.6	D	2.3 HEYBURN Bn	54.2	s 7.48		s 6.47	
5,749 17,919 WY	s 2.25		s 11.10	21.7	D	2.1 BURLEY Bu	52.1	s 7.40		s 6.40	
729	f		f	23.2		1.5 McPEEK (Spur)	50.6	f		f	
800	f		f	23.9		0.7 MILHOOK (Spur)	49.9	f		f	
3,018	f 2.35		f 11.20	25.9		2.0 STARRH'S FERRY	47.9	f 7.23		f 6.21	
3,187 1,980	s 2.47		s 11.35	33.5		7.6 MILNER	40.3	s 7.10		s 6.09	
2,235 781 W	s 3.00		s 11.50	41.4	D	7.9 MURTAUGH Mu	32.4	s 6.58		s 5.54	
3,020	f 3.07		f 11.57AM	45.1		3.7 BICKEL	28.7	f 6.48		f 5.43	
2,420 3,981	s 3.17		s 12.07PM	49.7	D	4.6 HANSEN Ns	24.1	s 6.40		s 5.32	
2,325 4,797	s 3.27		s 12.17	53.3	D	3.6 KIMBERLY Ky	20.5	s 6.30		s 5.23	
2,017 12,659	f		f	56.4		3.1 McMILLAN	17.4	f		f	
3,210 20,347 OWFY	s 3.45		s 12.35	58.9	D-R	2.5 TWIN FALLS Fo	14.9	s 6.20		s 5.10	
1,570	f 3.54		f 12.43	63.3		4.4 CURRY	10.5	f 6.04		f 4.49	
2,005 3,670	s 4.02		s 12.51	65.9	D	2.6 FILER Fr	7.9	s 5.57		s 4.42	
1,940	f 4.10		f 12.58	68.5		2.6 PEAVEY	5.3	f 5.50		f 4.35	
1,602	f		f	71.3		2.8 CEDAR	2.5	f		f	
1,798 7,610 WY	4.25PM		1.10PM	73.8	D-R	2.5 BUHL Bo	0.0	5.40AM		4.25PM	
	Arrive Daily	Arrive Daily	Arrive Daily			(73.8)		Leave Daily	Leave Daily	Leave Daily	
	(2.55)	(0.25)	(3.05)			Time.....		(2.45)	(0.25)	(3.05)	
	25.3	32.4	23.4			Average Speed Per Hour.....		26.8	32.4	23.4	

WESTWARD—Raft River Branch—EASTWARD

Length of Passing Tracks in feet, and location of Scales, Water, Fuel, Phone and Turning Stations, Other Tracks in Feet	SECOND CLASS		Distance from Burley	Time Table No. 97 July 31, 1921		Distance from Idaho	SECOND CLASS			
	389			387			388		390	
	Mixed	Mixed		Arrive Daily Ex. Sunday	Arrive Sunday		Arrive Daily Ex. Sunday	Arrive Sunday		
5,749 17,919 YW	7.00AM	8.30AM	0.0	D-R	BURLEY BU	27.6	10.00AM	10.50AM		
1871	f	f	3.1		1.9 UNITY (Spur)	24.5	f	f		
	f	f	5.0		1.0 YOUMAN	22.6	f	f		
1,130	f	f	6.0		3.0 SPRINGDALE	21.6	f	f		
2,907	s 7.40	9.10AM	9.0	D	2.0 DECLO MF	18.6	9.20AM	s 10.10		
693			11.0		4.1 BENNING	16.6				
750	f		15.1		4.5 GLENLEDON	12.5	f			
1,340	f		19.6		8.0 COTTERELL	8.0	f			
2,000 3,429 Y	9.00AM		27.6		8.0 IDAHOME	0.0		9.10AM		
	Arrive Sunday	Arrive Daily Ex. Sunday			(27.6)		Leave Daily Ex. Sunday	Leave Sunday		
	(2.00)	(0.40)			Time.....		(0.40)	(1.40)		
	13.8	13.4			Average Speed Per Hour.....		13.4	16.6		

WESTWARD—Rogerson Branch—EASTWARD

Length of Passing Tracks in feet, and location of Scales, Water, Fuel, Phone and Turning Stations, Other Tracks in Feet	SECOND CLASS		Distance from Twin Falls	Time Table No. 97 July 31, 1921		Distance from Rogerson	SECOND CLASS	
	No. 339			No. 340				
	Mixed	Mixed		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			
3,210 20,347 OWFY	12.45PM		0.0	D-R	TWIN FALLS Fa	28.8	4.00PM	
415	f		5.4		5.4 KNULL (Spur)	23.4	f	
798	s 1.10		7.0		1.6 GODWIN	21.8	s 3.40	
1,992 750	s 1.25		11.0		4.0 BERGER	17.8	s 3.25	
306	f		14.4		3.4 HAGGARDT (Spur)	14.4	f	
2,945 2,482	s 1.55		19.4	D	5.0 HOLLISTER Hr	9.4	s 3.02	
1,499	f 2.05		23.3		3.9 AMSTERDAM (Spur)	5.5	f 2.50	
1,495 4,287 WY	2.20PM		28.8	D-R	5.5 ROGERSON Rg	0.0	2.30PM	
	Arrive Daily Ex. Sunday				(28.8)		Leave Daily Ex. Sunday	
	(1.40)				Time.....		(1.30)	
	17.3				Average Speed Per Hour.....		19.2	

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, and location of Scales, Water, Fuel, Phone and Turning Stations. Other Tracks in Feet	SECOND CLASS			FIRST CLASS	Distance from Shoshone	Time Table No. 97 July 31, 1921			Distance from Ketchum	FIRST CLASS	SECOND CLASS	
	451	347	161	STATIONS		162	348	452				
	Freight	Mixed	Passenger			Passenger	Mixed	Freight				
	Leave Mon. Wed. & Fri.	Leave Daily Ex. Sunday	Leave Daily			Arrive Daily	Arrive Daily Ex. Sunday	Arr. Tues. Thurs. & Sat.				
3,296 24927 PTYFW	8.40AM	8.30AM	8.20AM	0.0	DN-R	SHOSHONE	S	69.4	3.30PM	4.40PM	10.50AM	
218			f	11.0		11.0 MARLEY (Spur)		58.4	f			
2,540 3248 YW	9.30	9.10AM	s 9.10	15.3	D-R	RICHFIELD	Rf	54.1	s 2.55	4.00PM	10.10	
1,789 PW	9.50		f 9.30	21.9		6.6 PAGARI		47.5	f 2.38		9.30	
1,816	10.10		f 9.55	29.7		7.8 TIKURA		39.7	f 2.20		9.10	
272			f 10.07	33.9		4.2 PRIEST (Spur)		35.5	f 2.10			
3252 373 W	10.50AM		s 10.20	37.3	D	PICABO	Xn	32.1	s 2.02		8.40	
399			f 10.35	41.8		4.5 HAY SPUR		27.6	f 1.50			
818			f 10.44	44.4		2.6 GANNETT		25.0	f 1.42			
260			f 10.53	46.7		2.3 BALAAM (Spur)		22.7	f 1.36			
2,247	12.30PM		s 11.10	52.1	D	BELLEVUE	V	17.3	s 1.24		7.40	
4,513 PW	1.10		s 11.25	57.2	D	HAILEY	Ri	12.2	s 1.10		7.20	
446			f 11.34	60.0		2.8 ZINC SPUR		9.4	f 12.53			
1,123			f 11.42	63.2		3.2 GIMLET (Spur)		6.2	f 12.45			
3,908 PYW	2.30PM		11.58AM	69.4	D-R	KETCHUM	Ku	0.0	12.30PM		6.30AM	
	Arr. Mon. Wed. & Fri.	Arrive Daily Ex. Sunday	Arrive Daily			(69.4)			Leave Daily	Leave Daily Ex. Sunday	Leave Tues. Thurs. & Sat.	
	(5.50) 11.8	(0.40) 23.0	(3.38) 18.9						(3.00) 23.1	(0.40) 23.0	(4.20) 16.0	

WESTWARD—Hill City Branch—EASTWARD

Length of Passing Tracks in feet, and location of Scales, Water, Fuel, Phone and Turning Stations. Other Tracks in Feet	SECOND CLASS		Distance from Richfield	Time Table No. 97 July 31, 1921			Distance from Hill City	SECOND CLASS
	347			STATIONS	348			
	Mixed				Mixed			
	Leave Daily Ex. Sunday	Arrive Daily			Arrive Daily Ex. Sunday			
2,540 3,248 YW	9.20AM		0.0	D-R	RICHFIELD	RF	57.8	3.45PM
972	f 9.36		4.5		4.5 RAWSON		53.0	f 3.33
1,964 923	f 9.50		9.4		4.9 BURMAH		48.4	f 3.20
	f 10.10		19.1		9.7 KAYSLEY		38.7	f 2.57
2,488 PW	f 10.25		21.5		2.4 MAGIC		36.3	f 2.50
1,992	f 10.55		31.2		9.7 MACON		26.6	f 2.25
2,000 1,015 P	f 11.05		34.0		2.8 BLAINE		23.8	f 2.15
1,307	f 11.25AM		39.7		5.7 SELBY		18.1	f 1.55
2,507 2,541 PW	s 12.01PM		43.8	D	FAIRFIELD	FD	14.0	s 1.40
1,996 1,044	f 12.25		51.7		7.9 CORRAL		6.1	f 1.20
2,875 5,783 YFW	12.40PM		57.8	D-R	HILL CITY	HC	0.0	1.00PM
	Arrive Daily Ex. Sunday				(57.8)			Leave Daily Ex. Sunday
	(3.20) 17.3							(2.45) 21.0

WESTWARD—Oakley Branch—EASTWARD

Length of Passing Tracks in feet, and location of Scales, Water, Fuel, Phone and Turning Stations. Other Tracks in Feet	SECOND CLASS		Distance from Burley	Time Table No. 97 July 31, 1921			Distance from Oakley	SECOND CLASS
	337			STATIONS	338			
	Mixed				Mixed			
	Leave Daily	Arrive Daily			Arrive Daily			
5,749 17,919 WY	11.20AM		0.0	D-R	BURLEY	Bu	21.8	1.30PM
823	f 11.30		3.2		3.2 BEETVILLE (Spur)		18.6	f 1.18
1,617	f 11.37		5.2		2.0 PELLA		16.6	f 1.12
791	f 11.46AM		9.1		3.9 KENYON (Spur)		12.7	f 1.05
625	f		13.4		4.3 CHURCHILL (Spur)		8.4	f
1,554	f 12.05PM		16.4		3.0 TROUT		5.4	f 12.45
1,750	f 12.10		17.8		1.4 MARION		4.0	f 12.40
1,401 4,326 Y	12.20PM		21.8	D-R	OAKLEY	Oa	0.0	12.30PM
	Arrive Daily				(21.8)			Leave Daily
	(1.00) 21.8							(1.00) 21.8

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, and location of Scales, Water, Fuel, Phone and Turning Stations. Other Tracks in Feet	SECOND CLASS		Distance from Nampa	Time Table No. 97 July 31, 1921		Distance from Lakeport	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			
13,875 43,120 POYWF	8.30AM		0.0	DN-R	NAMPA Dispr D 0.7 Q	128.7		3.35PM
	8.40		0.7		IDA. NOR. JCT. 5.3	128.0		3.25
400	f 8.54		6.0		MADDENS (Spur) 2.8	122.7	f	3.14
1,868			8.8		GRAVEL (Spur) 0.4	119.9		
			9.2		BOISE VAL. TRAC. CROSSING 0.0	119.5		
2,563	s 9.10		9.2	D	MIDDLETON KD 9.6	119.5	s	3.02
1,202	f 9.40		18.8		JENNESS 2.4	109.9	s	2.40
1,445			21.2		SAND 0.9	107.5		
400	f 9.55		22.1		BRAMWELL (Spur) 4.2	106.6	f	2.25
	10.07	9.25AM	26.3		EMMETT JCT. 0.6	102.4	2.20PM	2.15
3,900 21,143 PYW	s 10.35	9.30AM	26.9	D-R	EMMETT Mx 4.8	101.8	2.15PM	s 2.10
2,526	f 10.55		31.7		PLAZA 9.3	97.0	f	1.40
2,557 2,137 P	s 11.40AM		41.0	D	MONTOUR Mr 8.6	87.7	s	1.10
1,997 1,051 PW	s 12.07PM		49.6	D	HORSESHOE BEND HB 5.3	79.1	s	12.45
1,999 536	f 12.26		54.9		GARDENA 9.2	73.8	f	12.26PM
1,730 1,015 WTFP	s 1.30		64.1	D	BANKS AB 5.2	64.6	s	11.59AM 11.20
930	f 2.00		69.3		MAINS 6.1	59.4	f	11.00
1,961 WP	f 2.40		75.4		BIG EDDY 7.5	53.3	f	10.40
1,967 1,947 PY	s 3.20		82.9	D	SMITHS FERRY SF 10.1	45.8	s	10.10
4,950 450 P	s 3.55		93.0	DR	CABARTON CB 2.1	35.7	s	9.35
1,997 W	f 4.05		95.1		BELVIDERE 4.0	33.6	f	9.20
1,999 6,430 PY	s 4.50		99.1	D	CASCADE CD 1.7	29.6	s	9.05
642			100.8		TIE SPUR 3.3	27.9		
			104.1		TIMOTHY (Spur) 3.9	24.6		
1,998	f 5.20		108.0		ARLING 7.2	20.7	f	8.25
2,031 599 W	s 5.50		115.2	D	DONNELLY DN 5.4	13.5	s	8.05
1,108	f 6.05		120.6		NORWOOD 6.8	8.1	f	7.50
			127.4		CHRISMAN 1.3	1.3	f	
1,946 8,107 YWFP	6.30PM		128.7	D-R	MCCALL NE	0.0		7.30AM
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			128.7		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday

(10.00) (0.5) Time..... (0.5) (8.05)
(12.8) 8.4 Average Speed Per Hour..... 8.4 15.9

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, and location of Scales, Water, Fuel, Phone and Turning Stations. Other Tracks in Feet	SECOND CLASS			FIRST CLASS	Distance from Ontario	Time Table No. 97 July 31, 1921			Distance from Crane	FIRST CLASS	SECOND CLASS	
	373	371	193	STATIONS		194	372	374				
	Mixed	Mixed	Passenger			Passenger	Mixed	Mixed				
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Sunday			Arrive Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday				
3,343 11,775 WY	8.00AM	10.00AM	10.30AM	0.0	DN-R	ONTARIO	N	126.6	3.05PM	2.50PM	12.20PM	
1,324 PY	8.04	10.05	f 10.35	1.9		MALHEUR JCT.		124.7	f 3.00	2.45	12.10	
638			f	2.5		ALFA		124.1	f			
1,147	8.10	10.10	f 10.39	3.8		CAIRO		122.8	f 2.57	2.39	12.01PM	
622	8.15	10.15	f 10.42	5.1		LUSE		121.5	f 2.53	2.35	11.55AM	
				7.6		MAYBERG		119.0				
1,681	8.25	10.35	f 10.53	10.0		MALLET		116.6	f 2.42	2.20	11.45	
7,322 9,787 PWY	8.35AM	11.15	11.05AM	15.5	D-R	VALE	V	111.1	2.30PM	2.05	11.30AM	
2,781		11.35AM		23.5		HOPE		108.1		1.25		
2,993		12.05PM		34.8		LITTLE VALLEY		91.8		12.55		
2,982 5,491 P		12.30		42.0	D	HARPER	HA	84.6		12.30PM	11.45AM	
		12.50		48.0		KIME		78.6				
2,963		1.15		51.3		NAMORF		75.3		11.15		
				56.4		BOHNA		70.2				
783 1,000		1.40		62.1		JONESBORO		64.5		10.45		
				64.6		PEACH		62.0				
512			f	67.7		GWINN		58.9	f			
3,028 4,423 YPW		2.20		73.6	D	JUNTURA	JN	53.0		10.15		
2,996		2.35		77.6		WISNER		49.0		9.50		
2,882		2.55		86.6		LONG		40.0		9.29		
2,909 5,444 PWY		3.40		92.7	D	RIVERSIDE	RV	33.9		9.10		
			f	96.2		McRAE		30.4	f			
			f	98.5		FORT		28.1	f			
2,000		4.05		102.8		DUNNEAN		23.8		8.40		
2,000		4.25		110.2		VENATOR		16.4		8.20		
2,000		4.50		117.9		CIRCLE BAR		8.7		7.55		
2,000 4,170 FWYP		5.35PM		126.6	D-R	CRANE	Cr.	0.0		7.30AM		
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Sunday			(126.6)			Leave Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	
	(0.35)	(7.35)	(0.35)			Time.....			(0.35)	(7.20)	(0.50)	
	26.5	16.7	26.5			Average Speed Per Hour.....			26.5	17.2	18.6	

WESTWARD—Homestead Branch—EASTWARD

Length of Passing Tracks in feet, and location of Scales, Water, Fuel, Phone and Turning Stations. Other Tracks in Feet	SECOND CLASS			Distance from Blake's Junction	Time Table No. 97 July 31, 1921			Distance from Homestead	SECOND CLASS	
	383	381	STATIONS		382	384				
	Mixed	Mixed			Mixed	Mixed				
	Leave Tues. Wed. Thurs. and Sat.	Leave Mond. and Friday			Arrive Mond. and Friday	Arrive Tues. Wed. Thurs. and Sat.				
	11.10AM	11.10AM	0.0			BLAKES JCT.	57.7	7.25PM	3.55PM	
	11.15	11.15	0.7			BLAKES	57.0	7.20	3.50	
1,180 680						GYPsum	53.1	7.05	3.35	
1,371 1,761	11.30	11.30	4.6			PREVOST	49.0	6.40	3.10	
1,658	11.43	11.43	8.7			DAY	48.2			
			9.5			WEBAK (Spur)	45.3	6.25	2.55	
2,517	11.57AM	11.57AM	12.4			HOME	43.7			
			14.0			MINERAL (Spur)	42.4	6.15	2.45	
2,503 671 W	12.14PM	12.14PM	15.3			STILL	42.3			
			16.0			WINSLOW	40.7			
			17.6			PHENEY (Spur)	38.0			
			19.6			HACK	37.6			
2,579	12.30	12.30	22.1			PARK	35.5	5.50	2.20	
			24.0			TITUS	33.7			
2,503	12.50	12.50	27.5			STURGILL (Spur)	30.2	5.30	2.00	
2,066 3,428 PT	1.10PM	1.10	32.9	D		ROBINETTE	24.8	5.15	1.45PM	
			37.0			ROMEO	20.7			
2,304		1.50	39.7			BROWNLEE	18.0	4.35		
			43.0			RETRAH	14.7			
2,558		2.08	45.9			EAGLE ISLAND (Spur)	11.8	4.15		
			51.1			MACFER (Spur)	6.7			
2,458 1,842		2.30	52.5			OX BOW	5.2	4.00		
992			53.8			COPPERFIELD	3.9			
1,059 1,972 WT		3.00PM	57.7	D-R		HOMESTEAD	0.0	3.30PM		
	Arrive Tues. Wed. Thurs. Sat.	Arrive Mond. and Friday				(57.7)		Leave Mond. and Friday	Leave Tues. Wed. Thurs. and Sat.	
	(2.00)	(3.50)				Time.....		(3.55)	(2.10)	
	16.5	15.5				Average Speed Per Hour.....		15.0	13.8	

WESTWARD—Murphy Branch—EASTWARD

Length of Passing Tracks in feet, and location of Scales, Water, Fuel, Phone and Turning Stations. Other Tracks in Feet	SECOND CLASS			Distance from Nampa	Time Table No. 97 July 31, 1921			Distance from Murphy	SECOND CLASS	
	357	STATIONS	358							
	Mixed		Mixed							
	Leave Daily Ex. Sunday		Arrive Daily Ex. Sunday							
13,875 43,120 POYWFT	8.30AM	0.0	DN-R	NAMPA	Dispr. D Q	29.9	12.25PM			
1,029	9.05	8.9		BOWMONT		21.0	11.56AM			
835	9.25	14.7	D	MELBA		15.2	11.41			
		f		STODDARD		10.9	f			
772	9.45	19.6		WARRENS (Spur)		10.3	11.29			
1,024	10.00	23.1		RIVA (Spur)		6.8	11.20			
1,830 3,263 PYW	10.20AM	29.9	R	MURPHY		0.0	11.00AM			
	Arrive Daily Ex. Sunday			(29.9)			Leave Daily Ex. Sunday			
	(1.50)			Time.....			(1.25)			
	16.3			Average Speed Per Hour.....			21.1			

WESTWARD—Brogan Branch—EASTWARD

Length of Passing Tracks in feet, and location of Scales, Water, Fuel, Phone and Turning Stations. Other Tracks in Feet	SECOND CLASS			Distance from Vale	Time Table No. 97 July 31, 1921			Distance from Brogan	SECOND CLASS	
	373	STATIONS	374							
	Mixed		Mixed							
	Leave Daily Ex. Sunday		Arrive Daily Ex. Sunday							
7,322 9,787 WY	8.50AM	0.0	D-R	VALE	V	23.3	11.10AM			
600	9.15	8.9		DENNIS (Spur)		14.4	10.50			
1,003	9.23	11.5		LANCASTER		11.8	10.40			
1,511	9.38	17.4		JAMIESON		5.9	10.25			
2,020 2,415 PWY	9.50AM	23.3	D-R	BROGAN	Bn	0.0	10.10AM			
	Arrive Daily Ex. Sunday			(23.3)			Leave Daily Ex. Sunday			
	(1.00)			Time.....			(1.00)			
	23.3			Average Speed Per Hour.....			23.3			

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

SPECIAL RULES

1. Passengers will not be carried on freight trains except persons in charge of live stock, 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 employes, unless endorsed otherwise, and trip passes in favor of employes when so endorsed by officer issuing them will be honored on freight trains between stations at which such trains stop when employes are traveling on company business. Other passes are not good for transportation on freight trains except when so endorsed or accompanied by special permit issued by the General Manager.

2. Referring to Rule No. 83: Conductors and Enginemen of westward trains must carefully check register at Pocatello and must fully identify trains between Pocatello and End of double track, Michaud,

3. On branch lines the train order signal will not be kept burning at night after operator's office hours.

4. Referring to Rule 511-B. Switch indicators, semaphor 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.

5. Poles adjacent to Davis Warehouse Spur, Boise Yard and ice house on Washoe Spur do not afford standard clearance. All employes to be governed accordingly.

6. 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 Jct. and Ontario may be used as passing tracks conforming to Rules 93 and 99.

7. All westward trains take siding at Banks Big Eddy and Main when meeting trains in opposite direction. Work trains between Banks and Big Eddy must place engine east of cars being handled. Meeting points must not be made at Bramwell,

8. At all 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.

9. On freight trains of twenty-five (25) or more cars, engines will be detached from train while taking water or fuel.

10. No train or engine will leave the following stations without a clearance:

Minidoka.	Shoshone.
Nampa.	

No Train or Engine will leave Fruitland and New Plymouth on Payette Branch, Twin Falls on Twin Falls Branch or Vale on Oregon Eastern Branch without a clearance while Operator is on duty.

Trains may leave Declo, Idaho, Murphy, Wilder and Melba without clearance card account not train order offices.

11. 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.

12. O. S. L. trains in Huntington yard will be governed by O.-W. R. & N. time table.

13. No. 19 stop Stations Pocatello to Huntington to discharge passengers from points Cheyenne and east.

No. 17 stop Stations Pocatello to Huntington to discharge passengers from points east and north of Pocatello and from Twin Falls Branch.

No. 18 stop on signal at Kuna to receive passengers for points East of Green River.

Nos. 363 and 364 stop on signal at Overstreet M. P. 8.7, Homedale Branch.

Nos. 377 and 378 stop on signal at Road Crossing, M. P. 9, and 13.9, Payette Branch.

No. 5 stop on signal at Bliss to receive passengers for Glens Ferry, Nampa and Boise Branch.

SPEED RESTRICTIONS.

31. The maximum speed of passenger trains must not exceed 60 miles per hour with Pacific type engine and 45 miles per hour with Mikado or freight engine

The maximum speed of freight trains must not exceed 35 miles per hour

When picking up 19 train orders, trains must not exceed 20 miles per hour until entire train has passed train order office.

32. Passenger trains must not exceed 40 miles per hour and freight trains 25 miles per hour around curves indicated by curve warning signals.

33. Mallet engines running backward must not exceed a speed of 15 miles per hour, or 20 miles per hour running forward. Other engines running backward must not exceed 20 miles per hour.

34. Trains must not exceed the following speed per hour:

	Passenger	Freight and Mixed	Maximum Weight of Locomotive & Loaded Tender
THIRD SUBDIVISION			
Between Pocatello Passenger Station and Idaho Jct. and through Interlocking Plant, Idaho Jct.....	15 miles	15 miles	704,700
Between M.P. 238 and M.P. 240, Americal Falls	25 miles	15 miles	
Gooding City limits	10 miles	10 miles	
Between Ticeska Wye and M.P. 365....	35 miles	25 miles	
Curve M.P. 371 West of Sand Bank....	30 miles	25 miles	
FOURTH SUBDIVISION			
Between Medbury and Reverse.....	35 miles	25 miles	704,700
Mountain Home town limits.....	15 miles	15 miles	
Caldwell town limits	12 miles	12 miles	
Parma town limits	10 miles	10 miles	
Main Street Crossing, Nyssa, just west of depot	8 miles	8 miles	
Ontario, Crossing east and west of depot	10 miles	10 miles	
Bridge 538-A, between Old's Ferry and Huntington	25 miles	25 miles	
Between Glenn's Ferry and Hammett between Old's Ferry and Huntington	Watch for rocks on track		

	Passenger	Freight and Mixed	Maximum Weight of Locomotive & Loaded Tender
Branches			
Twin Falls	40 miles	30 miles	374,140
North Side	30 miles	20 miles	348,950
Bridge 66F, M.P. 67, North Side.....	10 miles	10 miles	
Raft River	25 miles	20 miles	285,200
Oakley	35 miles	25 miles	374,140
Ketchum	30 miles	25 miles	312,100
Hill City	35 miles	25 miles	285,200
Rogerson	25 miles	20 miles	385,200
Murphy	30 miles	20 miles	218,300
Bridge 22-A, M.P. 22.4, Murphy.....	15 miles	15 miles	
Between Nampa and Boise	40 miles	25 miles	374,140
Bridge 18, Boise Branch.....	25 miles	20 miles	
Road Crossing, M.P. 17.8, just west of Fair Grounds	12 miles	12 miles	
Boise and Arrow Jct.	20 miles	20 miles	232,620
Nampa Milk Factory Spur.....	20 miles	20 miles	278,733

Idaho Northern

Between Nampa and Jenness and Bramwell and Plaza	35 miles	25 miles	374,140
Between Jenness and Bramwell	15 miles	15 miles	374,140
Between Plaza and Banks.....	20 miles	20 miles	374,140
Between Banks and Cabarton	15 miles	15 miles	
Between Cabarton and Timothy	20 miles	20 miles	
Between Timothy and McCall	35 miles	25 miles	
Observe Slow Boards			
Between M.P. 99.5 and M.P. 101.5.....	15 miles	15 miles	
M.P. 124.2 and M.P. 124.6.....	15 miles	15 miles	
Between M.P. 60 and M.P. 92.....	Watch for rocks on track		

Payette Branch

Payette Jct. 16 degree curve, east of Wye Switch	10 miles	10 miles	
Between Payette and New Plymouth...	25 miles	25 miles	312,100
Between New Plymouth and Emmett..	35 miles	25 miles	312,100
Homedale Branch	25 miles	25 miles	312,100

Oregon Eastern

Between Ontario and M.P. 29.....	35 miles	25 miles	
Between M.P. 29 and M.P. 39.....	20 miles	20 miles	
Between M.P. 39 and M.P. 47.....	35 miles	25 miles	
Between M.P. 47 and M.P. 107.....	20 miles	20 miles	
Between M.P. 107 and M.P. 118.....	35 miles	25 miles	
Between M.P. 118 and M.P. 125.....	20 miles	20 miles	
Between M.P. 29 and M.P. 92.....	Watch for rocks on track		
Brogan	35 miles	25 miles	374,140
Homestead	30 miles	20 miles	312,100
Between Blakes and Homestead	Watch for rocks on track		
Through all tunnels on Idaho Northern, Homestead and Oregon Eastern Branches	12 miles	12 miles	

SPECIAL RULES-(Continued)

35. 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, and Homestead Branches. Rotary Plows 2011, 2012, and 2013 should not be handled over Murphy Branch, or over Bridge 66, North Side Branch, or Bridge 18.7 Boise Branch.

36. 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.

TRAIN AND AIR INSPECTION.

41. 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, 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.

42. In addition to making inspection of train as often as possible as per Rule No. 824, every freight train must be inspected at the following points:

Third Subdivision—Eastward and Westward: American Falls, Minidoka, Owinza, Shoshone. Westward: Ticeska. Eastward: Bliss.

Fourth Subdivision — Eastward and Westward: Reverse, Orchard, Nampa, Nyssa, Weiser.

43. All Westward passenger trains will make running test of air brakes (Per Rule 1016 Air Brake Book) at the east whistling post at Ticeska, and Jenness and all Eastward passenger trains will make running test of the air brakes at the west whistling post at Reverse.

44. 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 (Per Rule 41) and thorough inspection of train, and all retainers in descending these grades must be in operation, also comply with Transportation Rule No. 859 and Air Brake Rule No. 1050.

45. Idaho Northern Branch: All Eastward trains, before leaving Smith's Ferry, will make rear end test of air brakes (per Rule 41) and thorough inspection of train. Passenger trains will make running test of air brakes (per Rule 1016, Air Brake Book) at Mile Post 81. All trains will stop at Big Eddy, MP 69 and Banks for inspection of train and to permit wheels to cool. Retainers must be used on all cars in Eastward trains between MP 80 and 64, and comply with Transportation Rule No. 859 and Air Brake Rule No. 1050. Eastward freight trains stop at MP 80 and turn up all retainers before descending grade.

EXTRACT FROM REVISED STATUTES OF IDAHO

46. 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 the like distance, and be 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.

INTERLOCKING PLANTS.

50. Interlocking plant located at Idaho Junction (See 661 to 673, inclusive, and Rule 628 of Transportation Department Book of Rules).

51. All main track superior routes running with traffic are governed by upper arm of 2 arm home signals. Diverging routes are governed by lower arm on 2 arm home signals. Back up and switching moves against traffic over interlocking plants, are governed by dwarf signals.

IDAHO JUNCTION TOWER.

52. Westward trains will be governed as follows: If the upper arm on the three arm interlocking home signal No. 2157, 700 feet East of the Junction, is in the proceed position it will allow trains to proceed West on Idaho Division main track to the next automatic Signal No. 2161. The whistle signal for the route is 0—, one short and one long.

53. If the middle arm on the three-arm Interlocking Home Signal No. 2157, 700 feet East of the Junction is in the proceed position it will allow trains to proceed on to the Seventh District main track. Whistle signal for Seventh Sub-Division Westward is —0, one long and one short. If the lower arm of signal No. 2157 is in the proceed position it will allow trains to proceed on to the Stock Yards track. The whistle signal for Stock Yards track Westward is 0—0, one short, one long and one short.

54. Eastward trains on the Idaho Division will be governed as follows: The interlocking home signal No. 2160 on signal pole 500 feet West of Junction in the proceed position will allow trains to proceed to the next automatic signal No. 2158 and will be governed by the position of that signal.

55. Seventh Sub-Division Eastward trains will be governed as follows: The upper arm of the interlocking home signal No. 1352, 900 feet North of the Junction in the proceed position allows trains to proceed across Westward main track and on to Eastward main track to signal No. 2158. Whistle signal for this route is —0, one long and one short.

56. The lower arm of the interlocking home signal No. 1352, 900 feet North of the Junction in the proceed position allows trains to proceed onto and against traffic on the Westward double main track through interlocking plant only. Whistle signal for this route is 00—00, two short, one long and two short.

57. Eastward engines and trains from stock yards track will be governed by dwarf signals on stock yards track and these signals in proceed position will allow movement to any route obtainable from stock yards track. Whistle signal 0— —0, one short, two long and one short, calls for route from stock yards track over crossover to Eastward main track. 00—00 two short, one long and two short, calls for route from stock yards track onto and against traffic on Westward main track through limits of interlocking plant only.

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.

CLASSIFICATION	ENGINE NUMBERS	POCATELLO AND GLENN'S FERRY			GLENN'S FERRY AND NAMPA		NAMPA AND HUNTINGTON		
		Westward		Eastward	Westward		Eastward		
		POCATELLO TO SHOSHONE	SHOSHONE TO GLENN'S FERRY	GLENN'S FERRY TO POCATELLO			Westward	Eastward	
T.W. 55 $\frac{21}{30}$ 160	1850 to 1856	1450	1900	‡1200	‡1600		1600	2000	1800
C. 55 $\frac{21}{30}$ 167S	510 to 524	1600	2200	‡1300	‡1750		1750	2300	1900
C. 57 $\frac{21\frac{1}{2}}{30}$ 174S	525 to 539	1650	2250	‡1350	‡1800		1800	2400	2000
C. 57 $\frac{22}{30}$ 190S	560 to 622	1900	2250	‡1500	‡2000		2000	2500	2000
Mk. 57 $\frac{23\frac{1}{2}}{30}$ 206S	2000 to 2034	2100	2250	‡1700	‡2250		2250	3000	2500
Mk. 63 $\frac{26}{28}$ 214S	2500 to 2524	2200	2250	‡1800	‡2400		2500	3000	2700

CLASS.

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

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

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

‡With helper King Hill to Ticeska. †With Mallett helper Medbury to Reverse.
Ratings same for Saturated as for Superheated.

ALLOWANCE FOR EMPTY OR UNDER-LOADED CARS.

	For each Empty Car or Loaded Car weighing less than 40,000 lbs. (including light weight of car.)	For each Empty or Loaded Car weighing between 40,000 and 50,000 lbs. (including light weight of car.)
Pocatello to Glenns Ferry.....	6000	3000
Glenn's Ferry to Pocatello.....	3000	
Glenn's Ferry to Huntington.....	3000	
Huntington to Glenn's Ferry.....	6000	3000
Vale to Riverside.....	6000	3000
Riverside to Vale.....	3000	3000
Nampa to Boise.....	3000	3000
Boise to Nampa.....	6000	3000
Nampa to Donnelly.....	6000	
Lakeport to Nampa.....	3000	3000
Nampa to Murphy.....	6000	3000
Murphy to Nampa.....	6000	3000
Shoshone to Ketchum.....	3000	
Shoshone to Hill City.....		3000
Hill City to Shoshone.....	3000	3000
Ketchum to Shoshone.....	3000	
Minidoka to Twin Falls.....		3000
Twin Falls to Minidoka.....	6000	3000
Ontario to Vale.....	6000	3000
Vale to Brogan.....	6000	3000
Brogan to Vale.....	6000	3000
Vale to Crane.....	6000	3000
Blakes Jct. to Homestead.....	6000	3000
Homestead to Blakes Jct.....	6000	3000
Twin Falls to Rogerson.....	6000	3000
Rogerson to Twin Falls.....	6000	3000
Caldwell to Homedale.....	6000	3000
Homedale to Caldwell.....	6000	3000
Payette to Emmett.....	6000	3000
Emmett to Payette.....	6000	3000

LOCATION STANDARD CLOCKS:

Pocatello, (Tel. office in Passenger Station.)	Rupert, Burley, Oakley, Twin Falls,	Nampa, Boise, Crane
Pocatello, (Yard Office.)	Buhl, Rogerson,	Ontario, Payette, Emmett,
Pocatello, (Roundhouse Office.)	Shoshone, Ketchum,	Cascade, Huntington,
Minidoka,	Bliss, Glenn's Ferry,	

SURGEONS

S. H. PINKERTON, Chief Surgeon, Salt Lake City, Utah
 J. C. LANDENBERGER, Asst. Chief Surgeon, Salt Lake City, Utah.
 G. B. PFOUTZ, Oculist, Salt Lake City, Utah.

LOCATION OF OVERHEAD AND SIDE STRUCTURES

Employees are warned to look out at all times for obstructions that do not clear men on Engines or cars and use extraordinary care on industrial tracks to avoid injury.

- M. P. 272.3 Minidoka Coal Chute.
- M. P. 321.3 Shoshone Coal Shute.
- M. P. 488.5 Bridge 488A, over Snake River.
- M. P. 489.3 Bridge 489A, over Snake River.
- M. P. 501.4 Bridge 501A, over Snake River.
- M. P. 501.9 Bridge 501B, over Snake River.

Twin Falls Branch:
 M. P. 58.9 Twin Falls Coal Chute.

North Side Branch:
 M. P. 47.9 Jerome Coal Chute.

Ketchum Branch:
 M. P. 62.88 Bridge 62A, over Wood River.
 M. P. 66.84 Bridge 66F, over Wood River.

Boise Branch:
 M. P. 18.4 Bridge 18C, over Boise River.

Murphy Branch:
 M. P. 22.39 Bridge 22A over Snake River.

Wilder Branch:
 Overhead trolley wires Caldwell Yard and between Caldwell and Wilder.

Idaho Northern Branch:
 M. P. 32.6 Tunnel No. 2.
 M. P. 37.9 Tunnel No. 3.
 M. P. 48.5 Bridge over Payette River.
 M. P. 77.4 Tunnel No. 4.
 M. P. 83.1 Tunnel No. 5.
 M. P. 89.0 Bridge over North Fork of Payette River.

Oregon Eastern Branch:
 M. P. 12.4 Bridge over Malheur River.
 M. P. 54.3 Tunnel No. 6.
 M. P. 71.1 Tunnel No. 7.

Homestead Branch:
 M. P. 4.0 Tunnel No. 8.
 M. P. 31.40 Tunnel No. 9.
 M. P. 51.50 Tunnel No. 10.
 M. P. 51.60 Tunnel No. 11.
 M. P. 52.10 Tunnel No. 12, Oxbow Tunnel. (16.5 feet clearance above top of rail.)
 M. P. 53.8 Tunnel No. 13.
 M. P. 54.4 Tunnel No. 14.

GENERAL TIME INSPECTORS

WEBB C. BALL, Gen'l Time Inspector { 804 Railway Exch.
 W. F. HAYES, Asst. Gen'l Time Inspector { Bldg., Chicago, Ill.

LOCATION TIME SERVICE INSPECTORS.

- E. G. Voegel (Pocatello Only).....Pocatello
- E. D. HarrisonPocatello
- A. E. VredenburgShoshone
- D. W. MartinGlenn's Ferry
- W. H. MankeyNampa
- Larue BlackabyOntario
- Geo. A. ScholerBurley
- Geo. H. ScholerRupert
- W. R. PriebeTwin Falls
- Harry WilsonBuhl
- J. T. LaughlinBoise
- R. D. NewcomerEmmett
- F. H. FiskHuntington

LIST OF SURGEONS

NAME	TITLE	PLACE	DISTRICT
E. N. Roberts.....	Division Surgeon	Pocatello	All.
J. Clothier	Oculist	Pocatello	All.
J. R. Young	District Surgeon	Pocatello	All.
W. W. Brothers	District Surgeon	Pocatello	All.
R. F. Noth.....	District Surgeon	American Falls	American Falls to Shoshone.....
J. B. Kenagy	District Surgeon	Rupert	Minidoka to Twin Falls.
F. H. Cutler	District Surgeon	Burley	Burley to Twin Falls.
H. N. Leete	District Surgeon	Twin Falls	Twin Falls to Minidoka.
J. H. Murphy	District Surgeon	Buhl	Buhl to Twin Falls.
E. L. Berry	District Surgeon	Hazleton	Rupert to Bliss.
E. D. Piper	District Surgeon	Jerome	Rupert to Bliss.
E. L. Simonton	District Surgeon	Wendell	Bliss to Jerome.
W. H. Baugh	District Surgeon	Shoshone	Shoshone to Glenn's Ferry.
C. W. Dill	District Surgeon	Shoshone	Shoshone to Glenn's Ferry.
L. Wilencheck.....	District Surgeon	Fairfield	Hill City Branch.
H. H. Dutton.....	District Surgeon	Hailey	Shone to Ketchum.
H. E. Lamb	District Surgeon	Gooding	Gooding to Tunupa.
J. W. Davis	District Surgeon	Glenn's Ferry	Shoshone to Mountain Home.
T. E. Evans.....	District Surgeon	Mountain Home	Mountain Home to Glenn's Ferry.
F. B. Smith.....	District Surgeon	Nampa	Mtn. Home to Caldwell, Boise, Branch
Wm. F. Smith.....	District Surgeon	Boise	Boise Branch.
C. M. Kaley	District Surgeon	Caldwell	Caldwell to Huntington.
W. E. Waldrop	District Surgeon	Parma	Parma to Huntington.
J. J. Sarazin	District Surgeon	Nyssa	Nyssa to Payette.
J. L. Reynolds	District Surgeon	Emmett	Emmett to McCall, Murphy Branch.
G. E. Noggle	District Surgeon	Cascade	Emmett to McCall.
Wm T Drysdale.....	District Surgeon	New Plymouth	Payette to Emmett
Paul M Drake.....	District Surgeon	New Plymouth	Payette to Emmett
I. R. Woodward	District Surgeons	Payette	Payette to Weiser.
E. O. Finney	District Surgeon	Weiser	Weiser to Mountain Home.
Dwight F. Miller	District Surgeon	Huntington	Huntington to Robinette.
Wm. J. Weese	District Surgeon	Ontario	Ontario to Payette.
H. Denman	District Surgeon	Crane	Riverside to Arden.

When employes, passengers or others are injured, call the nearest Railroad Surgeon.

When necessary to call Surgeons other than those regularly employed by the Railroad, it should be with the distinct understanding that their services 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.

