



UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



IDAHO DIVISION
TIME-TABLE
No. 19

Effective Sunday
January 9, 1955
At 12:01 A.M. Mountain Time

Careful Handling
Prevents Damage

FOR EMPLOYEES ONLY

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

NORTH WESTERN DISTRICT
IDAHO DIVISION
 CORRECTED TO MAY 1, 1953.
 SCALE OF MILES

A. McALLISTER
General Manager

D. F. WENGERT
General Superintendent

C. H. Burnett, Superintendent Pocatello, Ida.
H. J. Bailey, Assistant Superintendent Pocatello, Ida.
L. E. Mangum, Assistant Superintendent Nampa, Ida.
R. B. Hardin, Terminal Superintendent Pocatello, Ida.
R. D. Wright, Assistant Terminal Superintendent Pocatello, Ida.
G. L. Jensen, Trainmaster Nampa, Ida.
J. B. Shaw, Road Foreman of Engines Nampa, Ida.
J. F. Fehrenbacher, Trainmaster Pocatello, Ida.
E. L. Chantry, Trainmaster Pocatello, Ida.
H. G. Baker, Trainmaster Pocatello, Ida.
A. R. Nelson, Master Mechanic Pocatello, Ida.
V. L. Orr, Road Foreman of Engines Glenss Ferry, Ida.
T. A. Ogee, Jr., Road Foreman of Engines Pocatello, Ida.
W. M. Hemphill, Road Foreman of Engines Pocatello, Ida.
J. A. Hartvigsen, Road Foreman of Engines Pocatello, Ida.
J. C. Beagles, Road Foreman of Engines Montpelier, Ida.
L. V. Chausse, Division Engineer Pocatello, Ida.
O. H. Carpenter, General Roadmaster Pocatello, Ida.
J. J. Kutzman, Safety Representative Pocatello, Ida.

H. E. SHUMWAY
General Supt. Transportation

First, Second and Fourth Subdivisions and Branches

W. H. Powers, Chief Train Dispatcher Pocatello, Ida.
R. R. Johnson, Assistant Chief Train Dispatcher Pocatello, Ida.
H. L. Crawford, Assistant Chief Train Dispatcher Pocatello, Ida.
W. P. Helsley, Assistant Chief Train Dispatcher Pocatello, Ida.
K. A. Leger, Assistant Chief Train Dispatcher Pocatello, Ida.
L. V. Leger, Assistant Chief Train Dispatcher Pocatello, Ida.

Third Subdivision and Branches

R. T. Petty, Chief Train Dispatcher Nampa, Ida.
E. C. Bullis, Assistant Chief Train Dispatcher Nampa, Ida.
H. H. Harbaugh, Assistant Chief Train Dispatcher Nampa, Ida.
B. D. Spratt, Assistant Chief Train Dispatcher Nampa, Ida.

Union Pacific Railroad Employees Hospital Association
Physicians and Surgeons are located as shown below:

| Name | Title | Location | Name | Title | Location |
|----------------------|---------------------------|----------------------|-----------------------|--------------------|------------------------|
| R. R. Merrell | District Surgeon | Pocatello, Ida. | Simeon Hopper | Surgeon | Hazelton, Ida. |
| R. K. Gorton | Asst. to District Surgeon | Pocatello, Ida. | R. George Wolf | Surgeon | Homedale, Ida. |
| Richard G. Crandall | Surgeon | Pocatello, Ida. | Newell H. Battles | Oculist and Aurist | Idaho Falls, Ida. |
| H. H. Hughart | Surgeon | Pocatello, Ida. | Harvey E. Guyett | Surgeon | Idaho Falls, Ida. |
| Blaine B. Jorgensen | Surgeon | Pocatello, Ida. | Milton T. Rees | Surgeon | Idaho Falls, Ida. |
| Forrest H. Howard | Surgeon | Pocatello, Ida. | Fred E. Wallber | Oculist and Aurist | Idaho Falls, Ida. |
| David C. Miller | Physician | Pocatello, Ida. | W. C. Smail | Surgeon | Jerome, Ida. |
| C. W. Pond | Oculist and Aurist | Pocatello, Ida. | F. F. Young | Surgeon | Kemmerer, Wyo. |
| Merrill J. Sharp | Surgeon | Pocatello, Ida. | David E. Harris | Surgeon | Lava Hot Springs, Ida. |
| Eugene V. Simison | Oculist and Aurist | Pocatello, Ida. | Don S. Numbers | Surgeon | McCall, Ida. |
| H. Henry Rock | Surgeon | Aberdeen, Ida. | Carl D. Lusty | Surgeon | Meridian, Ida. |
| Frank L. Harms | Surgeon | American Falls, Ida. | Robert H. Burgoyne | Surgeon | Montpelier, Ida. |
| Ivan R. Egbert | Surgeon | Arco, Ida. | R. B. Lindsay | Surgeon | Montpelier, Ida. |
| T. J. Cummings | Surgeon | Ashton, Ida. | Malone W. Koelsch | Surgeon | Mountain Home, Ida. |
| James O. Hampton | Surgeon | Blackfoot, Ida. | Ernest D. Hunsaker | Oculist and Aurist | Nampa, Ida. |
| Norman G. Hedemark | Oculist | Boise, Ida. | Frederick D. Koehne | Surgeon | Nampa, Ida. |
| A. Curtis Jones, Jr. | Ear, Nose, Throat | Boise, Ida. | John R. Mangum | Surgeon | Nampa, Ida. |
| A. C. Jones, Sr. | Oculist | Boise, Ida. | Thomas E. Mangum, Jr. | Surgeon | Nampa, Ida. |
| William A. Koelsch | Surgeon | Boise, Ida. | G. O. Cross | Surgeon | Nampa, Ida. |
| Roy L. Peterson | Ear, Nose, Throat | Boise, Ida. | Joseph J. Sarazin | Surgeon | Nyssa, Ore. |
| Warren D. Springer | Surgeon | Boise, Ida. | Wilfred N. Sanders | Surgeon | Ontario, Ore. |
| Vern H. Anderson | Surgeon | Buhl, Ida. | W. S. Kotas | Surgeon | Payette, Ida. |
| John W. Davis | Surgeon | Burley, Ida. | Ira R. Woodward, Jr. | Surgeon | Payette, Ida. |
| Chas. A. Terhune | Surgeon | Burley, Ida. | Murland F. Rigby | Surgeon | Rexburg, Ida. |
| John H. Weare | Surgeon | Burns, Ore. | A. C. Truxal | Surgeon | Rexburg, Ida. |
| Harvey L. Casebeer | Oculist and Aurist | Butte, Mont. | Aldon Tall | Surgeon | Rigby, Ida. |
| Richard C. Monahan | Surgeon | Butte, Mont. | Otto A. Moellmer | Surgeon | Rupert, Ida. |
| John V. Plett | Oculist and Aurist | Butte, Mont. | Emory L. Soule | Surgeon | St. Anthony, Ida. |
| Lester Shupe | Surgeon | Caldwell, Ida. | Royal G. Neher | Surgeon | Shoshone, Ida. |
| Robert T. Whiteman | Surgeon | Cambridge, Ida. | Allen H. Tigert | Surgeon | Soda Springs, Ida. |
| J. F. Moser | Surgeon | Cascade, Ida. | Russell Tigert, Jr. | Surgeon | Soda Springs, Ida. |
| John A. Edwards | Surgeon | Council, Ida. | John R. Moritz | Surgeon | Sun Valley, Ida. |
| Bernard P. Strouth | Surgeon | Council, Ida. | George B. Saviers | Surgeon | Sun Valley, Ida. |
| George L. Routledge | Surgeon | Dillon, Mont. | Charles B. Beymer | Surgeon | Twin Falls, Ida. |
| LaGrande C. Larsen | Surgeon | Driggs, Ida. | Wallace Bond | Oculist and Aurist | Twin Falls, Ida. |
| A. C. Truxal | Surgeon | Dubois, Ida. | F. W. Schow | Surgeon | Twin Falls, Ida. |
| R. P. Rawlinson | Surgeon | Emmett, Ida. | Harwood L. Stowe | Surgeon | Twin Falls, Ida. |
| Marion J. Kerns | Surgeon | Fairfield, Ida. | Harold F. Holsinger | Surgeon | Wendell, Ida. |
| Ward A. Rulien | Surgeon | Glenss Ferry, Ida. | Robert M. Coats | Surgeon | Weiser, Ida. |
| Marion V. Klingler | Surgeon | Gooding, Ida. | Marion S. McGrath | Surgeon | Weiser, Ida. |
| R. H. Wright | Surgeon | Hailey, Ida. | | | |

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

| FIRST CLASS | | | | | | Distance from Granger via Boise | Time-Table No. 19 January 9, 1955 | FIRST CLASS | | | | | |
|-------------|------------------|-----------------------|-----------|-----------|------------------|---------------------------------|--------------------------------------|-------------|-----------------------|-----------|-----------|--------|--|
| 19 | 11 | 105 | 457 | 17 | 12 | | | 458 | 106 | 18 | 20 | | |
| Passenger | Mail and Express | Streamliner Passenger | Passenger | Passenger | Mail and Express | | | Passenger | Streamliner Passenger | Passenger | Passenger | | |
| | Daily | Daily | Daily | Daily | Daily | | STATIONS | | | | | | |
| | | 6.05 | 2.05 | | 4.25 | 0.0 | GRANGER | A 9.05 | | A 12.42 | A 10.45 | | |
| | | 11.10 | 5.45 | | 9.40 | 213.9 | POCATELLO | 3.50 | | 8.55 | 5.20 | | |
| | | 1.00 | 5.55 | | 10.45 | | | 2.50 | | 8.45 | 4.45 | | |
| | | 4.30 | 8.25 | | 2.10 | 373.8 | GLENN'S FERRY | 11.40 | | 6.10 | 1.30 | | |
| | | 6.30 | 9.40 | | 3.55 | 448.4 | BOISE | 9.55 | | 5.00 | 11.55 | | |
| | | 9.25 | 11.40 | | 6.50 | 550.1 | M.T. HUNTINGTON | M.T. 7.10 | | 3.05 | 9.25 | | |
| | | 8.35 | 10.40 | | 6.00 | 649.7 | P.T. HUNTINGTON | P.T. 6.00 | | 2.05 | 8.15 | | |
| | | 11.30 | 1.05 | | 8.45 | 723.9 | LA GRANDE | 3.25 | | 11.40 | 5.35 | | |
| | | 2.00 | 3.10 | | 11.10 | 723.9 | PENDLETON | 1.05 | | 9.38 | 2.50 | | |
| | | 9.00 | | | | 941.3 | SPOKANE | | | | A 6.30 | | |
| | | 11.27 | | | | 837.4 | AYER | | | | 4.05 | | |
| | | 12.30 | | | | 786.3 | WALLULA | | | | 2.55 | | |
| | | 1.50 | 3.05 | 3.55 | 12.40 | 755.3 | HINKLE | 12.15 | | 9.00 | 2.00 | 2.20 | |
| | | 3.50 | 5.50 | 6.30 | 3.10 | 855.4 | THE DALLES | 10.10 | | 7.20 | 11.35 | 12.02 | |
| | | A 6.10 | A 8.40 | A 7.30 | 8.00 | 939.5 | PORTLAND | 8.05 | A 9.15 | 5.30 | 9.30 | 10.00 | |
| | | | | | 11.05 | 1084.6 | TACOMA | | | 5.52 | | | |
| | | | | | A 11.59 | 1122.7 | SEATTLE | | | 4.45 | | | |
| | | | | | | | | Daily | Daily | Daily | Daily | Daily | |
| | | (9.10) | (27.35) | (18.25) | (3.59) | (26.05) | Thru Time | (24.00) | (4.30) | (18.12) | (24.15) | (8.30) | |
| | | 40.4 | 34.1 | 51.0 | 46.0 | 36.0 | Average speed per hour | 39.1 | 40.7 | 51.6 | 38.7 | 43.5 | |

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

| FIRST CLASS | | | | Distance from McCammon | Time-Table No. 19 January 9, 1955 | FIRST CLASS | | |
|-------------|-----------|-----------|-----------|------------------------|--------------------------------------|-------------|-----------|--------|
| 29 | 33 | 31 | 32 | | | 34 | 30 | |
| Passenger | Passenger | Passenger | Passenger | | | Passenger | Passenger | |
| | Daily | Daily | Daily | | STATIONS | | | |
| | | | | 0.0 | McCAMMON | | A 5.40 | A 4.05 |
| | | | | 22.7 | POCATELLO | | 5.10 | 3.30 |
| | | | | 73.3 | IDAHO FALLS | A 2.30 | 3.00 | 1.15 |
| | | | | 124.3 | ASHTON | 12.55 | | |
| | | | | 169.9 | VICTOR | 11.10 | | |
| | | | | 180.4 | WEST YELLOWSTONE | | | |
| | | | | 285.8 | BUTTE | | | 7.15 |
| | | | | | | Daily | Daily | Daily |
| | | (8.25) | (3.05) | (3.20) | Thru Time | (3.20) | (2.40) | (8.50) |
| | | 33.9 | 23.7 | 29.0 | Average speed per hour | 29.0 | 27.5 | 32.3 |

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

MILEAGE

Main Line 848.07
Branches 1376.68
Grand Total 2224.75

| WESTWARD | | FIRST SUBDIVISION | | | | | FIRST CLASS | | | | | Time-Table No. 19 | | | | |
|--|-------------|--------------------|--------------|--------------|--------------------|--------------|-------------|---------------------|-----------------------|-----------|-----------|---------------------|------|----------------------|--------------|--|
| | | SECOND CLASS | | | FIRST CLASS | | 29 | | 11 | | 105 | | 33 | | 17 | |
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 23. | | 263 | 279 | 251 | 257 | 277 | Passenger | Mail and Express | Streamliner Passenger | Passenger | Passenger | January 9, 1955 | | | | |
| | | Time Freight | Time Freight | Time Freight | Time Freight | Time Freight | Daily | Daily | Daily | Daily | Daily | STATIONS | | | | |
| | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | | | |
| 144 | RCS-IPWY | 5.00PM | | | 2.45AM | | | 6.05PM | 2.05PM | | | 4.25AM | DN-R | GRANGER YL GN | | |
| 65 | P | 5.07 | | | 2.53 | | | 6.09 | 2.09 | | | 4.30 | | DONOVAN | | |
| 112 | P | 5.12 | | | 2.59 | | | 6.13 | 2.12 | | | 4.34 | | MOXA | | |
| 73 | P | 5.18 | | | 3.06 | | | 6.18 | 2.16 | | | 4.39 | | HASSETT | | |
| 115 | P | 5.22 | | | 3.11 | | | 6.21 | 2.19 | | | 4.42 | | NUTRIA | | |
| 80 | P | 5.28 | | | 3.19 | | | 6.26 | 2.24 | | | 4.47 | | COSGRIFF | | |
| 121 | P | 5.35 | | | 3.26 | | | 6.30 | 2.28 | | | 4.52 | D | OPAL OW | | |
| 74 | P | 5.42 | | | 3.34 | | | 6.35 ²⁶² | 2.32 | | | 4.57 | | FOLGER | | |
| 125 | P | 5.49 | | | 3.41 | | | 6.40 | 2.37 | | | 5.02 | | WATERFALL | | |
| | | 5.59 | | | 3.51 | | | 6.47 | 2.44 | | | 5.09 ²⁶⁴ | | EAST KEMMERER YL | | |
| | PTWXZ | 6.05 | | | 4.00 | | | 6.55 | 2.47 | | | 5.20 | DN | KEMMERER YL Z | Double Track | |
| | PXY | 6.12 | | | 4.07 | | | 6.59 | 2.50 | | | 5.24 | | MOYER JCT. YL | Double Track | |
| WS 70 PW | | 6.30 | | | 4.30 | | | 7.12 | 3.02 | | | 5.37 | DN | FOSSIL YL FI | Double Track | |
| ES 70 X | | 6.40 | | | 4.40 | | | 7.20 | 3.09 | | | 5.45 | | NUGGET | | |
| 94 | PW | 6.40 | | | 4.40 | | | 7.20 | 3.09 | | | 5.45 | | ORR | | |
| 74 | P | 6.45 | | | 4.48 | | | 7.24 | 3.13 | | | 5.49 | | SAGE | | |
| 112 | P | 6.50 | | | 4.54 | | | 7.27 | 3.16 | | | 5.53 | | CARLSON | | |
| 66 | P | 6.56 | | | 5.01 | | | 7.31 | 3.20 | | | 5.57 | | BECKWITH | | |
| 124 | P | 7.02 | | | 5.07 | | | 7.35 | 3.24 | | | 6.01 | | PIXLEY | | |
| 74 | P | 7.10 | | | 5.15 | | | 7.40 | 3.29 | | | 6.06 | | COKEVILLE CK | | |
| 120 | PW | 7.18 | | | 5.25 | | | 7.48 | 3.34 | | | 6.15 | | MARSE | | |
| 74 | P | 7.24 | | | 5.33 | | | 7.53 | 3.38 | | | 6.20 | | BORDER | | |
| 124 | P | 7.29 | | | 5.39 | | | 7.57 | 3.42 | | | 6.24 | | PEGRAM | | |
| 74 | PW | 7.36 | | | 5.47 | | | 8.03 | 3.47 | | | 6.32 | | HARER | | |
| 88 | P | 7.42 | | | 5.55 | | | 8.10 ¹⁸ | 3.52 | | | 6.38 ¹² | | DINGLE | | |
| 69 | P | 7.50 | | | 6.04 | | | 8.15 | 3.57 ²⁶² | | | 6.46 | | MONTPELIER YL | Double Track | |
| | DOPTWYZ | 8.05 ¹¹ | | | 6.20 ¹⁷ | | | 8.30 ²⁶³ | 4.05 | | | 7.00 ²⁵⁷ | DN-R | MX | Double Track | |
| | | 8.45 | | | 7.15 | | | 8.40 | 4.05 | | | 7.10 | | PESCADERO | | |
| 78 | P | 8.55 | | | 7.25 | | | 8.48 | 4.12 | | | 7.18 | | GEORGETOWN | | |
| 105 | PW | 9.03 | | | 7.33 | | | 8.54 | 4.18 | | | 7.24 | | CAVANAUGH | | |
| 124 | P | 9.10 | | | 7.40 | | | 9.00 | 4.23 | | | 7.30 | | MANSON | | |
| 100 | P | 9.16 | | | 7.46 | | | 9.05 | 4.27 | | | 7.35 | | ROSE | | |
| 73 | P | 9.22 | | | 7.52 | | | 9.10 | 4.31 | | | 7.40 | | SODA SPRINGS YL SD | | |
| 178 | PWY * | 9.30 | | | 8.01 | | | 9.22 | 4.37 | | | 7.52 | | ALEXANDER | | |
| 108 | P | 9.38 | | | 8.09 | | | 9.30 | 4.42 | | | 8.00 | | TALMAGE | | |
| 112 | P | 9.45 | | | 8.16 | | | 9.35 | 4.46 | | | 8.05 | | BANCROFT BN | | |
| 225 | PWY | 9.54 | | | 8.25 | | | 9.44 | 4.52 | | | 8.14 | | KINPORT | | |
| 127 | P | 9.59 | | | 8.30 | | | 9.49 | 4.55 | | | 8.19 | | PEBBLE | | |
| 112 | P | 10.06 | | | 8.37 | | | 9.55 | 4.59 | | | 8.25 | | BROXON | | |
| 112 | P | 10.06 | | | 8.37 | | | 9.55 | 4.59 | | | 8.25 | | BLASER | | |
| 103 | P | 10.12 | | | 8.43 | | | 10.00 | 5.03 | | | 8.30 | | DN LAVA HOT SPGS. XY | | |
| 100 | P | 10.17 | | | 8.48 | | | 10.03 | 5.06 | | | 8.33 | | TOFAZ | | |
| 27 | PX | 10.24 | | | 8.55 | | | 10.10 | 5.10 | | | 8.40 | | DN McCAMMON YL MC | Double Track | |
| CS 148 | P | 10.31 | | | 9.02 | | | 10.16 | 5.14 | | | 8.46 | | INKOM KO | | |
| 90 | IPWXY | 10.44 | 11.40PM | 10.30AM | 9.15 | 5.45AM | 11.00PM | 10.30 | 5.21 | 9.35AM | | 9.00 | DN | PORTNEUF | | |
| WS 49 | PWX | | | | | | 11.13 | 10.43 | 5.31 | 9.48 | | 9.13 | DN-R | H-CA | | |
| ES 88 | | | | | | | 11.19 | 10.50 | 5.36 | 9.54 | | 9.20 | | POCATELLO YL PO | | |
| | RCS-DOPTWYZ | A11.15PM | A12.15AM | A11.20AM | A 9.45AM | A 6.45AM | A11.30PM | A11.10PM | A 5.45PM | A10.10AM | A 9.40AM | | | | | |

| | | FIRST SUBDIVISION | | | | | SECOND CLASS | | | | | Time-Table No. 19 | | | | |
|--|--------------------|-------------------|------------------|-----------------------|--------------|--------------------|--------------|--------------|---------------|--------------------|--------------|---------------------|-----|--|--------------------|--|
| | | FIRST CLASS | | | SECOND CLASS | | 280 | | 262 | | 278 | | 270 | | 264 | |
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 23. | | 30 | 12 | 106 | 34 | 18 | Time Freight | Time Freight | Stock Special | Time Freight | Time Freight | January 9, 1955 | | | | |
| | | Passenger | Mail and Express | Streamliner Passenger | Passenger | Passenger | Daily | Daily | Daily | Daily | Daily | STATIONS | | | | |
| | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | | | |
| | DN-R | GRANGER YL GN | 0.0 | | | Af 9.05AM | A12.42PM | | | A10.45PM | | A 7.30PM | | | A 6.20AM | |
| | | DONOVAN | 4.1 | | | 8.55 | 12.37 | | | 10.31 | | 7.18 | | | 6.08 | |
| | | MOXA | 7.7 | | | 8.51 | 12.34 | | | 10.27 | | 7.12 | | | 6.02 | |
| | | HASSETT | 12.5 | | | 8.46 | 12.30 | | | 10.23 | | 7.05 | | | 5.55 | |
| | | NUTRIA | 15.4 | | | 8.43 | 12.27 | | | 10.20 | | 7.00 | | | 5.50 | |
| | | COSGRIFF | 20.2 | | | 8.38 | 12.23 | | | 10.15 | | 6.52 | | | 5.42 | |
| D | OPAL | OW | 24.5 | | | f 8.33 | 12.18 | | | 10.10 | | 6.45 | | | 5.35 | |
| | | FOLGER | 29.3 | | | 8.28 | 12.13 | | | 10.05 | | 6.35 ¹¹ | | | 5.27 | |
| | | WATERFALL | 33.6 | | | 8.23 | 12.08 | | | 10.00 | | 6.18 | | | 5.20 | |
| | | EAST KEMMERER YL | 39.0 | | | 8.16 | 12.01PM | | | 9.53 | | 6.10 | | | 5.09 ¹⁷ | |
| DN | KEMMERER YL Z | Double Track | 39.7 | | | s 8.14 | f 11.59AM | | | 9.50 | | 6.05 | | | 4.55 | |
| | | MOYER JCT. YL | 42.3 | | | 8.04 | 11.55 | | | 9.39 | | 5.50 | | | 4.37 | |
| DN | FOSSIL YL FI | Double Track | 50.3 | | | f 7.48 | 11.44 | | | 9.23 | | 5.28 | | | 4.15 | |
| | | NUGGET | 56.0 | | | 7.38 | 11.37 | | | 9.13 | | 5.16 | | | 4.03 | |
| | | ORR | 59.6 | | | 7.33 | 11.33 | | | 9.09 | | 5.09 | | | 3.55 | |
| | | SAGE | 63.1 | | | f 7.28 | 11.30 | | | 9.05 | | 5.03 | | | 3.48 | |
| | | CARLSON | 67.3 | | | 7.23 | 11.26 | | | 9.00 | | 4.56 | | | 3.40 | |
| | | BECKWITH | 71.3 | | | 7.19 | 11.22 | | | 8.55 | | 4.49 | | | 3.33 | |
| | | PIXLEY | 77.4 | | | 7.12 | 11.17 | | | 8.48 | | 4.41 | | | 3.25 | |
| DN | COKEVILLE | CK | 83.5 | | | s 7.05 | 11.12 | | | 8.40 | | 4.32 | | | 3.15 | |
| | | MARSE | 88.2 | | | 6.55 | 11.06 | | | 8.27 | | 4.25 | | | 3.05 | |
| | | BORDER | 92.1 | | | 6.51 | 11.03 | | | 8.22 | | 4.19 | | | 2.59 | |
| | | PEGRAM | 97.7 | | | f 6.46 | 10.58 | | | 8.15 | | 4.11 | | | 2.51 | |
| | | HARER | 102.9 | | | 6.38 ¹⁷ | 10.53 | | | 8.10 ¹¹ | | 4.04 | | | 2.43 | |
| | | DINGLE | 108.0 | | | 6.28 | 10.48 | | | 8.03 | | 3.57 ¹⁰⁵ | | | 2.35 | |
| DN-R | MONTPELIER YL | MX | 115.0 | | | 6.20 | 10.40 | | | 7.55 | | 3.35 | | | 2.20 | |
| | | PESCADERO | 121.3 | | | 6.10 | 10.40 | | | 7.45 | | 3.10 | | | 1.55 | |
| | | GEORGETOWN | 126.8 | | | 5.56 | 10.30 | | | 7.28 | | 2.50 | | | 1.32 | |
| | | CAVANAUGH | 131.9 | | | 5.49 | 10.25 | | | 7.21 | | 2.40 | | | 1.23 | |
| | | MANSON | 136.1 | | | 5.43 | 10.20 | | | 7.15 | | 2.31 | | | 1.16 | |
| | | ROSE | 140.0 | | | 5.39 | 10.16 | | | 7.11 | | 2.25 | | | 1.10 | |
| DN | SODA SPRINGS YL SD | 146.0 | | | | s 5.27 | 10.06 | | | 7.07 | | 2.19 | | | 1.04 | |
| | | ALEXANDER | 151.6 | | | 5.15 | 10.00 | | | 6.59 | | 2.07 | | | 12.52 | |
| | | TALMAGE | 156.2 | | | 5.09 | 9.55 | | | 6.46 | | 1.56 | | | 12.41 | |
| DN | BANCROFT | BN | 161.8 | | | f 5.01 | 9.50 | | | 6.32 | | 1.30 | | | 12.15 | |
| | | KINPORT | 165.6 | | | 4.55 | 9.45 | | | 6.25 | | 1.19 | | | 12.04AM | |
| | | PEBBLE | 170.3 | | | 4.50 | 9.40 | | | 6.20 | | 1.11 | | | 11.56PM | |
| | | BROXON | 174.8 | | | 4.45 | 9.35 | | | 6.15 | | 1.03 | | | 11.48 | |
| | | BLASER | 177.4 | | | 4.42 | 9.32 | | | 6.12 | | 1.03 | | | 11.41 | |
| DN | LAVA HOT SPGS. XY | 180.0 | | | | f 4.37 | 9.29 | | | 6.07 | | 1.03 | | | 11.33 | |
| | | TOFAZ | 184.3 | | | 4.29 | 9.24 | | | 5.59 | | 1.03 | | | 11.18 | |
| DN | McCAMMON YL MC | 191.2 | | | | As 4.05AM | 9.17 | | | 5.50 | | 1.03 | | | 11.00 | |
| | | INKOM KO | 201.9 | | | | | | | | | | | | | |

| WESTWARD | | SECOND SUBDIVISION | | | | | | | | EASTWARD | |
|---|--------------------------------|-----------------------|-----------|-----------|----------|------------------|-----------|--|-------------------|----------|--|
| Car Capacity of Sidings, etc. See Rule 9(A), Page 22. | SECOND CLASS | FIRST CLASS | | | | | | | Time-Table No. 19 | | |
| | 125 | 105 | 33 | 17 | 49 | 11 | 29 | January 9, 1955 | | | |
| | Time Freight | Streamliner Passenger | Passenger | Passenger | Mixed | Mail and Express | Passenger | STATIONS | | | |
| | Daily Except Sunday and Monday | Daily | Daily | Daily | Daily | Daily | Daily | | | | |
| DOPTWYZ | 1.45AM | 5.55PM | 10.55AM | 10.45AM | 4.00AM | 1.00AM | 12.01AM | SIGNALS { DN-R POCATELLO YL H-CA PO 2.4 } DOUBLE TRACK | | | |
| P | | | A11.00AM | | | | A12.06AM | SIGNALS { POCATELLO JCT. YL 8.0 } DOUBLE TRACK | | | |
| CS 153 P | | | | | f 4.15 | | | MICHAUD 5.8 | | | |
| 118 P | | | | | | | | BANNOCK 8.4 | | | |
| 145 PW | | 6.17 | | *11.13 | * 4.35 | * 1.28 | | DN AMERICAN FALLS AF 3.8 | | | |
| 120 P | | | | | | | | BORAH 7.8 | | | |
| 119 P | | | | | | | | QUIGLEY 5.9 | | | |
| 119 PW | | | | | f 4.55 | | | WAPI 3.8 | | | |
| 119 P | | | | | | | | DEWOFF 7.5 | | | |
| 119 P | | | | | | | | HAWLEY 5.1 | | | |
| 101 PWY | | 6.46 | | *11.55AM | A 5.20AM | * 2.08 | | DN MINIDOKA RT 3.8 | | | |
| 119 P | | | | | | | | MAX 8.1 | | | |
| 119 P | | | | | | | | ADELAIDE 4.7 | | | |
| 119 PW | | | | | | | | KIMAMA 6.7 | | | |
| 119 P | | | | | | | | SENER 7.8 | | | |
| 122 P | | | | | | | | OWINZA 5.8 | | | |
| 119 P | | | | | | | | BESLEN 4.6 | | | |
| 116 P | | | | | | * 2.48 | | DIETRICH 7.9 | | | |
| WS 121-115 PWY | | * 7.32 | | *12.50PM | | * 3.05 | | DN SHOSHONE X 9.0 | | | |
| ES 111-130 | | | | | | | | TUNUPA 6.7 | | | |
| 118 P | | | | | | | | DN GOODING GD 6.7 | | | |
| 117 60 PW | | 7.48 | | * 1.10 | | * 3.25 | | FULLER 6.3 | | | |
| 120 P | | | | | | | | BLISS 6.8 | | | |
| 118 PWY | | | | * 1.23 | | * 3.38 | | TICESKA 9.8 | | | |
| 120 P | | | | | | | | KING HILL 6.7 | | | |
| CS 120 PY | | | | | | | | DN-R GLENN'S FERRY YL GF 6.7 | | | |
| WS 99 | | | | | | | | | | | |
| CS 130 PWX | | 8.14 | | 1.46 | | * 4.01 | | | | | |
| DOPTWY | A 5.10AM | A* 8.25PM | | A 2.00PM | | A 4.20AM | | | | | |
| | | | | | | | | (159.9) | | | |
| | (3.25) | (2.30) | (0.05) | (3.15) | (1.20) | (3.20) | (0.05) | Thru Time | | | |
| | 46.8 | 64.0 | 28.8 | 49.2 | 43.9 | 47.9 | 28.8 | Average speed per hour | | | |

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

| WESTWARD | | SECOND SUBDIVISION | | | | | | | | EASTWARD | |
|---|--------------------------------|--------------------|-----------|-----------------------|-----------|-----------|----------|--|-------------------|----------|--|
| Car Capacity of Sidings, etc. See Rule 9(A), Page 22. | SECOND CLASS | FIRST CLASS | | | | | | | Time-Table No. 19 | | |
| | 126 | 12 | 30 | 106 | 34 | 18 | 50 | January 9, 1955 | | | |
| | Time Freight | Mail and Express | Passenger | Streamliner Passenger | Passenger | Passenger | Mixed | STATIONS | | | |
| | Daily Except Sunday and Monday | Daily | Daily | Daily | Daily | Daily | Daily | | | | |
| DOPTWYZ | 1.45AM | 5.55PM | 10.55AM | 10.45AM | 4.00AM | 1.00AM | 12.01AM | SIGNALS { DN-R POCATELLO YL H-CA PO 2.4 } DOUBLE TRACK | | | |
| P | | | A11.00AM | | | | A12.06AM | SIGNALS { POCATELLO JCT. YL 8.0 } DOUBLE TRACK | | | |
| CS 153 P | | | | | f 4.15 | | | MICHAUD 5.8 | | | |
| 118 P | | | | | | | | BANNOCK 8.4 | | | |
| 145 PW | | 6.17 | | *11.13 | * 4.35 | * 1.28 | | DN AMERICAN FALLS AF 3.8 | | | |
| 120 P | | | | | | | | BORAH 7.8 | | | |
| 119 P | | | | | | | | QUIGLEY 5.9 | | | |
| 119 PW | | | | | f 4.55 | | | WAPI 3.8 | | | |
| 119 P | | | | | | | | DEWOFF 7.5 | | | |
| 119 P | | | | | | | | HAWLEY 5.1 | | | |
| 101 PWY | | 6.46 | | *11.55AM | A 5.20AM | * 2.08 | | DN MINIDOKA RT 3.8 | | | |
| 119 P | | | | | | | | MAX 8.1 | | | |
| 119 P | | | | | | | | ADELAIDE 4.7 | | | |
| 119 PW | | | | | | | | KIMAMA 6.7 | | | |
| 119 P | | | | | | | | SENER 7.8 | | | |
| 122 P | | | | | | | | OWINZA 5.8 | | | |
| 119 P | | | | | | | | BESLEN 4.6 | | | |
| 116 P | | | | | | * 2.48 | | DIETRICH 7.9 | | | |
| WS 121-115 PWY | | * 7.32 | | *12.50PM | | * 3.05 | | DN SHOSHONE X 9.0 | | | |
| ES 111-130 | | | | | | | | TUNUPA 6.7 | | | |
| 118 P | | | | | | | | DN GOODING GD 6.7 | | | |
| 117 60 PW | | 7.48 | | * 1.10 | | * 3.25 | | FULLER 6.3 | | | |
| 120 P | | | | | | | | BLISS 6.8 | | | |
| 118 PWY | | | | * 1.23 | | * 3.38 | | TICESKA 9.8 | | | |
| 120 P | | | | | | | | KING HILL 6.7 | | | |
| CS 120 PY | | | | | | | | DN-R GLENN'S FERRY YL GF 6.7 | | | |
| WS 99 | | | | | | | | | | | |
| CS 130 PWX | | 8.14 | | 1.46 | | * 4.01 | | | | | |
| DOPTWY | A 5.10AM | A* 8.25PM | | A 2.00PM | | A 4.20AM | | | | | |
| | | | | | | | | (159.9) | | | |
| | (3.25) | (2.30) | (0.05) | (3.15) | (1.20) | (3.20) | (0.05) | Thru Time | | | |
| | 46.8 | 64.0 | 28.8 | 49.2 | 43.9 | 47.9 | 28.8 | Average speed per hour | | | |

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

| WESTWARD | | THIRD SUBDIVISION | | | | | EASTWARD | | | | | |
|---|----------------------|--------------------------------|-----------------------|---------------------|---------------------|--------------------------------------|-----------|-----------------------|-----------------------|---------------------|--------------------------------|--------------------|
| Car Capacity of Sidings, etc. See Rule 6(A), Page 23. | SECOND CLASS | | FIRST CLASS | | | Time-Table No. 19 January 9, 1955 | Mile Post | FIRST CLASS | | | SECOND CLASS | |
| | 257 | 125 | 105 | 17 | 11 | | | 106 | 18 | 12 | 126 | 262 |
| | Time Freight | Time Freight | Streamliner Passenger | Passenger | Mail and Express | | | Streamliner Passenger | Passenger | Mail and Express | Time Freight | Time Freight |
| | Daily | Daily Except Sunday and Monday | Daily | Daily | Daily | | | | | | | |
| DOPTWY | 9.15AM | 5.20AM | 8.25PM | 2.10PM | 4.30AM | STATIONS | | | | | | |
| CS 110 PW | 9.35 | 5.31 | 8.35 | 2.21 | 4.41 | DN-R GLENN'S FERRY YL GF | 373.8 | As 6.10AM | A 1.20PM | A 11.30PM | A 11.30AM | A 11.10PM |
| CS 123 PY | 10.05 | 5.48 ¹⁰⁶ | 8.47 | 2.37 | 4.57 | HAMMETT | 382.7 | 5.59 | 1.06 | 11.13 | 11.10 | 10.45 |
| 71 PWY | 10.17 | 6.00 | 8.56 | 2.50 | 5.10 | DN REVERSE YL RV | 393.3 | 5.48 ¹²⁵ | 12.54 | 10.58 | 10.57 | 10.25 |
| 149 P | 10.37 ¹²⁶ | 6.06 | 9.01 | 2.55 | 5.16 | DN MOUNTAIN HOME MZ | 401.6 | 5.41 | 12.45 | 10.48 | 10.48 | 10.10 |
| 138 P | 10.45 | 6.12 | 9.05 | 3.00 | 5.32 ¹⁰⁶ | SEBREE | 407.5 | 5.36 | 12.37 | 10.39 | 10.37 ²⁵⁷ | 10.02 |
| 122 IPWY | 10.58 | 6.23 | 9.13 | 3.09 | 5.43 | CLEFT | 412.7 | 5.32 ¹¹ | 12.33 | 10.35 | 10.25 | 9.55 |
| 150 PW | 11.12 | VIA BOISE | VIA BOISE | VIA BOISE | VIA BOISE | DN ORCHARD YL OD | 423.0 | 5.24 | 12.24 | 10.26 | 10.13 | 9.40 |
| 150 P | 11.30 | VIA BOISE | VIA BOISE | VIA BOISE | VIA BOISE | OWYHEE | 434.7 | VIA BOISE | VIA BOISE | VIA BOISE | VIA BOISE | 9.16 |
| 73 P | | 6.31 | 9.20 | 3.17 | 5.51 | KUNA | 446.7 | VIA BOISE | VIA BOISE | VIA BOISE | VIA BOISE | 8.48 |
| 73 P | | 6.37 | 9.25 | 3.23 | 5.57 | LEONE | B-430.3 | 5.17 | 12.16 | 10.17 | 10.03 | |
| 59 P | | 6.43 | 9.31 | 3.29 | 6.03 | BLACK'S CREEK | B-435.9 | 5.12 | 12.10 | 10.10 | 9.56 | |
| 67 PWY | VIA KUNA | 6.53 | 9.40 ¹² | 3.45 | 6.20 | SHAFFER | B-441.7 | 5.06 | 12.03PM | 10.03 | 9.48 | |
| P | | | | 3.55 | 6.30 | DN BOISE YL BG | B-448.4 | 5.00 | 11.55AM | 9.55 ¹⁰⁵ | 9.40 | VIA KUNA |
| 31 P | | 7.08 | 9.44 | 3.59 | 6.34 | BOISE JCT. | B-450.7 | | 11.50 | 9.40 | | |
| 29 P | | 7.12 | 9.47 | 4.02 | 6.37 | PERKINS | B-451.4 | 4.52 | 11.43 | 9.23 | 9.23 | |
| 74 P | | 7.16 | 9.50 | 4.06 | 6.42 | BEATTY | B-454.6 | 4.49 | 11.40 | 9.20 | 9.19 | |
| 22 P | | 7.20 | 9.53 | 4.10 | 6.46 | MERIDIAN MD | B-457.3 | 4.46 | 11.37 | 9.17 | 9.15 | |
| DOPTWYZ | 11.45 | 7.35 | 10.08 | 4.25 | 7.00 | SONNA | B-460.7 | 4.43 | 11.33 | 9.14 | 9.10 | |
| 55 P | 11.51 | 8.00 | 10.12 | 4.40 | 7.15 | DN-R NAMPA YL AU-Q | 456.6 | 4.36 | 11.25 | 9.05 | 9.00 | 8.20 |
| 204 PW | 11.58AM | 8.10 ¹²⁶ | 10.17 | 4.55 | 7.30 | MOSS | 460.8 | 4.24 | 11.07 | 8.48 | 8.15 | 8.10 |
| 122 P | 12.03PM | 8.14 | 10.20 | 4.59 | 7.34 | DN CALDWELL YL CW | 465.6 | 4.20 | 11.02 | 8.43 | 8.10 ¹²⁵ | 8.02 |
| 127 P | 12.07 | 8.18 | 10.23 | 5.02 | 7.38 | ENROSE | 469.2 | 4.16 | 10.55 | 8.35 | 8.04 | 7.57 |
| 160 P | 12.18 | 8.27 | 10.30 | 5.15 | 7.51 ¹²⁶ | NOTUS U | 472.5 | 4.13 | 10.52 | 8.32 | 8.00 | 7.53 |
| 168 PWY | 12.28 | 8.35 | 10.37 | 5.27 | 8.03 | DN PARMA MA | 480.8 | 4.06 | 10.43 | 8.25 | 7.51 ¹¹ | 7.42 |
| PY | 12.37 | 8.44 | | 5.36 | 8.12 | NYSSA YL SY | 488.4 | 3.59 | 10.33 | 8.18 | 7.40 | 7.32 |
| ES 170 WS 252 | 12.40 | 8.49 | 10.48 | 5.43 | 8.19 | MALHEUR JCT. YL | 496.8 | | 10.20 | 8.08 | 7.28 | 7.20 |
| 150 PWY | 12.47 | 8.54 | 10.54 | 5.53 | 8.29 | DN ONTARIO YL ON | 498.7 | 3.47 | 10.18 | 8.05 | 7.25 | 7.15 |
| 150 P | 12.56 | 9.01 | 11.00 | 6.00 | 8.36 | DN PAYETTE YL AY | 502.5 | 3.41 | 10.07 | 7.52 | 7.14 | 7.01 |
| 107 PWY | 1.05 | 9.10 | 11.08 | 6.12 | 8.48 | CRYSTAL | 509.3 | 3.35 | 10.01 | 7.46 | 7.07 | 6.51 |
| 150 P | 1.18 | 9.42 ¹⁸ | 11.18 | 6.24 ²⁶² | 9.00 | DN WEISER YL SR | 515.9 | 3.29 | 9.55 | 7.40 | 7.00 | 6.41 |
| 160 P | 1.30 | 10.00 | 11.28 | 6.34 | 9.10 | COBB | 525.7 | 3.20 | 9.42 ¹²⁵ | 7.28 | 6.43 | 6.24 ¹⁷ |
| P | | | | | | ROCK ISLAND | 534.0 | 3.12 | 9.33 | 7.19 | 6.34 | 6.03 |
| DOPTWYZ | A 1.45PM | A 10.15AM | A 11.40PM | A 6.50PM | A 9.25AM | BLAKES JCT. | 537.1 | | | | | |
| | | | | | | DN-R HUNTINGTON YL HU | 538.8 | 3.05AM | 9.25 ¹¹ AM | 7.10PM | 6.25AM | 5.50PM |
| | | | | | | VIA KUNA (185.0) | | Daily | Daily | Daily | Daily Except Sunday and Monday | Daily |
| | (4.30) | (4.55) | (3.15) | (4.40) | (4.55) | Thru Time | (3.05) | (3.55) | (4.20) | (5.05) | (5.20) | |
| | 36.7 | 35.8 | 54.3 | 37.7 | 35.8 | Average speed per hour | 57.2 | 45.0 | 40.7 | 34.6 | 30.9 | |

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 106 is superior to westward trains of the same class, and except that No. 126 is superior to No. 125 and No. 257.—See Rule 72. Between Orchard and Nampa, all extra trains will run via Kuna unless otherwise instructed. Rules 251 to 254, inclusive, apply between end of Centralized Traffic Control territory Glenns Ferry and end of double track Reverse. For conditional stops to discharge or pick up revenue passengers.—See page 17. For stations not shown on schedule pages.—See page 17.

| WESTWARD | | FOURTH SUBDIVISION | | | | | EASTWARD | | | | | |
|---|----------------------|----------------------|-------------|---------------------|------------------------------------|--------------------------------------|-----------|--------------------|----------------------|---------------|----------------------|----------------------|
| Car Capacity of Sidings, etc. See Rule 6(A), Page 23. | SECOND CLASS | | FIRST CLASS | | | Time-Table No. 19 January 9, 1955 | Mile Post | FIRST CLASS | | | SECOND CLASS | |
| | 251 | 277 | 33 | 29 | 30 | | | 34 | 252 | 278 | | |
| | Time Freight | Time Freight | Passenger | Passenger | Passenger | | | Passenger | Time Freight | Stock Special | | |
| | Daily | Daily | Daily | Daily | Daily | | | | | | | |
| P | | | 11.00AM | 12.06AM | | STATIONS | | | | | | |
| P | 3.25PM | 3.45AM | 11.05 | 12.11 | | POCATELLO JCT. YL | 135.1 | A 2.40AM | A 4.15PM | | A 7.10PM | A 8.00AM |
| 124 P | 3.31 | 3.51 | 11.09 | 12.16 | | MONTANA JCT. YL | 136.7 | 2.35 | 4.10 | | 6.58 | 7.43 |
| 150 PW | 3.39 | 3.59 | 11.17 | 12.21 | | TYHEE | 140.4 | 2.30 | 4.06 | | 6.51 | 7.36 |
| 71 P | 3.53 ³⁴ | 4.08 | 11.23 | 12.26 | | D FORT HALL FH | 145.7 | 2.23 | 4.00 | | 6.43 | 7.28 |
| ES 66 WS 110 | 4.10 | 4.20 | 11.31 | 12.33 | | GIBSON | 151.0 | 2.15 | 3.53 ²⁵¹ | | 6.35 | 7.20 |
| 72 P | 4.20 | 4.30 | 11.53AM | 12.49 | | DN BLACKFOOT YL BF | 158.1 | 1.57 | 3.38 | | 6.20 | 7.05 |
| 123 PWY | 4.28 | 4.38 | 12.02PM | 12.54 | | WAPELLO | 164.0 | 1.50 | 3.31 | | 6.05 | 6.50 |
| 105 P | 4.38 | 4.48 | 12.13 | 1.00 | | D FIRTH FR | 169.4 | 1.40 | 3.24 | | 5.55 | 6.40 |
| 71 P | 4.44 | 4.54 | 12.18 | 1.05 | | DN SHELLEY SY | 175.5 | 1.30 | 3.15 | | 5.45 | 6.30 |
| 97 P | 4.50 | 5.00 | 12.22 | 1.09 | | COTTON | 179.3 | 1.23 | 3.08 | | 5.38 | 6.23 |
| DOPTWYZ | 5.25 ²⁵² | 6.10 ²⁷⁸ | A 12.40PM | 1.15 ³⁰ | | BACH YL | 183.1 | 1.18 | 3.04 | | 5.30 | 6.15 |
| 51 P | 5.45 | 6.30 | | 1.34 | | DN-R IDAHO FALLS YL AK | 184.5 | 1.15 ²⁹ | 3.00PM | | 5.25 ²⁵¹ | 6.10 ²⁷⁷ |
| 54 P | 5.53 | 6.40 | | 1.40 | | PAYNE | 191.2 | 1.00 | 12.50 | | 4.40 | 5.35 |
| 54 PW | 6.02 | 6.50 | | 1.47 | | BASSETT | 196.5 | 1.00 | 12.44 | | 4.30 | 5.25 |
| 54 P | 6.11 | 7.00 | | 1.53 | | D ROBERTS AR | 202.0 | 1.00 | 12.37 | | 4.20 | 5.15 |
| 49 P | 6.20 | 7.10 | | 1.59 | | TENNO | 207.0 | 1.00 | 12.30 | | 4.10 | 5.05 |
| 51 P | 6.29 | 7.20 | | 2.06 | | HAWGOOD | 212.1 | 1.00 | 12.24 | | 4.00 | 4.55 |
| 50 PY | 6.39 | 7.32 | | 2.13 | | HAMER | 217.5 | 1.00 | 12.17 | | 3.50 | 4.45 |
| 49 P | 6.48 | 7.45 | | 2.19 | | CAMAS | 223.1 | 1.00 | 12.10 | | 3.40 | 4.35 |
| 51 PWY | 7.15 | 8.20 | | 2.27 | | JONES | 228.2 | 1.00 | 12.03AM | | 3.28 | 4.23 |
| 49 P | 7.33 | 8.38 | | 2.37 | | DN DUBOIS YL BO | 234.9 | 1.00 | 11.55PM | | 3.15 | 4.10 |
| 57 P | 7.45 | 8.50 | | 2.47 | | HIGHBRIDGE | 242.9 | 1.00 | 11.41 | | 2.50 | 3.45 |
| 55 PW | 8.11 | 9.16 | | 3.04 ²⁷⁸ | | D SPENCER RC | 248.5 | 1.00 | 11.33 | | 2.35 | 3.29 |
| 61 PY | 8.30 | 9.35 | | 3.16 | | HUMPHREY | 258.0 | 1.00 | 11.14 | | 2.10 | 3.04 ²⁹ |
| 50 P | 8.47 | 9.52 | | 3.30 | | D MONIDA MO | 264.7 | 1.00 | 11.04 | | 1.50 | 2.25 |
| DPWY | 9.15 ³⁰ | 10.15 | | 3.40 | | SNOWLINE | 273.7 | 1.00 | 10.49 | | 1.30 | 2.05 |
| 47 P | 11.05 | 11.50 ²⁵² | | 4.05 | | DN-R LIMA YL RD | 279.9 | 1.00 | 10.40 ²⁵¹ | | 1.00 | 1.40 |
| 48 P | 11.20 | 12.05PM | | 4.13 | | DELL DE | 288.0 | 1.00 | 10.13 | | 11.50 ²⁷⁷ | 12.35 |
| 78 P | 11.50 ²⁷⁸ | 12.27 | | 4.35 | | KIDD | 294.0 | 1.00 | 10.04 | | 11.30 | 12.20AM |
| 48 P | 12.04AM | 12.42 | | 4.45 | | DN ARMSTEAD AD | 307.0 | 1.00 | 9.48 | | 11.00 | 11.50 ²⁵¹ |
| 64 P | 12.19 | 12.57 | | 4.56 | | GRAYLING | 312.9 | 1.00 | 9.36 | | 10.45 | 11.28 |
| 64 P | 12.40 | 1.30 | | 5.10 | | BARRATTS | 320.4 | 1.00 | 9.25 | | 10.30 | 11.15 |
| 36 P | 12.55 | 1.43 | | 5.20 | | DN DILLON YL DN | 328.0 | 1.00 | 9.15 | | 10.10 | 11.00 |
| 45 P | 1.11 | 2.00 | | 5.29 | | BOND | 334.4 | 1.00 | 9.01 | | 9.41 | 10.45 |
| 47 PY | 1.40 | 2.25 | | 5.45 | | APEX | 340.3 | 1.00 | 8.54 | | 9.30 | 10.35 |
| 61 PW | 2.10 | 2.55 | | 6.00 | | NAVY | 348.7 | 1.00 | 8.38 | | 9.12 | 10.17 |
| 37 P | 2.30 | 3.15 | | 6.11 | | D MELROSE VI | 358.9 | 1.00 | 8.23 | | 8.50 | 9.55 |
| 39 P | 2.45 | 3.30 | | 6.23 | | QUINN | 364.9 | 1.00 | 8.12 | | 8.31 | 9.36 |
| 65 P | 2.55 | 3.40 | | 6.33 | | D DIVIDE J | 370.1 | 1.00 | 8.02 | | 8.18 | 9.23 |
| 17 P | 3.15 | 4.00 | | 6.45 | | WOODIN | 374.3 | 1.00 | 7.54 | | 8.07 | 9.12 |
| 50 P | 3.26 | 4.12 | | 6.54 | | FEELEY | 380.7 | 1.00 | 7.45 | | 7.52 | 8.57 |
| PWY | A 4.00AM | A 4.30PM | | 7.10AM | | BUXTON | 384.6 | 1.00 | 7.38 | | 7.40 | 8.45 |
| | | | | | | DN-R SILVER BOW YL SB | 390.0 | 1.00 | 7.30PM | | 7.25AM | 8.30PM |
| | | | | | | BUTTE YL BY | 397.0 | 1.00 | 7.15 PM | | 6.30 AM | 8.00 PM |
| | | | | | | (261.9) | | Daily | Daily | | Daily | Daily |
| | (13.35) | (17.15) | (1.40) | (7.19) | Thru Time | (7.25) | (1.15) | (12.40) | (12.00) | | | |
| | 19.3 | 15.2 | 29.0 | 35.8 | Average speed per hour | 35.3 | 39.5 | 20.6 | 21.8 | | | |

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

| WESTWARD KEMMERER BRANCH EASTWARD | | | WESTWARD CUMBERLAND BRANCH EASTWARD | | | WESTWARD ELKOL BRANCH EASTWARD | | | | | |
|---|--------------------------------------|----------------------|-------------------------------------|---|--------------------------------------|--------------------------------|-----------|---|--------------------------------------|-----------------|-----------|
| Car Capacity of Sidings, etc. See Rule 6(A), Page 23. | Time-Table No. 19 January 9, 1955 | | Mile Post | Car Capacity of Sidings, etc. See Rule 6(A), Page 23. | Time-Table No. 19 January 9, 1955 | | Mile Post | Car Capacity of Sidings, etc. See Rule 6(A), Page 23. | Time-Table No. 19 January 9, 1955 | | Mile Post |
| | STATIONS | | | | STATIONS | | | | STATIONS | | |
| PTWZ | DN-R | KEMMERER YL | Z | 0.0 | 70 | PY | | 53 | | GLENCOE JCT. YL | 0.0 |
| | | 1.0 | | | 53 | | | | 4.8 | ELKOL | 3.9 |
| | | NO. KEMMERER JCT. YL | | 1.0 | | | | | 9.3 | | |
| | | 1.4 | | | | | | | 13.0 | | |
| | | NO. KEMMERER YL | | 2.4 | | | | | | | |
| | 2.7 | | | | | | | | | | |
| | PHOSPHATE YL | | 5.1 | 16 | | | | | | | |
| | 4.1 | | | | | | | | | | |
| 22 | | QUEALY YL | | 9.2 | | | | | | | |
| | | (9.2) | | | | | | | | (13.0) | |

| WESTWARD GLENCOE BRANCH EASTWARD | | | WESTWARD BLAZON BRANCH EASTWARD | | | WESTWARD CONDA BRANCH EASTWARD | | | | | | |
|---|--------------------------------------|-----------------|---------------------------------|---|--------------------------------------|--------------------------------|-----------|---|--------------------------------------|----|--------------------|-----|
| Car Capacity of Sidings, etc. See Rule 6(A), Page 23. | Time-Table No. 19 January 9, 1955 | | Mile Post | Car Capacity of Sidings, etc. See Rule 6(A), Page 23. | Time-Table No. 19 January 9, 1955 | | Mile Post | Car Capacity of Sidings, etc. See Rule 6(A), Page 23. | Time-Table No. 19 January 9, 1955 | | Mile Post | |
| | STATIONS | | | | STATIONS | | | | STATIONS | | | |
| 53 | | GLENCOE JCT. YL | 0.0 | | | BLAZON JCT. | 0.0 | 178 | PWY | DN | SODA SPRINGS YL SD | 0.0 |
| 55 | | 1.9 | | | | 0.8 | | 80 | | | MONSANTO YL (Spur) | 1.8 |
| | | GLENCOE | 1.9 | | | RADIANT | 0.8 | 6 | | | FORMATION (Spur) | 2.8 |
| | | (1.9) | | | | (0.8) | | 6 | | | PANTING | 5.6 |
| | | | | | | | | 19 | Y | | CONDA | 7.0 |
| | | | | | | | | | | | (7.0) | |

| WESTWARD GRACE BRANCH EASTWARD | | | WESTWARD GAY BRANCH EASTWARD | | | WESTWARD GOSHEN BRANCH EASTWARD | | | | | | | |
|---|--------------------------------------|--------------|------------------------------|---|--------------------------------------|---------------------------------|-----------|---|--------------------------------------|-----|-----------|--------|-----|
| Car Capacity of Sidings, etc. See Rule 6(A), Page 23. | Time-Table No. 19 January 9, 1955 | | Mile Post | Car Capacity of Sidings, etc. See Rule 6(A), Page 23. | Time-Table No. 19 January 9, 1955 | | Mile Post | Car Capacity of Sidings, etc. See Rule 6(A), Page 23. | Time-Table No. 19 January 9, 1955 | | Mile Post | | |
| | STATIONS | | | | STATIONS | | | | STATIONS | | | | |
| 108 | PW | ALEXANDER YL | 0.0 | 150 | PW | D | FORT HALL | 0.0 | 123 | PWY | D | FIRTH | 0.0 |
| 16 | | 6.0 | | 42 | | | 9.1 | | 19 | | | 5.2 | |
| | | GRACE | 6.0 | | | | 9.1 | | 22 | | | 11.0 | |
| | | (6.0) | | 132 | YZ | | 20.8 | | 11 | | | 12.8 | |
| | | | | | | | | | 14 | | | 15.6 | |
| | | | | | | | | | P | | | 22.0 | |
| | | | | | | | | | | | | (22.0) | |

| WESTWARD THOMAS BRANCH EASTWARD | | | |
|---|--------------------------------------|---------------|-----------|
| Car Capacity of Sidings, etc. See Rule 6(A), Page 23. | Time-Table No. 19 January 9, 1955 | | Mile Post |
| | STATIONS | | |
| | | THOMAS JCT. | 0.0 |
| | | 4.4 | |
| 12 | | THOMAS (Spur) | 4.4 |
| | | 0.2 | |
| | | END OF TRACK | 4.6 |
| | | (4.6) | |

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

| WESTWARD | | YELLOWSTONE BRANCH | | | | EASTWARD | | | | | | |
|---|---------------------|----------------------|-----------------|--------|--------------------------------------|-----------|---------------------|--------------|----------------------|----------|----------------------|---------------------|
| Car Capacity of Sidings, etc. See Rule 6(A), Page 23. | SECOND CLASS | | FIRST CLASS | | Time-Table No. 19 January 9, 1955 | Mile Post | FIRST CLASS | | SECOND CLASS | | | |
| | 491 Mixed | 477 Local Freight | 31 Passenger | | | | 32 Passenger | 492 Mixed | 478 Local Freight | | | |
| | Daily Except Sunday | Daily Except Sunday | Daily | | | | | | | | | |
| | DOPTWYZ | 7.55AM | 4.30AM | | 7.00AM | DN-R | IDAHO FALLS YL | AK | 0.0 | A 2.30PM | A 2.00PM | A 6.00PM |
| 17 | PY | 8.05AM | 4.40 | | 7.06 | | ORVIN YL | | 3.0 | 2.13 | 1.50 | 4.10 |
| 60 | PW | | 4.55 | | 7.14 | D | UCON | UN | 7.8 | 2.05 | 1.40PM | 4.00 |
| 54 | P | | 5.20 | | 7.25 | D | RIGBY | RG | 13.8 | 1.55 | Via West Belt Branch | 3.45 |
| 36 | W | | 5.35 | | 7.31 | | LORENZO | | 18.1 | 1.48 | | 3.25 |
| 25 | P | | 5.55 | | 7.36 | | THORNTON | | 20.7 | 1.43 | | 3.15 |
| 67 | P | | 6.25 | | 7.46 | D | REXBURG | RX | 26.0 | 1.35 | | 2.55 |
| 51 | P | | 6.40 | | 7.53 | D | SUGAR CITY | SC | 29.8 | 1.28 | | 2.10 |
| 36 | PY | | | | | | HART | | 30.9 | | | |
| 110 | PWY | | 6.55 | | 8.05 | D | ST. ANTHONY YL | SH | 36.8 | 1.18 | A 10.50AM | 1.50 |
| | P | | | | | | BELT YL | | 38.3 | | 10.40AM | |
| 43 | P | | 7.20 | | 8.15 | | CHESTER | | 42.8 | 1.07 | | 1.25 |
| 46 | PWY | A 7.45AM | | | 8.35AM | DN-R | ASHTON YL | HN | 51.0 | 12.55PM | | 1.05PM |
| | | | | | | | INGLING | | 52.5 | | | |
| 28 | P | | | | | | WARM RIVER | | 58.2 | | | |
| 22 | P | | | | | | GERRIT | | 66.9 | | | |
| 22 | | | | | | | ECCLES | | 75.7 | | | |
| 15 | P | | | | | | ISLAND PARK | | 80.6 | | | |
| 26 | P | | | | | | TRUDE | | 85.4 | | | |
| 25 | PWY | | | | | | BIG SPRINGS | | 90.7 | | | |
| 22 | PY | | | | | | REAS PASS | | 97.2 | | | |
| 29 | PWY | | | | | D-R | WEST YELLOWSTONE YL | WS | 107.1 | | | |
| | | | | | | | (107.1) | | | Daily | Daily Except Sunday | Daily Except Sunday |
| | | (0.10) | (3.15) | (1.35) | Thru Time | (1.35) | | (3.20) | (4.55) | | | |
| | | 18.0 | 15.7 | 32.2 | Average speed per hour | 32.2 | | 14.3 | 10.4 | | | |

| WESTWARD | | TETON VALLEY BRANCH | | | | EASTWARD | | | | |
|---|----------------------|---------------------|-----------------|------------------------------------|--------------------------------------|-----------|----------------------|-----------|---------------------|--|
| Car Capacity of Sidings, etc. See Rule 6(A), Page 23. | SECOND CLASS | | FIRST CLASS | | Time-Table No. 19 January 9, 1955 | Mile Post | FIRST CLASS | | SECOND CLASS | |
| | 481 Local Freight | 31 Passenger | 32 Passenger | | | | 482 Local Freight | | | |
| | Daily Except Sunday | Daily | Daily | | | | | | | |
| 46 | PWY | 6.30AM | 8.40AM | DN-R | ASHTON YL | HN | 0.0 | A 12.50PM | A 12.30PM | |
| 19 | | 6.40 | 8.44 | | MARYSVILLE YL | | 1.8 | 12.40 | 12.15 | |
| 33 | | 6.55 | 8.52 | | GRAINVILLE | | 6.0 | 12.32 | 12.01PM | |
| 22 | PW | 7.10 | 8.58 | D | DRUMMOND | MD | 8.6 | 12.27 | 11.50AM | |
| 12 | | 7.25 | 9.06 | | FRANCE | | 12.8 | 12.19 | 11.33 | |
| 33 | P | 7.35 | 9.13 | | LAMONT | | 15.8 | 12.13PM | 11.23 | |
| 21 | | 8.08 | 9.37 | | FELT | | 26.3 | 11.50AM | 10.50 | |
| 22 | PWY | 8.23 | 9.47 | D | TETONIA | NA | 30.3 | 11.42 | 10.35 | |
| 31 | | 8.42 | 10.02 | D | DRIGGS | DI | 37.2 | 11.28 | 10.02 | |
| 19 | PWY | A 9.05AM | A 10.20AM | D-R | VICTOR YL | VR | 45.6 | 11.10AM | 9.30AM | |
| | | | | | (45.6) | | | Daily | Daily Except Sunday | |
| | | (2.35) | (1.40) | Thru Time | (1.40) | | (3.00) | | 15.2 | |
| | | 17.6 | 27.3 | Average speed per hour | 27.3 | | | | | |

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.
No. 31 stop daily, except Sunday and holidays, to dispatch mail at Chester.
For stations not shown on schedule pages.—See page 17.

| WESTWARD | | WELLS BRANCH | | | EASTWARD | |
|---|---------------------|-----------------------------|------|----------------------|-----------|---------------------|
| Car Capacity of Sidings, etc. See Rule 6(A), Page 23. | SECOND CLASS | Time-Table No. 19 | | | Mile Post | SECOND CLASS |
| | 439 Mixed | January 9, 1955 | | | | 440 Mixed |
| | Daily Except Sunday | STATIONS | | | | |
| | DOPWYZ | 7:00PM | DN-R | TWIN FALLS YL NA | 0.0 | A 8:00AM |
| 31 | | f 7:25 | | 10.9 BERGER | 10.9 | f 7:15 |
| 26 | | s 7:45 | | 8.5 HOLLISTER | 19.4 | s 6:55 |
| 9 | | f 7:54 | | 3.8 AMSTERDAM (Spur) | 23.2 | f 6:44 |
| 21 | PWY | s 8:10 | | 5.6 ROGERSON | 28.8 | s 6:30 |
| 38 | | f 8:35 | | 9.9 METEOR | 38.7 | f 6:03 |
| 34 | | f 9:05 | | 11.4 IDAVADA | 50.1 | f 5:36 |
| 34 | P | f 9:19 | | 6.0 DELAPLAIN | 56.1 | f 5:22 |
| 34 | | f 9:35 | | 4.6 SAN JACINTO | 60.7 | f 5:12 |
| 34 | P | s 9:55 | | 8.1 CONTACT | 68.8 | s 4:55 |
| 33 | PW | f 10:10 | | 6.3 HENRY | 75.1 | f 4:38 |
| 33 | | f 10:40 | | 11.6 SHORES | 86.7 | f 4:14 |
| 48 | PWY | f 11:00 | | 6.9 WILKINS | 93.6 | f 3:59 |
| 37 | | f 11:10 | | 3.7 HERRELL | 97.3 | f 3:49 |
| 44 | PY | s 11:30 | | 5.2 SUMMER CAMP | 102.5 | s 3:33 |
| 44 | | f 11:50PM | | 6.4 MELANDCO | 108.9 | f 3:04 |
| 35 | | f 12:05AM | | 7.2 TOWN CREEK | 116.1 | f 2:47 |
| | PWY | A 12:30AM | DN-R | 7.3 WELLS YL HU | 123.4 | 2:30AM |
| | | | | (123.4) | | Daily Except Monday |
| | | (5.30) Thru Time | | | (5.30) | |
| | | 22.4 Average speed per hour | | | 22.4 | |

| WESTWARD | | KETCHUM BRANCH | | | EASTWARD | |
|---|-------------------------|-----------------------------|------|---------------------|-----------|-------------------------|
| Car Capacity of Sidings, etc. See Rule 6(A), Page 23. | SECOND CLASS | Time-Table No. 19 | | | Mile Post | SECOND CLASS |
| | 441 Mixed | January 9, 1955 | | | | 442 Mixed |
| | Monday Wednesday Friday | STATIONS | | | | |
| WS 121-115 ES 111-130 | PWY | 6:00AM | DN-R | SHOSHONE YL X | 0.0 | A 12:45PM |
| 3 | | f | | 10.9 MARLEY | 10.9 | f |
| 39 | PWY | s 6:35 | D-R | 4.4 RICHFIELD YL FK | 15.3 | s 12:05PM |
| 29 | | f 6:50 | | 6.4 PAGARI | 21.7 | f 11:45AM |
| 27 | | f 7:10 | | 8.0 TIKURA | 29.7 | f 11:25 |
| 59 | PW | s 7:30 | D | 7.6 PICABO XN | 37.3 | s 11:05 |
| 6 | | f 7:40 | | 4.5 HAY | 41.8 | f 10:50 |
| 10 | | f 7:45 | | 2.5 GANNETT | 44.3 | f 10:45 |
| 30 | | s 8:05 | | 7.8 BELLEVUE | 52.1 | s 10:25 |
| 17 | W | s 8:16 | D | 5.1 HAILEY RI | 57.2 | s 10:05 |
| 22 | | f 8:22 | | 2.8 BARITE | 60.0 | f 9:52 |
| 13 | | f 8:40 | | 7.6 TRIUMPH | 67.6 | f 9:35 |
| 30 | W Loop | A 8:45AM | D-R | 1.8 KETCHUM YL KU | 69.4 | 9:30AM |
| | | | | (69.4) | | Monday Wednesday Friday |
| | | (2.45) Thru Time | | | (3.15) | |
| | | 25.2 Average speed per hour | | | 21.4 | |

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

| WESTWARD | | HOMESTEAD BRANCH | | | EASTWARD | |
|---|---------------------|-------------------|-----|----------------------|-----------|--------------|
| Car Capacity of Sidings, etc. See Rule 6(A), Page 23. | SECOND CLASS | Time-Table No. 19 | | | Mile Post | SECOND CLASS |
| | 439 Mixed | January 9, 1955 | | | | 440 Mixed |
| | Daily Except Sunday | STATIONS | | | | |
| | P | | | BLAKES JCT. | 0.0 | |
| 4 | P | | | 14.0 HOME (Spur) | 14.0 | |
| 10 | | | | 1.3 MINERAL (Spur) | 15.3 | |
| 2 | | | | 0.9 STILL (Spur) | 16.2 | |
| 15 | | | | 10.9 STURGILL (Spur) | 27.1 | |
| 34 | PT | | D-R | 5.8 ROBINETTE YL RQ | 32.9 | |
| | | | | (32.9) | | |

| WESTWARD | | PAYETTE BRANCH | | | EASTWARD | |
|---|---------------------|-----------------------------|------|---------------------|-----------|---------------------|
| Car Capacity of Sidings, etc. See Rule 6(A), Page 23. | SECOND CLASS | Time-Table No. 19 | | | Mile Post | SECOND CLASS |
| | 483 Mixed | January 9, 1955 | | | | 484 Mixed |
| | Daily Except Sunday | STATIONS | | | | |
| 92 | PWY | 6:00AM | DN-R | PAYETTE YL AY | 0.0 | A 2:45PM |
| 18 | | f 6:20 | | 3.9 EIFFIE | 3.9 | f 2:30 |
| 27 | P | s 6:30 | D | 1.2 FRUITLAND FU | 5.1 | s 2:25 |
| 19 | | f 6:40 | | 1.7 BUCKINGHAM | 6.8 | f 2:06 |
| 30 | P | s 7:00 | D | 4.3 NEW PLYMOUTH NP | 11.1 | s 1:55 |
| 11 | | f 7:27 | | 10.5 LETHA | 21.6 | f 1:23 |
| 96 | PWY | A 7:50AM | D-R | 8.1 EMMETT YL MF | 29.7 | 1:00PM |
| | | | | (29.7) | | Daily Except Sunday |
| | | (1.50) Thru Time | | | (1.45) | |
| | | 16.2 Average speed per hour | | | 16.8 | |

| WESTWARD | | STODDARD BRANCH | | | EASTWARD | |
|---|---------------------|-------------------|------|------------------|-----------|--------------|
| Car Capacity of Sidings, etc. See Rule 6(A), Page 23. | SECOND CLASS | Time-Table No. 19 | | | Mile Post | SECOND CLASS |
| | 483 Mixed | January 9, 1955 | | | | 484 Mixed |
| | Daily Except Sunday | STATIONS | | | | |
| | DOPWYZ | | DN-R | NAMPA YL AU-Q | 0.0 | |
| 17 | | | | 4.4 DEAL | 4.4 | |
| 44 | | | | 4.5 BOWMONT | 8.9 | |
| 28 | | | | 5.7 MELBA | 14.6 | |
| 54 | | | | 2.5 STODDARD | 17.1 | |
| | | | | 2.9 END OF TRACK | 20.0 | |
| | | | | (20.0) | | |

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

| Westward | | IDAHO NORTHERN BRANCH | | Eastward | |
|---|---------------------------------|-----------------------|-----------|---------------------|--|
| Car Capacity of Sidings, etc. See Rule 6(A), Page 23. | SECOND CLASS | Time-Table No. 19 | Mile Post | SECOND CLASS | |
| | 485 Mixed | January 9, 1955 | | 486 Mixed | |
| | Daily Except Sunday | STATIONS | | | |
| DOPWYZ | 8.30AM | DN-R NAMPA YL AU-Q | 0.0 | A 2.35PM | |
| | | 0.7 IDA. NOR. JCT. YL | 0.7 | | |
| 49 | f 8.40 | FISCHER YL | 2.4 | 2.25 | |
| 14 | s 9.00 | MIDDLETON | 9.3 | 2.10 | |
| 15 | f 9.20 | JENNESS | 18.9 | 1.40 | |
| 96 PWY | s 10.20 | D-R EMMETT YL MF | 27.0 | s 1.10 | |
| 42 | f 10.40 | 4.8 PLAZA | 31.8 | f 12.55 | |
| 43 P | s 11.20 | 9.3 MONTOUR | 41.1 | s 12.20PM | |
| 32 P | s 11.55AM | D HORSESHOE BEND HB | 49.7 | s 11.55AM | |
| 32 | f 12.20PM | 5.4 GARDENA | 55.1 | f 11.35 | |
| 35 PTW | s 1.20 | D BANKS YL AB | 64.1 | s 11.10 | |
| 25 PW | f 2.10 | 11.3 BIG EDDY | 75.4 | f 10.25 | |
| 31 PWY | s 3.00 | 7.6 SMITHS FERRY YL | 83.0 | s 9.55 | |
| 15 P | f 3.35 | 9.7 CABARTON | 92.7 | f 9.20 | |
| 32 W | f 3.45 | 2.8 BELVIDERE | 95.5 | f 9.11 | |
| 32 PY | s 4.30 | D CASCADE YL CD | 99.2 | s 9.00 | |
| 31 | f 5.00 | 11.8 ARLING | 111.0 | f 8.00 | |
| 33 W | s 5.30 | D DONNELLY FY | 119.4 | s 7.35 | |
| 14 | f 5.45 | 5.3 NORWOOD | 124.7 | f 7.22 | |
| 32 PWY | A 6.15PM | D-R McCALL YL NE | 132.8 | 7.00AM | |
| | | (132.8) | | Daily Except Sunday | |
| | (9.45) Thru Time..... | | | (7.35) | |
| | 13.6 Average speed per hour.... | | | 17.5 | |

| Westward | | NEW MEADOWS BRANCH | | Eastward | |
|---|---------------------|--------------------|--|----------|--|
| Car Capacity of Sidings, etc. See Rule 6(A), Page 23. | Time-Table No. 19 | Mile Post | | | |
| | January 9, 1955 | | | | |
| | STATIONS | | | | |
| 107 P | DN-R WEISER YL SR | 0.0 | | | |
| 130 TWY | 6.0 REBECCA | 6.0 | | | |
| 12 | 13.1 CONCRETE | 19.1 | | | |
| 48 | 12.7 MIDVALE | 31.8 | | | |
| 23 P | D CAMBRIDGE RA | 40.5 | | | |
| 35 P | 9.3 GOODRICH | 49.8 | | | |
| 3 W | 6.8 MESA | 56.6 | | | |
| 26 | 3.6 COUNCIL YL CN | 60.2 | | | |
| 12 | 1.4 HOOVER YL | 61.6 | | | |
| 59 PWY | D GLENDALE | 72.0 | | | |
| 7 | 10.4 RUBICON YL | 84.1 | | | |
| 6 | 12.1 NEW MEADOWS YL | 89.7 | | | |
| 43 | D-R | | | | |
| 45 PWY | 5.6 | | | | |
| | (89.7) | | | | |

| WESTWARD | | OREGON EASTERN BRANCH | | EASTWARD | |
|---|---------------------------------|-----------------------|-----------|---------------------|--|
| Car Capacity of Sidings, etc. See Rule 6(A), Page 23. | SECOND CLASS | Time-Table No. 19 | Mile Post | SECOND CLASS | |
| | 459 Mixed | January 9, 1955 | | 460 Mixed | |
| | Daily Except Sunday | STATIONS | | | |
| ES 170 P | 1.00PM | DN-R ONTARIO YL ON | 0.0 | A 4.00PM | |
| WS 252 WY | f 1.10 | 1.9 MALHEUR JCT. YL | 1.9 | 3.40 | |
| PY | f 1.15 | 1.8 CAIRO | 3.7 | f 3.35 | |
| 14 | f 1.25 | 3.2 LUSE | 6.9 | f 3.25 | |
| 38 | f 1.35 | 3.1 MALLETT | 10.0 | f 3.15 | |
| 24 | s 1.55 | D-R VALE YL VA | 15.5 | s 3.00 | |
| 134 PY | f 2.20 | 8.0 HOPE | 23.5 | f 2.20 | |
| 46 | f 2.50 | 11.3 LITTLE VALLEY | 34.8 | f 1.50 | |
| 52 | s 3.15 | 7.2 HARPER | 42.0 | s 1.25 | |
| 53 P | f 3.40 | 9.2 NAMORF | 51.2 | f 12.55 | |
| 50 | f 4.07 | 11.0 JONESBORO | 62.2 | f 12.28PM | |
| 27 | s 4.40 | D JUNTURA JN | 73.8 | s 11.50AM | |
| 53 PWY | f 5.25 | 13.0 LONG | 86.6 | f 11.10 | |
| 50 | s 5.50 | 6.1 RIVERSIDE | 92.7 | s 10.50 | |
| 49 PW | f 6.15 | 10.1 DUNNEAN | 102.8 | f 10.25 | |
| 31 | f 6.40 | 7.4 VENATOR | 110.2 | f 10.05 | |
| 30 PW | f 7.00 | 7.7 CIRCLE BAR | 117.9 | f 9.45 | |
| 30 | s 7.30 | 8.7 CRANE | 126.6 | s 9.15 | |
| 31 PW | f 8.20 | 16.9 REDESS | 143.5 | f 8.32 | |
| 31 | A 9.00PM | D-R BURNS YL BR | 156.8 | 8.00AM | |
| 23 P | | (156.8) | | Daily Except Sunday | |
| WYZ | | | | | |
| | (8.00) Thru Time..... | | | (8.00) | |
| | 19.6 Average speed per hour.... | | | 19.6 | |

| WESTWARD | | BROGAN BRANCH | | EASTWARD | |
|---|-----------------------|---------------|--|----------|--|
| Car Capacity of Sidings, etc. See Rule 6(A), Page 23. | Time-Table No. 19 | Mile Post | | | |
| | January 9, 1955 | | | | |
| | STATIONS | | | | |
| 134 PY | D-R VALE YL VA | 0.0 | | | |
| 20 | 11.4 LANCASTER (Spur) | 11.4 | | | |
| 29 | 5.9 JAMIESON | 17.3 | | | |
| 31 PY | 6.0 BROGAN YL | 23.3 | | | |
| | (23.3) | | | | |

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

| STATIONS NOT SHOWN ON SCHEDULE PAGES | | | | | | | |
|--------------------------------------|-----------|---|-------------------|------------------------------|-----------|---|-------------------|
| Location | Mile Post | Car Capacity of Sidings, etc., See Rule 6(A), Page 23 | Switch Connection | Location | Mile Post | Car Capacity of Sidings, etc., See Rule 6(A), Page 23 | Switch Connection |
| First Subdivision | | Spur 2.4 Mi. PY | Both | Ketchum Branch | | | |
| Leefe..... | 64.8 | | West | Priest.....(5)..... | 33.9 | { 7 | East |
| Onyx..... | 197.5 | 13 P | East | Gimlet.....(5)..... | 63.2 | 7 | West |
| Inkom Ballast Quarry..... | 202.9 | 140 P | | | | 32 | East |
| Second Subdivision | | (43 PX | Both | Payette Branch | | | |
| Don..... | 219.6 | (72 PX | Both | Ingard..... | 3.3 | 8 | Both |
| Schiller..... | 226.5 | 11 P | Both | Falks.....(6)..... | 17.2 | 5 | East |
| Coates..... | 369.5 | 8 P | West | Little Rock..... | 18.9 | 9 | Both |
| Sand Bank..... | 370.9 | 42 PX | Both | Stoddard Branch | | | |
| Third Subdivision | | | | Westma..... | 11.6 | 9 | East |
| Hillcrest..... | B-445.1 | 14 P | Both | Idaho Northern Branch | | | |
| Apple Valley..... | 485.9 | 26 | Both | Maddens.....(7)..... | 6.1 | 5 | East |
| Arcadia..... | 491.7 | 45 P | Both | Josephson.....(7)..... | 12.6 | 12 | Both |
| Washoe Spur..... | 500.9 | 32 | West | Amsco..... | 13.6 | 12 | Both |
| Wood..... | 506.2 | 10 | Both | Bramwell.....(7)..... | 22.2 | 5 | East |
| Feltham..... | 512.7 | 23 | Both | Black Canyon.....(7)..... | 33.0 | 5 | East |
| Fourth Subdivision | | | | Archabal.....(7)..... | 127.4 | 9 | Both |
| Chubbuck..... | 138.2 | 36 | Both | Oregon Eastern Branch | | | |
| Mitchell..... | 176.9 | 17 | Both | Lawen.....(8)..... | 138.4 | 3 | East |
| Red Rock.....(1)..... | 302.8 | 25 | Both | New Meadows Branch | | | |
| Rock..... | 314.6 | 62 P | Both | Presley..... | 11.7 | 9 | Both |
| Dalys.....(1)..... | 316.4 | 14 P | Both | Diamond..... | 26.7 | 4 W | West |
| Glen.....(1)..... | 347.8 | 8 | West | Tamarack..... | 81.9 | 29 | Both |
| Maiden Rock.....(1)..... | 366.0 | {12 | Both | | | | |
| Goshen Branch | | | | | | | |
| Cox..... | 9.2 | 11 | West | | | | |
| Ammon..... | 18.1 | 30 | West | | | | |
| Wilkinson..... | 21.0 | 3 | West | | | | |
| Yellowstone Branch | | | | | | | |
| St. Leon..... | 3.7 | 16 | East | | | | |
| Mark..... | 22.2 | 24 | Both | | | | |
| Jolley..... | 27.6 | 10 | Both | | | | |
| Pineview..... | 72.5 | 5 P | Both | | | | |
| Teton Valley Branch | | | | | | | |
| Judkins.....(2)..... | 22.3 | { 6 | East | | | | |
| Dwight.....(2)..... | 32.7 | None | Both | | | | |
| Fox Creek.....(2)..... | 42.3 | 12 | None | | | | |
| Mackay Branch | | | | | | | |
| Collins.....(3)..... | 2.1 | 10 | West | | | | |
| Aiken.....(3)..... | 3.8 | {10 | Both | | | | |
| Cerro Grande.....(3)..... | 35.5 | 10 | East | | | | |
| West Belt Branch | | | | | | | |
| Coltman.....(4)..... | 2.8 | 19 P | East | | | | |
| Grant.....(4)..... | 4.8 | 18 P | East | | | | |
| Barlow..... | 7.0 | 17 | East | | | | |
| Midway..... | 9.4 | {31 | Both | | | | |
| Pyke.....(4)..... | 35.3 | 19 | West | | | | |
| East Belt Branch | | | | | | | |
| Gale Spur..... | 27.5 | 10 | West | | | | |
| North Side Branch | | | | | | | |
| Travers..... | 3.5 | 18 | Both | | | | |
| Haytown..... | 44.7 | 4 | Both | | | | |
| Hydra..... | 45.8 | 7 | Both | | | | |
| Appleton..... | 52.9 | 12 | Both | | | | |

- (1) Flag stop for Nos. 29-30. (5) Flag stop for Nos. 441-442.
(2) Flag stop for Nos. 31-32. (6) Flag stop for Nos. 483-484.
(3) Flag stop for Nos. 409-410. (7) Flag stop for Nos. 485-486.
(4) Flag stop for No. 492. (8) Flag stop for Nos. 459-460.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

| Train | At | Discharge Passengers From | Pick up Passengers Destined To |
|-------|---|-----------------------------|--------------------------------|
| 17 | Any station First Subdivision. | Green River or beyond. | Pocatello or beyond. |
| 17 | Any station Second and Third Subdivisions. | Ogden, Pocatello or beyond. | Huntington or beyond. |
| 18 | Any station First Subdivision. | Pocatello or beyond. | Green River or beyond. |
| 18 | Any station Second and Third Subdivisions. | Huntington or beyond. | Pocatello, Ogden or beyond. |
| 105 | Minidoka, Gooding, Mountain Home, Caldwell, Nyssa, Ontario, Weiser. | Omaha or beyond. | Portland or beyond. |
| 106 | Weiser, Ontario, Nyssa, Caldwell, Mountain Home, Gooding, Minidoka. | Portland or beyond. | Omaha or beyond. |

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

Designation "Str." —Train with Diesel locomotive and all light-weight roller-bearing passenger equipment.
Designation "Psgr."—Train with steam locomotive and all passenger train equipment; train with Diesel locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.
Designation "Frt." —Train with freight cars; train with caboose only; locomotive without cars.
 When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.

GENERAL

| Location | Miles Per Hour | | | Location | Miles Per Hour | | |
|--|----------------|----------------|----------------|--|----------------|----------|----------------------|
| | Str. | Psgr. | Frt. | | Str. | Psgr. | Frt. |
| Maximum speed. | 79 | 79 | 50 | Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first 5 miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.) | | | 40 35 20 |
| No. 125 and No. 126, maximum speed. | | 60 | 60 | | | | |
| Moving against the normal current of traffic on a main track, unless otherwise specified by train order. | 30 | 30 | 30 | Trains handling company roadway machines on their own wheels, except wrecking derricks— On main line and Twin Falls Branch: On straight track. On curves. Between Idaho Falls and Ashton. On other branch lines. | | | 30 25 20 15 |
| Inspection bus cars. | | 40 | 40 | Trains handling dead steam locomotives: With a side rod or main rod removed. | | | 15 |
| Battery motor car 01886. | | 50 | | With side rods and main rods in place. | | | 25 |
| When caboose is handled in train consisting of passenger train equipment. | | 60 | | Jordan spreaders and other machines of spreader type, when in operation. | | | 15 |
| Within yard limits— Protected by continuous block signal system. Not protected by continuous block signal system. On branch lines. | 60 50 30 | 50 40 30 | 25 25 15 | Trains handling scale test cars— On main line, Twin Falls Branch and between Idaho Falls and Ashton. On other branch lines. | | | 30 20 |
| No. 125 and No. 126, within yard limits. | | 40 | 40 | Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines | | | 20 |
| Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent. | | | 35 | Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges. | | | 20 6 |
| Diesel locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern). Backing up pulling train. Backing up light. | 40 | 40 | 40 40 | Passing fueling stations— On main lines. On branch lines. | 50 | 40 30 | 25 15 |
| 1500 class Diesel road freight locomotives. | 50 | 50 | 50 | Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement. | 20 | 20 | 20 |
| Diesel freight and road switch locomotives. | 65 | 65 | 50 | Over spring switches, where movement is over facing point switches, except at Reverse, Blaser and Pescadero. | 20 | 20 | 20 |
| 1000-1100 class Diesel yard switch locomotives in road service. | 35 | 35 | 35 | When using cross-overs or turn-outs: Forward movement. Back-up movement. | 15 10 | 15 10 | 15 10 |
| 1800 class Diesel yard locomotives in road service. | 50 | 50 | 50 | When using No. 14 turn-outs at power operated switches or at end of double track. | 25 | 20 | 20 |
| Steam engines running backward. | 20 | 20 | 20 | On wye tracks. | 6 | 6 | 6 |
| 7000-7800 class engines, except between McCammon and Pocatello. | | 70 | 50 | Through tunnels, branch lines. | | 10 | 10 |
| 7000-7800 class engines, between McCammon and Pocatello. | | 75 | 50 | Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch lines. (Slower speed must be observed where conditions require.) | | | 25 15 |
| MacArthur type engines with 63-inch drivers. | | 55 | 50 | | | | |
| MacArthur type engines with 57-inch drivers. | | 35 | 35 | | | | |
| 3700 and 3900 class engines. | | 65 | 50 | | | | |
| 3800 class engines. | | 60 | 50 | | | | |
| 5000 class engines. | | 50 | 50 | | | | |
| Consolidation type engines. | | 35 | 35 | | | | |
| 0-6-0 and 0-8-0 type yard engines. | | 20 | 20 | | | | |

FIRST SUBDIVISION

| Location | Miles Per Hour | | | Location | Miles Per Hour | | | Location | Miles Per Hour | | |
|--|----------------|-------|------|--|----------------|-------|------|--|----------------|-------|------|
| | Str. | Psgr. | Frt. | | Str. | Psgr. | Frt. | | Str. | Psgr. | Frt. |
| Maximum speed. | 75 | 75 | 50 | Cokeville Over streets and alleys. | 30 | 30 | 30 | Alexander Between M.P. 152.1 and 152.4. | 60 | 50 | 40 |
| Granger Between M.P. 0.0 and 0.8. | 40 | 35 | 25 | Between M.P. 87.4 and 87.7. | 60 | 50 | 40 | Bancroft Passing Coal Chute. | 50 | 40 | 25 |
| Between M.P. 3.4 and 3.7. | 70 | 60 | 50 | Border Between M.P. 92.9 and 93.1. | 60 | 50 | 40 | Between M.P. 163.6 and 163.9. | 70 | 60 | 50 |
| Moxa Between M.P. 12.1 and 12.3. | 70 | 60 | 50 | Between M.P. 96.7 and 96.9. | 70 | 60 | 50 | Between M.P. 164.2 and 164.7. | 70 | 60 | 50 |
| Hassett Between M.P. 14.4. and 14.6. | 70 | 60 | 50 | Pegram Between M.P. 98.3 and 99.2. | 60 | 50 | 40 | Kinport Between M.P. 167.5 and 168.1. | 70 | 60 | 50 |
| Nutria Between M.P. 16.1 and 16.4. | 70 | 60 | 50 | Between M.P. 99.5 and 99.7. | 70 | 60 | 50 | Between M.P. 168.9 and 169.3. | 60 | 50 | 40 |
| Between M.P. 18.1 and 18.3. | 60 | 50 | 40 | Between M.P. 102.6 and 104.9. | 60 | 50 | 40 | Pebble Between M.P. 171.2 and 171.7. | 60 | 50 | 40 |
| Cosgriff Between M.P. 21.1 and 21.5. | 70 | 60 | 50 | Harer Between M.P. 105.2 and 105.4. | 70 | 60 | 50 | Between M.P. 171.9 and 174.7. | 70 | 60 | 50 |
| Between M.P. 23.6 and 23.8. | 70 | 60 | 50 | Between M.P. 114.9 and 115.2. | 50 | 40 | 25 | Broxon Between M.P. 176.3 and 176.7. | 70 | 60 | 50 |
| Opal Between M.P. 28.7 and 29.6. | 70 | 60 | 50 | Montpelier Between M.P. 115.9 and 116.2. | 50 | 40 | 25 | Blaser Between M.P. 177.4 and 178.5. | 60 | 50 | 40 |
| Between M.P. 31.3 and 32.3. | 50 | 40 | 30 | Between M.P. 120.6 and 123.4. | 60 | 50 | 40 | M.P. 179.0 to 180.0 (Westward). | 45 | 35 | 20 |
| Between M.P. 33.0 and 33.1. | 70 | 60 | 50 | Between M.P. 125.1 and 125.3. | 70 | 60 | 50 | M.P. 180.0 to 179.0 (Eastward). | 50 | 40 | 35 |
| Waterfall Between M.P. 34.6 and 34.8. | 60 | 50 | 40 | Between M.P. 125.8 and 126.7. | 60 | 50 | 40 | Lava Hot Springs Between M.P. 180.1 and 181.7. | 70 | 60 | 50 |
| Between M.P. 35.5 and 36.5. | 50 | 40 | 25 | Georgetown Between M.P. 127.6 and 127.9. | 70 | 60 | 50 | Between M.P. 181.8 and 183.1. | 60 | 50 | 40 |
| Between M.P. 36.5 and 38.9. | 40 | 35 | 25 | Between M.P. 128.2 and 128.7. | 60 | 50 | 40 | Between M.P. 183.2 and 184.8. | 70 | 60 | 50 |
| Kemmerer 7000 and heavier type engines, turntable lead. Passing coal chute. | 30 | 30 | 25 | Between M.P. 129.5 and 130.0. | 60 | 50 | 40 | Topaz Between M.P. 185.5 and 185.7. | 70 | 60 | 50 |
| Between M.P. 43.1 and 44.0, watch for rocks. | 25 | 20 | 20 | Between M.P. 131.6 and 132.2. | 70 | 60 | 50 | Between M.P. 186.1 and 187.3. | 50 | 40 | 30 |
| Between M.P. 44.0 and 49.2. | 50 | 40 | 30 | Cavanaugh Between M.P. 135.5 and 135.8. | 70 | 60 | 50 | Between M.P. 187.4 and 187.9. | 60 | 50 | 40 |
| Between M.P. 49.2 and 49.4. | 40 | 35 | 25 | Manson Between M.P. 138.6 and 139.3. | 60 | 50 | 40 | Between M.P. 188.1 and 190.3. | 70 | 60 | 50 |
| Fossil Between M.P. 54.5 and 57.8. | 40 | 35 | 25 | Rose Between M.P. 141.0 and 141.9. | 60 | 50 | 40 | McCammon Between M.P. 195.0 and 195.4. | 60 | 50 | 40 |
| Nugget Between M.P. 58.0 and 59.5. | 70 | 60 | 50 | Between M.P. 142.4 and 143.5. | 70 | 60 | 50 | Onyx Between M.P. 197.7 and 200.3. | 70 | 60 | 50 |
| Orr Between M.P. 60.9 and 61.2. | 70 | 60 | 50 | Between M.P. 143.7 and 143.9. | 60 | 50 | 40 | Between M.P. 200.4 and 201.1. | 60 | 50 | 40 |
| Sage Between M.P. 63.6 and 65.4. | 60 | 50 | 40 | Between M.P. 144.6 and 145.2. | 60 | 50 | 40 | Inkom Between M.P. 202.3 and 202.5. | 60 | 50 | 40 |
| Between M.P. 66.5 and 68.2. | 70 | 60 | 50 | Soda Springs Over streets and alleys. | 30 | 30 | 30 | Between M.P. 207.2 and 208.4. | 70 | 60 | 50 |
| | | | | Between M.P. 148.0 and 148.3. | 70 | 60 | 50 | Pocatello Within platform limits of passenger depot. | 6 | 6 | 6 |

SECOND SUBDIVISION

| Location | Miles Per Hour | | | Location | Miles Per Hour | | | Location | Miles Per Hour | | |
|--|----------------|------|-----|--|----------------|------|-----|---|----------------|------|-----|
| | Str. | Psg. | Fr. | | Str. | Psg. | Fr. | | Str. | Psg. | Fr. |
| Pocatello Within platform limits of passenger depot. | 6 | 6 | 6 | Minidoka Between M.P. 272.4 and 273.0. | 20 | 20 | 20 | Ticeska Between M.P. 357.3 and 360.2. | 70 | 60 | 50 |
| On enginehouse lead and tracks. | | | 6 | Adelaide Between M.P. 285.8 and 286.2. | 70 | 60 | 50 | Between M.P. 360.2 and 360.8. | 60 | 50 | 40 |
| American Falls Between M.P. 237.9 and 239.4. | 70 | 60 | 50 | Dietrich M.P. 316.3 to 315.8 (Eastward). | 70 | 60 | 50 | Between M.P. 360.8 and 365.9. | 70 | 60 | 50 |
| Bridge 239.78. | 40 | 25 | 25 | Shoshone Over Greenwood Street. | 15 | 15 | 15 | King Hill Between M.P. 367.4 and 368.3. | 70 | 60 | 50 |
| Between M.P. 240.0 and 240.3. | 40 | 25 | 25 | Between M.P. 321.5 and 322.2. | 20 | 20 | 20 | Between M.P. 369.1 and 371.0. | 60 | 50 | 40 |
| Between M.P. 240.4 and 241.3. | 70 | 60 | 50 | Between M.P. 323.2 and 323.9. | 70 | 60 | 50 | Sand Bank Engines using west switch to Sand Bank set-out track. | | | 5 |
| Borah Between M.P. 244.5 and 244.8. | 70 | 60 | 50 | Between M.P. 325.0 and 326.6. | 70 | 60 | 50 | Between M.P. 371.1 and 373.4. | 45 | 40 | 25 |
| Wapi Between M.P. 258.9 and 259.2. | 70 | 60 | 50 | Gooding Over streets and alleys. | 30 | 30 | 30 | Between M.P. 373.4 and 373.8. | 20 | 20 | 20 |
| | | | | Between M.P. 340.7 and 341.2. | 60 | 50 | 40 | Glenns Ferry | | | |
| | | | | Between M.P. 342.3 and 343.4. | 60 | 50 | 40 | | | | |

THIRD SUBDIVISION

| Location | Miles Per Hour | | | Location | Miles Per Hour | | | Location | Miles Per Hour | | |
|---|----------------|------|-----|--|----------------|------|-------------------------------|---|----------------|------|-----|
| | Str. | Psg. | Fr. | | Str. | Psg. | Fr. | | Str. | Psg. | Fr. |
| Glenns Ferry Eastward, over Commercial Street Crossing. | 20 | 20 | 20 | Leone Between M.P. B-431.0 and B-433.8. | 70 | 60 | 50 | Nampa Between passenger depot and M.P. 456.3. | 15 | 15 | 15 |
| Between M.P. 376.5 and 377.6. | 60 | 50 | 40 | Between M.P. B-433.9 and B-434.3. | 60 | 50 | 40 | Caldwell Over streets and alleys. | 25 | 25 | 25 |
| Between M.P. 378.6 and 379.3. | 45 | 40 | 25 | Black's Creek Between M.P. B-435.8 and B-436.1. | 70 | 60 | 50 | Parma Over streets and alleys. | 30 | 30 | 30 |
| Hammett Between Hammett and Reverse. | 65 | 60 | 40 | Between M.P. B-438.5 and B-438.8. | 70 | 60 | 50 | Between M.P. 482.8 and 483.0. | 70 | 60 | 50 |
| Between M.P. 385.6 and 387.0. | 60 | 50 | 40 | Between M.P. B-439.4 and B-440.4. | 50 | 40 | 25 | Between M.P. 484.5 and 485.0. | 70 | 60 | 50 |
| Between M.P. 389.8 and 390.6. | 60 | 50 | 40 | Between M.P. B-440.4 and B-446.1. | 60 | 50 | 40 | Washoe Spur With 5000 class engines. | | | 5 |
| Mountain Home Over street crossings. | 25 | 25 | 25 | Boise Between M.P. B-448.3 and B-449.1. | 50 | 40 | 25 | Ontario No. 106, to exchange mail. | 10 | | |
| Orchard Between M.P. 428.4 and 429.0. | 60 | 50 | 40 | Between M.P. B-450.5 and B-451.0. | 70 | 60 | 50 | Payette Between Payette and Weiser, trains handling logs. | | | 30 |
| Kuna Between M.P. 447.5 and 450.8. | 60 | 50 | 40 | Meridian No. 17, to exchange mail. No. 18, to dispatch mail. | | | | Weiser Between M.P. 523.1 and 526.1. | 70 | 60 | 50 |
| Nampa | | | | Sonna Between M.P. B-467.0 and B-467.8. | 40 | 25 | 25 | Between M.P. 526.4 and 535.9. | 60 | 50 | 40 |
| Orchard Between M.P. B-423.5 and B-423.9. | 60 | 50 | 40 | | | | Between M.P. 535.9 and 539.0. | 40 | 25 | 25 | |
| Between M.P. B-429.1 and B-430.0. | 60 | 50 | 40 | Huntington | | | | | | | |

FOURTH SUBDIVISION

| Location | Miles Per Hour | | Location | Miles Per Hour | | Location | Miles Per Hour | |
|--|----------------|-----|---|----------------|-----|---|----------------|-----|
| | Psg. | Fr. | | Psg. | Fr. | | Psg. | Fr. |
| Maximum speed. Between Pocatello Jct. and Idaho Falls. | 70 | 50 | Hamer Between M.P. 218.3 and 218.5. | 50 | 40 | Dillon Between M.P. 328.6 and 329.2. | 35 | 25 |
| Between Idaho Falls and Silver Bow. | 59 | 40 | Dubois Between M.P. 236.0 and 236.6. | 35 | 25 | Bond Between M.P. 337.0 and 337.2. | 50 | 40 |
| Between Idaho Falls and Silver Bow. MacArthur type engines with 63-inch drivers. | 50 | 40 | Between M.P. 237.8 and 238.0. | 40 | 30 | Apex Between M.P. 341.1 and 341.4. | 50 | 40 |
| Pocatello Jct. Between M.P. 135.1 and 136.7. | 35 | 25 | Between M.P. 239.1 and 239.3. | 50 | 40 | Between M.P. 342.7 and 342.9. | 50 | 40 |
| Montana Jct. Between M.P. 139.9 and 140.1. | 60 | 50 | Highbridge Between M.P. 244.4 and 246.7. | 40 | 30 | Between M.P. 343.3 and 343.5. | 30 | 20 |
| Tyhee Between M.P. 142.3 and 142.5. | 50 | 40 | Spencer Between M.P. 248.5 and 248.9. | 45 | 35 | Between M.P. 343.5 and 345.8. | 35 | 25 |
| Between M.P. 143.3 and 143.5. | 50 | 40 | Between M.P. 249.5 and 249.7. | 40 | 30 | Between M.P. 346.0 and 346.3. | 30 | 20 |
| Gibson Between M.P. 152.6 and 152.9. | 50 | 40 | Between M.P. 251.0 and 251.4. | 40 | 30 | Between M.P. 347.9 and 348.2. | 40 | 30 |
| Blackfoot Over streets and alleys. | 20 | 20 | Between M.P. 252.7 and 257.5. | 25 | 20 | Navy Between M.P. 351.0 and 354.4. | 35 | 25 |
| Wapello Between M.P. 166.8 and 167.0. | 60 | 50 | Humphrey Between M.P. 258.3 and 258.5. | 35 | 25 | Between M.P. 357.2 and 357.7. | 40 | 30 |
| Firth Between M.P. 169.7 and 169.9. | 60 | 50 | Between M.P. 258.6 and 259.2. | 45 | 35 | Melrose Between M.P. 361.8 and 366.3, watch for rocks. | 25 | 20 |
| Shelley Over streets and alleys. | 30 | 30 | Between M.P. 262.9 and 267.6. | 35 | 25 | Between M.P. 366.3 and 366.6. | 20 | 20 |
| Idaho Falls Over streets and alleys. | 12 | 12 | Between M.P. 269.7 and 269.9. | 40 | 30 | Curve M.P. 366.4 with 5000 class engines. | 10 | 10 |
| Between M.P. 185.5 and 185.9. | 15 | 5 | Between M.P. 271.0 and 271.7. | 40 | 30 | Between M.P. 366.7 and 367.5. | 35 | 25 |
| Between M.P. 187.4 and 188.6. | 40 | 30 | Snowline Between M.P. 277.4 and 278.3. | 35 | 25 | Between M.P. 367.9 and 368.2. | 30 | 20 |
| Between M.P. 190.7 and 191.0. | 45 | 35 | Lima Over Center Street east of depot. | 20 | 15 | Divide Between M.P. 373.6 and 374.6. | 40 | 30 |
| Roberts Between M.P. 205.4 and 206.0. | 50 | 40 | Westward within yard limits. | 25 | 15 | Woodin Between M.P. 375.2 and 377.8. | 35 | 25 |
| Tenno Between M.P. 208.4 and 210.2. | 50 | 40 | Armstead Between M.P. 307.7 and 308.0. | 50 | 40 | Between M.P. 379.0 and 381.1. | 35 | 25 |
| Hawgood Between M.P. 213.7 and 214.0. | 50 | 40 | Between M.P. 308.9 and 310.3. | 35 | 25 | Feely Between M.P. 382.3 and 383.7. | 25 | 20 |
| | | | Between M.P. 310.4 and 310.6. | 25 | 20 | Between M.P. 384.3 and 385.1. | 35 | 25 |
| | | | Between M.P. 311.0 and 311.8. | 45 | 35 | Buxton Between M.P. 386.6 and 388.1. | 35 | 25 |
| | | | Grayling Between M.P. 316.0 and 316.5, watch for rocks. | 25 | 20 | Between M.P. 389.8 and 390.1. | 20 | 20 |
| | | | Between M.P. 316.5 and 318.7. | 35 | 25 | Silver Bow On interchange tracks beyond N. P. crossing, with 3800, 5000 and 7000 class engines. | 5 | 5 |

BRANCHES

| | | | | | |
|---|----|--|----|--------------------------------------|----|
| Kemmerer Branch. Maximum speed. | 15 | Blazon Branch. Maximum speed. | 15 | Leefe Spur. Maximum speed. | 15 |
| Cumberland Branch. Maximum speed. | 15 | Grace Branch. Maximum speed. | 20 | Gay Branch. Maximum speed. | 25 |
| Glencoe Branch. Maximum speed. | 15 | Bridge 5.33 with MacArthur type engines. | 10 | Between M.P. 3.0 and Gay. | 15 |
| Elkol Branch Maximum speed. | 15 | Conda Branch. Maximum speed. | 15 | | |

BRANCHES (Continued)

| Location | Miles Per Hour | | Location | Miles Per Hour | | Location | Miles Per Hour | |
|---|----------------|----------|--|----------------|-------|---|----------------|-------|
| | Psgr. | Frts. | | Psgr. | Frts. | | Psgr. | Frts. |
| Mackay Branch Between Blackfoot and M.P. 60.0: Diesel engines. Steam engines. | | 30 25 | Teton Valley Branch Maximum speed. | 35 | 25 | Between Hailey and Ketchum, over truss bridges. | 15 | 15 |
| Between M.P. 60.0 and Mackay, All engines. | | 20 | Bridges 4.48, 6.96 and 19.97. | 12 | 12 | Between M.P. 63.1 and 64.6. | 30 | 20 |
| Mackay On curve on low line smelter. | | 6 | Between M.P. 19.1 and 19.4. | 15 | 15 | Between M.P. 68.4 and 68.5. | 10 | 10 |
| Thomas Branch Maximum speed. | | 15 | Between M.P. 25.0 and 25.4. | 15 | 15 | Hill City Branch Maximum speed. | | 25 |
| Aberdeen Branch Maximum speed. | | 25 | Twin Falls Branch Maximum speed. | 50 | 40 | Over trestles 21.6 and 23.40 with snow plows. | | 15 |
| Goshen Branch Maximum speed. | | 25 | First Class Trains, within yard limits. | 30 | 30 | Boise Branch Between Boise Jct. and Boise Freight. | | 25 |
| Light MacArthur type engines. | | 20 | 3800 class engines. | 30 | 30 | Between Boise Freight and Barber. | | 15 |
| Yellowstone Branch Between Idaho Falls and Ashton. | 50 | 35 | Rupert, on west leg of wye. | 10 | 10 | Stoddard Branch Maximum speed. | | 20 |
| Between Idaho Falls and West Yellowstone with MacArthur type engines. | 40 | 30 | Rupert, over streets and alleys. | 12 | 12 | Between Stoddard and end of track. | | 15 |
| Between Ashton and Gerrit, watch for rocks. | 35 | 25 | Bridge 20.10. | 25 | 25 | Idaho Northern Branch Maximum speed. | | 30 |
| Between Gerrit and Big Springs | 50 | 35 | Burley, within city limits. | 20 | 20 | Between Jenness and Bramwell. | | 20 |
| Between Big Springs and West Yellowstone, watch for rocks. | 35 | 25 | Burley, over street crossings. | 12 | 12 | Trains handling high cars between Jenness and Bramwell. | | 12 |
| Rexburg, Sugar City and St. Anthony, over streets and alleys. | 20 | 20 | Kimberly, within city limits. | 40 | 40 | Between Plaza and Banks. Watch for rocks between Black Canyon and Banks. | | 25 |
| St. Anthony, over highway crossing just west of depot. | 8 | 8 | McMillan, on tracks leading to sugar factory, with 3800 class engines. | 10 | 10 | Banks, westward around curve east of east passing track switch, to east switch. | | 5 |
| Between M.P. 55.4 and 55.7. | 20 | 15 | Buhl, on mill and elevator track with MacArthur type engines. | | 5 | Between Banks and Smiths Ferry, watch for rocks. | | 15 |
| Between M.P. 59.6 and 65.9. | 20 | 15 | North Side Branch Maximum speed. | | 30 | Trains handling logs or high cars between Banks and M.P. 81.0. | | 12 |
| Between M.P. 72.9 and 73.2. | 35 | 25 | Heavy MacArthur type engines. | | 15 | Between Smiths Ferry and Cabarton, watch for rocks. | | 20 |
| Between M.P. 74.0 and 74.2. | 30 | 25 | Between M.P. 30.0 and 30.5. | | 20 | M.P. 31.4. | | 20 |
| Between M.P. 85.2 and 85.5. | 35 | 25 | Raft River Branch Maximum speed. | | 20 | Between M.P. 33.0 and 35.4. | | 10 |
| Between M.P. 86.4 and 87.0. | 20 | 15 | Burley, within city limits. | | 20 | Bridge 36.61. | | 20 |
| Between M.P. 92.1 and 95.0. | 20 | 15 | Burley, over street crossings. | | 12 | Between M.P. 99.6 and 113.6 on curves. | | 20 |
| Between M.P. 99.9 and 100.8. | 20 | 15 | Oakley Branch Maximum speed. | | 25 | Between M.P. 103.75 and 103.90. | 10 | 10 |
| East Belt Branch Maximum speed. | | 25 | Light MacArthur type engines. | | 20 | Between M.P. 128.2 and 128.5. | | 15 |
| Light MacArthur type engines between Lincoln Jct. and Orvin. | | 20 | Burley, within city limits. | | 20 | McCall, over street crossings. | | 10 |
| Light MacArthur type engines between Lincoln Jct. and Ririe. | | 15 | Burley, over street crossings. | | 12 | Wilder Branch Maximum speed. | | 25 |
| Truss bridges. | | 15 | Wells Branch Maximum speed. | | 30 | Homedale Branch Maximum speed. | | 25 |
| West Belt Branch Maximum speed. | | 25 | Between M.P. 31.1 and 36.1. | | 25 | Oregon Eastern Branch Maximum speed. | | 25 |
| Truss bridges. | | 15 | Between M.P. 45.9 and 53.3. | | 25 | Hope Between M.P. 29.5 and 33.5, watch for rocks. | | 20 |
| Highway Crossing M.P. 37.44. | 5 | 5 | Between M.P. 69.6 and 71.6. | | 25 | Little Valley Between M.P. 36.5 and 37.6, watch for rocks. | | 20 |
| | | | Between M.P. 91.1 and 91.4. | | 25 | | | |
| | | | Between Herrell and Melandco. | | 20 | | | |
| | | | Wells yard. | | 15 | | | |
| | | | Ketchum Branch Maximum speed. | 40 | 30 | | | |
| | | | Bridge 16.04 with MacArthur type engines. | 15 | 15 | | | |
| | | | Bellevue, over streets and alleys. | 12 | 12 | | | |

BRANCHES (Continued)

| Location | Miles Per Hour | | Location | Miles Per Hour | | Location | Miles Per Hour | |
|--|----------------|-------|---|----------------|-------|---|----------------|----------|
| | Psgr. | Frts. | | Psgr. | Frts. | | Psgr. | Frts. |
| Little Valley (Continued) Between M.P. 37.6 and 37.7, soft spot. | | 10 | Circle Bar Between M.P. 119.0 and 124.0, watch for rocks. | | 20 | Between Concrete and M.P. 30.0. Straight track. On curves. | | 15 10 |
| Between M.P. 37.7 and 38.2, watch for rocks. | | 20 | Brogan Branch Maximum speed. | | 20 | Between M.P. 30.0 and 55.0. Straight track. On curves. | | 25 15 |
| Juntura Between M.P. 78.6 and 80.7, watch for rocks. | | 20 | Payette Branch Maximum speed. | | 25 | Between M.P. 55.0 and 55.5. | | 10 |
| Between M.P. 80.7 and 81.0, watch for rocks. | | 10 | Payette Jct., on curve. | | 10 | Between M.P. 55.5 and 66.5. Straight track. On curves. | | 25 15 |
| Between M.P. 81.0 and 86.6, watch for rocks. | | 20 | Trains handling logs between Payette and Emmett on curves. | | 20 | Between M.P. 66.5 and New Meadows. Straight track. On curves. | | 15 10 |
| Long Between M.P. 86.6 and 89.0, watch for rocks. | | 20 | New Meadows Branch Maximum speed. | | 25 | Between Weiser and Concrete. Straight track. On curves. | | 20 |
| Dunnean Between M.P. 103.5 and 106.5. | | 20 | Engines running backwards. | | 10 | Homestead Branch Maximum speed, watch for rocks. | | 20 |
| Bridge 106.14. | | 15 | | | | On curves. | | 15 |

SYMBOLS AND ABBREVIATIONS

(Rules 6 and 6(A))

Rule 6

The following letters placed before figures of a schedule indicate:

- s—regular stop;
- f—flag stop to receive or discharge traffic;
- A—arrive.

Rule 6(A)

The following letters placed in column with station name in time-table indicate:

- D—day operator;
- N—night operator;
- DN—day and night operator;
- R—train register;
- YL—yard limits.

The following letters placed in column provided in time-table indicate:

- C—coaling station;
- D—diesel oil station;
- I—interlocking;
- O—fuel oil station;
- P—dispatcher's telephone;
- T—turntable;
- W—water station;
- X—cross-over;
- Y—wye;
- Z—track scales;
- AI—automatic interlocking signals;
- CS—center siding;
- ES—eastward siding;
- WS—westward siding;
- RCS—remote control switch.

Standard clocks are located as shown below:

| | | | |
|-------------------------|----------------------------|-----------------------|--|
| Blackfoot..... | Telegraph Office | Nampa..... | Train Dispatcher's Office |
| Boise Freight..... | Yard Telegraph Office | Nampa..... | East End Switch Shanty |
| Boise Freight..... | 13th Street Yard Office | Nampa..... | West End Switch Shanty |
| Buhl..... | Telegraph Office | New Meadows..... | Telegraph Office |
| Burns..... | Telegraph Office | Nyssa..... | Telegraph Office |
| Emmett..... | Telegraph Office | Ontario..... | Telegraph Office |
| Glenns Ferry..... | Telegraph Office | Payette..... | Telegraph Office |
| Glenns Ferry Roundhouse | Register Room | Pocatello..... | Train Dispatcher's Office |
| Glenns Ferry..... | Yard Office | Pocatello..... | Yard Telegraph Office |
| Huntington..... | Yard Office | Pocatello..... | Switchmen's Locker Room |
| Huntington..... | Telegraph Office | Pocatello..... | Engine Crew Dispatcher's Office |
| Idaho Falls..... | Telegraph Office | Pocatello..... | Train Crew Dispatcher's Office |
| Idaho Falls..... | Yard Office | Pocatello..... | West End Yardmaster's Office |
| Idaho Falls..... | Enginemen's Register Room | Pocatello..... | Tower Locker Room |
| Jerome..... | Telegraph Office | Pocatello..... | Passenger Conductors' Register Room, Passenger Station |
| Kemmerer..... | Telegraph Office | Rupert..... | Telegraph Office |
| Ketchum..... | Telegraph Office | Shoshone..... | Telegraph Office |
| Lima..... | Telegraph Office | Silver Bow..... | Telegraph Office |
| Marsing..... | Telegraph Office | Twin Falls..... | Telegraph Office |
| McCall..... | Telegraph Office | Twin Falls..... | Freight Office |
| Minidoka..... | Telegraph Office | Victor..... | Telegraph Office |
| Montpelier..... | Telegraph Office | Weiser..... | Telegraph Office |
| Montpelier..... | Engineers' Register Room | Wells..... | Telegraph Office |
| Nampa..... | Telegraph Office | West Yellowstone..... | Telegraph Office |
| Nampa..... | Central Yard Switch Shanty | | |
| Nampa..... | Roundhouse Office | | |

| Time per Mile | Miles per Hour | Time per Mile | Miles per Hour | Time per Mile | Miles per Hour | Time per Mile | Miles per Hour | Time per Mile | Miles per Hour | Time per Mile | Miles per Hour |
|---------------|----------------|---------------|----------------|---------------|----------------|---------------|----------------|---------------|----------------|---------------|----------------|
| 30" | 120. | 41" | 87.8 | 52" | 69.2 | 1' 3" | 57.1 | 1' 20" | 45. | 2' 45" | 21.8 |
| 31" | 116.1 | 42" | 85.7 | 53" | 67.9 | 1' 4" | 56.2 | 1' 25" | 42.3 | 3' | 20. |
| 32" | 112.5 | 43" | 83.7 | 54" | 66.6 | 1' 5" | 55.3 | 1' 30" | 40. | 3' 30" | 17.1 |
| 33" | 109.1 | 44" | 81.8 | 55" | 65.4 | 1' 6" | 54.5 | 1' 35" | 37.9 | 4' | 15. |
| 34" | 105.9 | 45" | 80. | 56" | 64.2 | 1' 7" | 53.7 | 1' 40" | 36. | 5' | 12. |
| 35" | 102.9 | 46" | 78.3 | 57" | 63.1 | 1' 8" | 52.9 | 1' 45" | 34.3 | 6' | 10. |
| 36" | 100. | 47" | 76.6 | 58" | 62. | 1' 9" | 52.1 | 1' 50" | 32.7 | 7' | 8.6 |
| 37" | 97.3 | 48" | 75. | 59" | 61. | 1' 10" | 51.4 | 1' 55" | 31.3 | 8' | 7.5 |
| 38" | 94.7 | 49" | 73.5 | 1' | 60. | 1' 11" | 50.7 | 2' | 30. | 10' | 6. |
| 39" | 92.3 | 50" | 72. | 1' 1" | 59. | 1' 12" | 50. | 2' 15" | 26.6 | | |
| 40" | 90. | 51" | 70.6 | 1' 2" | 58. | 1' 15" | 48. | 2' 30" | 24. | | |