

**MAP OF THE
SOUTH-CENTRAL DISTRICT
IDAHO DIVISION**
CORRECTED TO JULY 1, 1947

SCALE OF MILES
0 10 20 30 40 50



D. & R. G. W. R. P.
DENVER, COLO.
DEC 22 1947
OFFICE OF
General Manager

IDAHO DIVISION

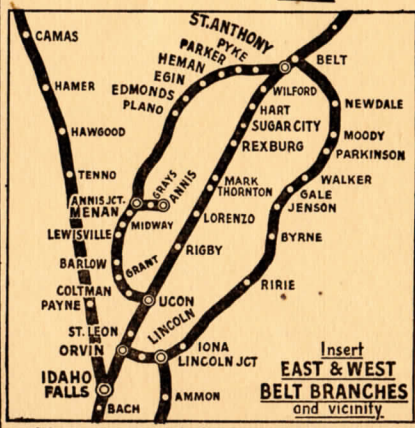
- FIRST SUBDIVISION
- SECOND SUBDIVISION
- THIRD SUBDIVISION
- FOURTH SUBDIVISION
- AND BRANCHES

**TIME-TABLE
No. 172**

**Effective Saturday,
December 20, 1947**
at 12:01 A. M. Mountain Time

Be Careful Today

FOR EMPLOYEES ONLY



F. C. PAULSEN, General Manager
A. D. HANSON, General Superintendent Transportation

B. F. WELLS, Assistant General Manager
V. W. SMITH, General Superintendent

A. BYBEE, Superintendent, Pocatello, Idaho

G. A. CUNNINGHAM, Ass't Superintendent
Pocatello, Idaho

L. E. MANGUM, Ass't Superintendent ... Nampa, Idaho

B. W. COLLINS, Trainmaster ... Nampa, Idaho

G. L. WILMOT, Trainmaster ... Pocatello, Idaho

E. L. CHANTRY, Trainmaster ... Montpelier, Idaho

A. R. NELSON, Master Mechanic ... Pocatello, Idaho

W. C. ILLINGSWORTH, Road Foreman of Eng's
Pocatello, Idaho

J. G. ROSEVEAR, Road Foreman of Eng's
Glenns Ferry, Idaho

G. W. ANDERSON, Road Foreman of Eng's
Nampa, Idaho

A. A. TUCK, Terminal Road Foreman of Eng's
Pocatello, Idaho

G. O. GOOCH, Road Foreman of Eng's Pocatello, Idaho

J. C. BEAGLES, Road Foreman of Eng's
Montpelier, Idaho

L. V. CHAUSSE, Division Engineer Pocatello, Idaho

O. H. CARPENTER, Gen'l Roadmaster Pocatello, Idaho

J. MORAN, Gen'l Roadmaster Pocatello, Idaho

First, Second and Third Subdivision and Branches

W. H. POWERS, Chief Train Dispatcher
Pocatello, Idaho

L. R. SCHOU, Ass't. Chief Train Dispatcher
Pocatello, Idaho

R. R. JOHNSON, Ass't. Chief Train Dispatcher
Pocatello, Idaho

C. W. CARTER, Ass't. Chief Train Dispatcher
Pocatello, Idaho

Fourth Subdivision and Branches

R. T. PETTY, Chief Train Dispatcher ... Nampa, Idaho

E. C. BULLIS, Ass't. Chief Train Dispatcher
Nampa, Idaho

R. CRISPINO, Ass't. Chief Train Dispatcher
Nampa, Idaho

MILEAGE

First, Second, Third and Fourth Subdivisions

Main Line	583.98
Branches	1008.81
Grand Total	1592.79

Surgeons are located as shown below:

NAME	TITLE	PLACE	TERRITORY
SPENCER WRIGHT	Medical Director	Salt Lake City	
E. N. Roberts	Division Surgeon	Pocatello	Idaho Division.
Forrest Howard	Surgeon	Pocatello	Vicinity of Pocatello.
J. R. McMahon	Surgeon	Pocatello	Vicinity of Pocatello.
H. H. Hinchart	Surgeon	Pocatello	Vicinity of Pocatello.
J. V. Clothier	Eye, Ear, Nose, Throat.	Pocatello	Vicinity of Pocatello.
W. L. Clothier	Eye Specialist	Pocatello	Vicinity of Pocatello.
A. T. Sudman	Surgeon	Green River	Green River to Granger.
R. O. Hummer	Surgeon	Kemmerer	Cokerille to Granger.
H. H. King	Surgeon	Montpelier	Cokerille to McCammon.
R. B. Lindsay	Surgeon	Montpelier	Cokerille to McCammon.
H. C. Cowlishaw	Surgeon	Lava Hot Springs	Soda Springs to Inkom.
Russell Tigert	Surgeon	Soda Springs	Montpelier to McCammon.
N. H. Farrell	Surgeon	American Falls	Shoshone to Pocatello.
F. H. Kenagy	Surgeon	Rupert	Minidoka to Heyburn and Eden.
G. G. Espe	Surgeon	Burley	Burley to Twin Falls, Idaho and Oakley Branches.
John W. Davis	Surgeon	Burley	Burley to Twin Falls, Idaho and Oakley Branches.
C. B. Beymer	Surgeon	Twin Falls	Burley to Buhl and Contact.
J. H. Murphy	Surgeon	Twin Falls	Buhl to Idarada and Milner.
Wallace Bond	Oculist and Aurist	Twin Falls	Twin Falls and Vicinity.
M. A. Drake	Surgeon	Buhl	Buhl to Twin Falls.
S. Hopper	Surgeon	Hazelton	Rupert to Bliss.
W. C. Small	Surgeon	Jerome	Rupert to Bliss.
H. F. Holsinger	Surgeon	Wendell	Jerome to Bliss.
C. W. Dill	Surgeon	Shoshone	Richfield to Bliss and Minidoka.
Marion J. Kerns	Surgeon	Fairfield	Hill City Branch.
R. H. Wright	Surgeon	Hailey	Ketchum Branch.
J. R. Morris	Surgeon	Sum Valley	Sun Valley.
J. H. Cromwell	Surgeon	Gooding	Tunupa to Bliss.
W. A. Bullen	Surgeon	Glenns Ferry	Shoshone to Mountain Home.
J. R. Mangum	Surgeon	Nampa	Mountain Home to Caldwell.
F. D. Koehne	Surgeon	Nampa	Mountain Home to Caldwell.
Thomas E. Mangum, Jr.	Surgeon	Nampa	Mountain Home to Caldwell.
G. E. Shawhan	Oculist and Aurist	Nampa	West of Shoshone.
W. D. Springer	Surgeon	Boise	Orchard to Boise and Nampa.
W. A. Koelsch	Surgeon	Boise	Orchard to Boise and Nampa.
A. C. Jones	Oculist and Aurist	Boise	Orchard to Boise and Nampa.
R. L. Peterson	Oculist and Aurist	Boise	Orchard to Boise and Nampa.
C. M. Kaley	Surgeon	Caldwell	Nampa to Nysa.
J. J. Sarasin	Surgeon	Nysa	Paysa to Ontario and Marsing.
W. J. Wesse	Surgeon	Ontario	Payette to Nysa.
J. H. Weare	Surgeon	Burns	Oregon Eastern Branch.
L. R. Woodward, Jr.	Surgeon	Payette	Weiser to Ontario and Fruitland.
L. R. Woodward, Jr.	Surgeon	Payette	Weiser to Ontario and Fruitland.
J. L. Reynolds	Surgeon	Emmett	New Plymouth to Banks and Middleton.
M. S. McGrath	Surgeon	Weiser	Midvale to Payette and Huntington.
R. T. Whiteman	Surgeon	Cambridge	Goodrich to Weiser.
A. S. Thurston	Surgeon	Council	Midvale to New Meadows.
Dale E. Patterson	Surgeon	Cascade	Donnelly to Banks.
D. S. Numbers	Surgeon	McCall	Idaho Northern Branch.
Ross C. B. Thornton	Surgeon	Huntington	Huntington to Robinette and Weiser.

Standard clocks are located as shown below:

Kemmerer	Telegraph Office
Montpelier	Engineers' Register Room
Montpelier	Telegraph Office
Pocatello	East Whiskers Yard Office
Pocatello	East End Yardmaster's Office
Pocatello	Train Dispatcher's Office
Pocatello	Passenger Conductors' Register Room, Passenger Station
Pocatello	Yard Telegraph Office
Pocatello	Switchmen's Locker Room
Pocatello	Engine Crew Dispatcher's Office
Pocatello	Train Crew Dispatcher's Office
Pocatello	West End Yardmaster's Office, Gould Street
Pocatello	Storage Yard Office
Pocatello	Hump Master's Office
Minidoka	Telegraph Office
Shoshone	Telegraph Office
Bliss	Telegraph Office
Glenns Ferry	Telegraph Office
Glenns Ferry	Roundhouse Register Room
Glenns Ferry	Yard Office
Nampa	Telegraph Office
Nampa	Central Yard Switch Shanty
Nampa	Round House Office
Nampa	Train Dispatcher's Office
Nampa	East End Switch Shanty
Nampa	West End Switch Shanty
Nampa	Ice House Switch Shanty
Nysa	Telegraph Office
Marsing	Telegraph Office
Ontario	Telegraph Office
Payette	Telegraph Office
Weiser	Telegraph Office
Huntington	Telegraph Office
Huntington	Yard Office
Boise Freight	Yard Telegraph Office
Boise Freight	Roundhouse Office
Wells	Telegraph Office
Ketchum	Telegraph Office
Emmett	Telegraph Office
Banks	Telegraph Office
McCall	Telegraph Office
Burns	Telegraph Office
	Council
	New Meadows
	Burley
	Twin Falls
	Twin Falls
	Buhl
	Telegraph Office
	Telegraph Office
	Telegraph Office
	Telegraph Office
	Telegraph Office
	Freight Office
	Telegraph Office

CONDENSED TIME-TABLE

WESTWARD

EASTWARD

FIRST CLASS

FIRST CLASS

STATIONS	Time-Table No. 172 December 20, 1947			Distance from Green River via Kuna	Time-Table No. 172 December 20, 1947		
	11 Passenger Daily	105 Streamliner Passenger Daily	17 Passenger Daily		106 Streamliner Passenger	18 Passenger	12 Passenger
GREEN RIVER	5.50PM	1.40PM	3.15AM	0.0	A 2.30PM	A 11.10PM	A 10.00AM
GRANGER	6.30	2.15	3.55	30.2	2.00PM	10.35	9.25
MONTPELIER	9.00	4.15	7.00	145.2	11.50AM	8.05	6.50
McCAMMON	10.42	5.32	8.53	221.4	10.24	5.58	4.59
POCATELLO	11.15 11.40PM	6.00 6.10	9.30 10.05	244.1	10.00 9.50	5.30 5.05	4.30 4.05
MINIDOKA	12.50AM	7.10	11.25AM	302.6	8.54	3.55	3.00
SHOSHONE	1.40	7.55	12.25PM	351.7	8.10	2.55	2.05
GLENN'S FERRY	3.10	8.50	1.50	404.0	7.10	1.40PM	12.50AM
BOISE	4.55	10.15	3.45	506.3	6.00	11.50AM	10.55PM
NAMPA	5.50	10.40	4.25	486.8	5.33	11.20	10.10
ONTARIO	6.45	11.20PM	5.40	528.9	4.38	10.05	9.05
HUNTINGTON	A 7.50AM	A 12.10AM	A 6.45PM	569.0	3.45AM	9.05AM	8.10PM
(569.0 via Kuna) (580.3 via Boise)					Daily	Daily	Daily
	(14.00) 41.5	(10.30) 55.3	(15.30) 37.4	..... Thru Time.....	(10.45) 54.0	(14.05) 41.2	(13.50) 41.9
				..... Average speed 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	TIME PER MILE	MILES PER HOUR
30"	120.	41"	87.8	52"	69.2	1' 3"	57.1	1'20"	45.	2'30"	24.
31"	116.1	42"	85.7	53"	67.9	1' 4"	56.2	1'25"	42.8	2'45"	21.8
32"	112.5	43"	83.7	54"	66.6	1' 5"	55.3	1'30"	40.	3'	20.
33"	109.1	44"	81.8	55"	65.4	1' 6"	54.5	1'35"	37.9	3'30"	17.1
34"	105.9	45"	80.	56"	64.2	1' 7"	53.7	1'40"	36.	4'	15.
35"	102.9	46"	78.3	57"	63.1	1' 8"	52.9	1'45"	34.8	5'	12.
36"	100.	47"	76.6	58"	62.	1' 9"	52.1	1'50"	32.7	6'	10.
37"	97.8	48"	75.	59"	61.	1'10"	51.4	1'55"	31.3	7'	8.6
38"	94.7	49"	73.5	1'	60.	1'11"	50.7	2'	30.	8'	7.5
39"	92.3	50"	72.	1' 1"	59.	1'12"	50.	2'15"	28.6	10'	6.
40"	90.	51"	70.6	1' 2"	58.	1'15"	48.				

WESTWARD

FIRST SUBDIVISION

Car capacity of sidings, etc. See Rule 6 and 6(A) Page 27.	SECOND CLASS		FIRST CLASS				Distance from Granger	STATIONS	
	699 Time Freight	Daily	11 Passenger	105 Streamliner Passenger	17 Passenger	17 Passenger			Time-Table No. 172 December 20, 1947
150 IPWY	2.55AM		6.30PM	2.15PM	3.55AM	0.0	DN-R GRANGER YL GN		
70 P	3.03		6.35	2.19	4.00	4.1	4.1 DONOVAN		
114 P	3.09		6.39	2.22	4.04	7.7	3.6 MOXA		
75 P	3.16		6.44	2.26	4.09	12.5	4.8 HASSETT		
117 P	3.21		6.47	2.29	4.12	15.4	2.9 NUTRIA		
88 P	3.29		6.52	2.34	4.17	20.2	4.8 COSGRIFF		
125 P	3.36		6.56	2.38	4.25	24.5	4.3 DN OPAL OW		
77 P	3.44		7.01	2.43	4.32	29.3	4.8 FOLGER		
130 PW	3.51		7.06	2.47	4.37	33.6	4.8 WATERFALL		
	4.01		7.13	2.53	4.44	39.0	5.4 EAST KEMMERER YL		
Yard CPTWxz	4.15		s 7.20	f 2.55	s 5.00	39.7	0.7 DN-R KEMMERER YL		
W.S. 71 Pxy	4.22		7.24	2.59	5.05	42.3	2.6 MOYER JCT. YL		
E.S. 70 PWxy	4.44		7.37	3.11	f 5.19	50.3	8.0 DN FOSSIL YL FI		
98 PW	4.54		7.44	3.18	5.27	56.0	5.7 NUGGET		
78 P	5.02		7.48	3.22	5.32	59.6	8.6 ORR		
116 P	5.08		7.51	3.25 ¹⁶²	s 5.38	63.1	8.5 SAGE		
						64.9	1.8 LEEFE (Spur)		
68 P	5.15		7.55	3.29	5.43	67.3	2.4 CARLSON		
128 P	5.21		7.59	3.33	5.47	71.3	4.0 BECKWITH		
78 P	5.29		8.04	3.38	5.53	77.4	6.1 PIXLEY		
W.S. 130 PW	5.39		s 8.11	3.43	s 6.05	83.5	6.1 DN COKEVILLE CK		
E.S. 125 P	5.47		8.16	3.47	6.12	88.2	4.7 MARSE		
77 P	5.53		8.20	3.50	6.17	92.1	3.9 BORDER		
128 P	6.01		8.26 ¹⁸	3.55	s 6.25	97.7	5.6 PEGRAM		
77 PW	6.09		8.32	4.00	6.32	102.9	5.2 HARER		
92 P	6.18		8.38	4.05	6.39	108.0	5.1 DINGLE		
69 P	6.35AM		8.50PM	4.15PM	6.50AM	115.0	7.0 DN-R MONTPELIER YL		

BLOCK SIGNALS

Double Track

Double Track

(3.40) 31.4 (2.20) 49.3 (2.00) 57.5 (2.55) 39.4 Thru Time Average speed per hour

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

Conditional Stops to Discharge or Pick Up Revenue Passengers			
Train	At	Discharge passengers from	Pick up passengers destined to
17	Any station.	Any station.	Any station.

FIRST SUBDIVISION

EASTWARD

Car capacity of sidings, etc. See Rule 6 and 6(A) Page 27.	FIRST CLASS		SECOND CLASS		
	12 Passenger	106 Streamliner Passenger	18 Passenger	162 Time Freight	174 Time Freight
150 IPWY	9.25AM	2.00PM	10.35PM	5.55PM	2.40AM
70 P	9.17	1.52	10.28	5.45	2.25
114 P	9.13	1.48	10.24	5.38	2.18
75 P	9.08	1.44	10.19	5.30	2.10
117 P	9.04	1.41	10.15	5.25	2.05
83 P	8.59	1.36	10.10	5.17	1.57
125 P	f 8.53	1.32	10.05	5.10	1.50
77 P	8.48	1.28	10.00	5.02	1.42
130 PW	8.43	1.23	9.55	4.55	1.35
	8.35	1.17	9.47	4.45	1.25
Yard CPTWxz	s 8.33	f 1.15	s 9.45	4.40	1.20
W.S. 71 Pxy	8.25	1.09	9.36	4.20	12.57
E.S. 70 PWxy	f 8.10	12.55	9.21	3.58	12.32
98 PW	8.02	12.47	9.13	3.43	12.17
78 P	7.57	12.43	9.08	3.35	12.09
116 P	f 7.52	12.40	9.04	3.25 ¹⁰⁵	12.03AM
68 P	7.47	12.36	8.59	2.57	11.56PM
128 P	7.43	12.32	8.55	2.49	11.49
78 P	7.37	12.27	8.50	2.40	11.40
W.S. 130 PW	s 7.30	12.22	s 8.43	2.30	11.30
E.S. 125 P	7.22	12.17	8.36	2.16	11.16
128 P	7.18	12.13	8.32	2.09	11.09
77 PW	f 7.12	12.08	8.26 ¹¹	2.01	11.01
92 P	7.05	12.03PM	8.20	1.53	10.53
69 P	6.59	11.58AM	8.14	1.45	10.45
Yard CPTWyz	6.50AM	11.50AM	8.05PM	1.30PM	10.30PM

Thru Time Average speed per hour (2.35) 44.5 (2.10) 53.1 (2.30) 46.0 (4.25) 26.0 (4.10) 27.6

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

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

Car capacity of sidings, etc. See Rule 6 and 6(A) Page 27.	WESTWARD						THIRD SUBDIVISION		EASTWARD								
	FIRST CLASS						Distance from Granger	FIRST CLASS									
	11	105	17		49	55		56	12	106	18	50					
	Passenger	Streamliner Passenger	Passenger		Passenger	Passenger		Passenger	Streamliner Passenger	Passenger	Passenger	Mixed					
Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily							
Yard coprwyz	11.40PM	6.10PM	10.05AM		3.30AM	2.00AM	213.9	DN-R POCATELLO YL	CA	PO	Double Track	213.9	A 2.45AM	A 4.05AM	A 9.50AM	A 5.05PM	A 11.25PM
42 X							219.6	5.7 DON	4.7			219.6					
ca151 P	11.55PM	6.25	10.20		f 3.48 ¹²	2.15 ⁵⁶	224.3	MICHAUD	2.2			224.3	2.15 ⁵⁵	3.48 ⁴⁹	9.35	4.49	f 10.58
11							226.5	SCHILLER	3.6			226.5					
125 P	12.01AM	6.30	10.27		3.56	2.22	230.1	BANNOCK	3.2			230.1	2.06	3.43	9.30	4.43	10.48
125 P	12.04		10.30		4.00	2.25	233.3	IGO	5.2			233.3	2.02	3.40		4.40	10.43
147 PW	s 12.11	6.36	s 10.39		s 4.09	2.32	238.5	DN AMERICAN FALLS	3.8	AF		238.5	1.55	s 3.35	9.23	f 4.34	s 10.35
125 P	12.17	6.41	10.45		4.15	2.38	242.3	BORAH	4.8			242.3	1.47	3.28	9.18	4.27	10.24
125 P	12.22	6.45	10.50		4.20	2.43	247.1	COOLIDGE	3.0			247.1	1.42	3.24	9.14	4.22	10.17
125 P	12.25	6.48	10.53		4.23	2.46	250.1	QUIGLEY	5.9			250.1	1.39	3.21	9.12	4.19	10.13
125 PW	12.30	6.53	10.59		f 4.29	2.52	256.0	WAPI	3.8			256.0	1.32	3.16	9.08	4.13	f 10.05
125 P	12.33	6.56	11.03		4.33	2.56	259.8	DE WOFF	7.5			259.8	1.27	3.12	9.05	4.09	9.58
125 P	12.40	7.02	11.10		4.40	3.06 ¹²	267.3	HAWLEY	5.1			267.3	1.18	3.06 ⁵⁵	8.59	4.01	9.48
469 CPWY	s 12.50	f 7.10	s 11.25		A 4.50AM	s 3.20	272.4	DN MINIDOKA YL	3.8	RT		272.4	s 1.10	s 3.00	f 8.54	s 3.55	9.40PM
125 P	12.54 ⁵⁶	7.14	11.31			3.26	276.2	MAX	8.1			276.2	12.54 ¹¹	2.48	8.48	3.46	
125 P	1.01	7.21	11.39			3.34	284.3	ADELAIDE	4.7			284.3	12.44	2.41	8.42	3.38	
125 PW	1.05	7.25	11.44			3.39	289.0	KIMAMA	6.7			289.0	12.39	2.37	8.38	3.33	
125 P	1.11	7.30	11.51			3.46	295.7	SENER	7.8			295.7	12.33	2.31	8.33	3.26	
125 P	1.18	7.36	11.59AM			3.54	303.5	OWINZA	5.8			303.5	12.26	2.24	8.27	3.18	
125 P	1.23	7.41	12.05PM			4.00	309.3	BESSLEN	4.6			309.3	12.21	2.19	8.23	3.12	
121 P	1.27	7.45	12.11			4.06	313.9	D DIETRICH HD	7.8	Double Track		313.9	12.16	2.15	8.19	3.07	
220 200 COPWY	s 1.40	s 7.55	s 12.25		A 4.30AM		321.5	DN SHOSHONE YL	9.3	Double Track		321.5	12.05AM	s 2.05	s 8.10	s 2.55	
125 P	1.50 ¹²	8.04	12.36				330.8	TUNUPA	6.7			330.8		1.50 ¹¹	7.55	2.37	
125 61 PW	s 2.01	8.10	s 12.46				337.5	DN GOODING	6.7	GD		337.5		s 1.41	7.49	f 2.30	
125 P	2.09	8.16	12.54				344.2	FULLER	6.3			344.2		1.31	7.42	2.21	
125 PWY	2.16	8.22	s 1.04				350.5	DN BLISS	6.8	IS		350.5		1.25	7.37	2.13	
105 ca125 FY	2.24	8.28	1.12				357.3	TICESKA	9.5			357.3		1.17	7.31	2.04	
ca125 PWX	2.40	8.39	1.28				366.8	KING HILL	4.1	Double Track		366.8		1.00	7.19	1.49	
PX							370.9	SANDBANK	2.9	GF		370.9					
Yard coprwyz	A 3.00AM	A s 8.50PM	A 1.40PM				373.8	DN-R GLENNS FERRY YL				373.8		12.50AM	7.10AM	1.40PM	

Thru Time (3.20) (2.40) (3.35) (1.20) (2.30)
Average speed per hour 48.0 60.0 44.6 43.9 43.0

Conditional Stops to Discharge or Pick Up Revenue Passengers			
Train	At	Discharge passengers from	Pick up passengers destined to
17	Any station.	Ordan, Cheyenne or beyond.	Pendleton or beyond.

Car capacity of sidings, etc. See Rule 6 and 6(A) Page 27.	WESTWARD						THIRD SUBDIVISION		EASTWARD								
	FIRST CLASS						Distance from Granger	FIRST CLASS									
	11	105	17		49	55		56	12	106	18	50					
	Passenger	Streamliner Passenger	Passenger		Passenger	Passenger		Passenger	Streamliner Passenger	Passenger	Passenger	Mixed					
Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily							
Yard coprwyz	11.40PM	6.10PM	10.05AM		3.30AM	2.00AM	213.9	DN-R POCATELLO YL	CA	PO	Double Track	213.9	A 2.45AM	A 4.05AM	A 9.50AM	A 5.05PM	A 11.25PM
42 X							219.6	5.7 DON	4.7			219.6					
ca151 P	11.55PM	6.25	10.20		f 3.48 ¹²	2.15 ⁵⁶	224.3	MICHAUD	2.2			224.3	2.15 ⁵⁵	3.48 ⁴⁹	9.35	4.49	f 10.58
11							226.5	SCHILLER	3.6			226.5					
125 P	12.01AM	6.30	10.27		3.56	2.22	230.1	BANNOCK	3.2			230.1	2.06	3.43	9.30	4.43	10.48
125 P	12.04		10.30		4.00	2.25	233.3	IGO	5.2			233.3	2.02	3.40		4.40	10.43
147 PW	s 12.11	6.36	s 10.39		s 4.09	2.32	238.5	DN AMERICAN FALLS	3.8	AF		238.5	1.55	s 3.35	9.23	f 4.34	s 10.35
125 P	12.17	6.41	10.45		4.15	2.38	242.3	BORAH	4.8			242.3	1.47	3.28	9.18	4.27	10.24
125 P	12.22	6.45	10.50		4.20	2.43	247.1	COOLIDGE	3.0			247.1	1.42	3.24	9.14	4.22	10.17
125 P	12.25	6.48	10.53		4.23	2.46	250.1	QUIGLEY	5.9			250.1	1.39	3.21	9.12	4.19	10.13
125 PW	12.30	6.53	10.59		f 4.29	2.52	256.0	WAPI	3.8			256.0	1.32	3.16	9.08	4.13	f 10.05
125 P	12.33	6.56	11.03		4.33	2.56	259.8	DE WOFF	7.5			259.8	1.27	3.12	9.05	4.09	9.58
125 P	12.40	7.02	11.10		4.40	3.06 ¹²	267.3	HAWLEY	5.1			267.3	1.18	3.06 ⁵⁵	8.59	4.01	9.48
469 CPWY	s 12.50	f 7.10	s 11.25		A 4.50AM	s 3.20	272.4	DN MINIDOKA YL	3.8	RT		272.4	s 1.10	s 3.00	f 8.54	s 3.55	9.40PM
125 P	12.54 ⁵⁶	7.14	11.31			3.26	276.2	MAX	8.1			276.2	12.54 ¹¹	2.48	8.48	3.46	
125 P	1.01	7.21	11.39			3.34	284.3	ADELAIDE	4.7			284.3	12.44	2.41	8.42	3.38	
125 PW	1.05	7.25	11.44			3.39	289.0	KIMAMA	6.7			289.0	12.39	2.37	8.38	3.33	
125 P	1.11	7.30	11.51			3.46	295.7	SENER	7.8			295.7	12.33	2.31	8.33	3.26	
125 P	1.18	7.36	11.59AM			3.54	303.5	OWINZA	5.8			303.5	12.26	2.24	8.27	3.18	
125 P	1.23	7.41	12.05PM			4.00	309.3	BESSLEN	4.6			309.3	12.21	2.19	8.23	3.12	
121 P	1.27	7.45	12.11			4.06	313.9	D DIETRICH HD	7.8	Double Track		313.9	12.16	2.15	8.19	3.07	
220 200 COPWY	s 1.40	s 7.55	s 12.25		A 4.30AM		321.5	DN SHOSHONE YL	9.3	Double Track		321.5	12.05AM	s 2.05	s 8.10	s 2.55	
125 P	1.50 ¹²	8.04	12.36				330.8	TUNUPA	6.7			330.8		1.50 ¹¹	7.55	2.37	
125 61 PW	s 2.01	8.10	s 12.46				337.5	DN GOODING	6.7	GD		337.5		s 1.41	7.49	f 2.30	
125 P	2.09	8.16	12.54				344.2	FULLER	6.3			344.2		1.31	7.42	2.21	
125 PWY	2.16	8.22	s 1.04				350.5	DN BLISS	6.8	IS		350.5		1.25	7.37	2.13	
105 ca125 FY	2.24	8.28	1.12				357.3	TICESKA	9.5			357.3		1.17	7.31	2.04	
ca125 PWX	2.40	8.39	1.28				366.8	KING HILL	4.1	Double Track		366.8		1.00	7.19	1.49	
PX							370.9	SANDBANK	2.9	GF		370.9					
Yard coprwyz	A 3.00AM	A s 8.50PM	A 1.40PM				373.8	DN-R GLENNS FERRY YL				373.8		12.50AM	7.10AM	1.40PM	

Thru Time (3.20) (2.40) (3.35) (1.20) (2.30)
Average speed per hour 48.0 60.0 44.6 43.9 43.0

Conditional Stops to Discharge or Pick Up Revenue Passengers			
Train	At	Discharge passengers from	Pick up passengers destined to
18	Any station.	Pendleton or beyond.	Ordan, Cheyenne or beyond.

WESTWARD FOURTH SUBDIVISION

SECOND CLASS	FIRST CLASS		Distance from Granger via Boise
	699 Time Freight	105 Streamliner Passenger		17 Passenger	11 Passenger
Daily	Daily	Daily	Daily
9.00PM	8.50PM	1.50PM	3.10AM
9.25	9.01	2.05	3.22
10.00	9.15	2.25	3.40
10.07	9.19	2.30	3.45
10.15	9.24	s 2.37	s 3.53
10.22	9.29	2.44	3.59
10.29	9.33	2.50	4.04
10.37 ¹⁶⁰	9.38	2.56	4.10
A 10.55PM	9.43	3.02	4.15
	9.50	3.10	4.23
	9.55	3.16	4.29
	10.01	3.23	4.35
	10.05	3.27	4.39
Via Kuna Freight Line	s 10.15	s 3.35	s 4.45
		s 3.45	s 4.55
	10.18	3.48	5.05
	10.19	3.49	5.06
	10.22	3.52	5.09
	10.25	f 3.56	s 5.13
	10.29 ¹²	4.00	5.16
		s 4.15	s 5.33 ¹⁰⁶
		s 4.25	s 5.50
	10.44	4.31	5.55
	f 10.50	s 4.44	s 6.05
	10.53	4.49	6.09
	10.56	s 4.55	6.12
	10.59	4.59	6.16
	11.03	s 5.07	6.21
	f 11.10	s 5.18	s 6.31
	11.13	5.23	6.34
	11.17	5.29	6.38
	1.02	f 11.20	s 6.45 ¹⁶⁰
	1.09	f 11.26	s 6.55
	1.19	11.32	7.02
	1.29	f 11.40	s 7.13
	1.38	11.46	7.20
	1.43	11.50	7.24
	1.50	11.54	7.29
	1.56	11.58PM	7.33
			7.38
A 2.10AM	A 12.10AM	A 6.45PM	A 7.50AM

Time-Table No. 172 December 20, 1947

STATIONS		Distance from Granger via Boise
DN-R	GLENNS FERRY YL GF		373.8
	HAMMETT	382.7
DN	REVERSE YL RV	393.5
	SLADE	396.9
DN	MOUNTAIN HOME MZ	401.6
	SEBREE	407.5
	CLEFT	412.7
	SUNNYSIDE	418.8
DN	ORCHARD YL OD	423.0
	LEONE	430.3
	BLACK'S CREEK	435.9
	SHAFFER	441.7
	HILLCREST	445.1
DN	BOISE YL BG	448.4
	BOISE JCT.	450.7
	PERKINS	451.4
	BEATTY	454.6
D	MERIDIAN MD	457.3
	SONNA	460.7
DN-R	NAMPA YL AU Q	467.9
	MOSS	472.1
DN	CALDWELL YL CW	476.9
	ENROSE	480.5
D	NOTUS U	483.8
	TUCKER	487.4
DN	PARMA MA	492.1
DN	NYSSA YL SY	499.7
	ARCADIA	503.0
	MALHEUR JCT. YL	508.1
DN	ONTARIO YL ON	510.0
DN	PAYETTE YL AY	513.8
	WOOD	517.5
	CRYSTAL	520.6
	FELTHAM	524.0
DN	WEISER YL SR	527.2
	EATON	533.3
	COBR	537.0
	OLDS FERRY	541.3
	ROCK ISLAND	545.3
	BLAKES JCT.	548.4
DN-R	HUNTINGTON YL HU	550.1

BLOCK SIGNALS

Conditional Steps to Discharge or Pick Up Revenue Passengers
 At Any station. Ogdén, Cheyenne or beyond.
 Train 17

(5:10) 31.9 (3:20) 52.9 (4:55) 35.9 (4:40) 37.8 Thru Time
 Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 106 is superior to westward trains of the same class. See Rule S-72.
 The time of No. 105 and No. 106 must be cleared not less than five minutes by Nos. 11, 12, 17 and 18, and not less than fifteen minutes by second-class, extra trains, and yard engines.
 Between Orchard and Nampa, all extra trains will run via Kuna unless otherwise instructed.

FOURTH SUBDIVISION EASTWARD

SECOND CLASS	FIRST CLASS		Distance from Granger via Boise	
	158 Time Freight	160 Time Freight		106 Streamliner Passenger	18 Passenger	12 Passenger
Daily	Daily	Daily	Daily	
A 2.45PM	A 12.10AM	A 7.10AM	A 1.30PM	A 12.40AM
2.15	11.40PM	6.59	1.14	12.25
1.55	11.20	6.48	1.00	12.09
1.38	11.06	6.45	12.56	12.04AM
1.30	11.00	6.41	s 12.50	s 11.59PM
1.20	10.52	6.36	12.43	11.51
1.11	10.45	6.32	12.38	11.46
1.02	10.37 ⁶⁹⁹	6.27	12.32	11.40
12.55PM	10.30PM	6.24	12.27	11.35
			12.17	11.25
			12.10	11.18
			12.03PM	11.10
			11.57AM	11.05
Via Kuna Freight Line	Via Kuna Freight Line	s 6.00	s 11.50	s 10.55
			s 11.45	s 10.45
			11.41	10.40
			11.40	10.39
			11.37	10.36
			11.34	10.33
			11.30	10.29 ¹⁰⁵
			11.20 ¹⁵⁸	10.10
			s 11.10	s 10.00
			11.00	9.52
			s 10.55	s 9.47
			10.46	9.39
			10.42	9.36
			10.37	9.32
			f 10.32	9.28
			f 10.22	s 9.18
			10.14	9.12
			10.08	9.07
			s 10.05	s 9.05
			f 9.56	s 8.56
			9.48	8.48
			s 9.40	s 8.41
			9.27	8.31
			9.22	8.27
			9.17	8.22
			9.12	8.17
8.00AM	4.20PM	3.45AM	9.05AM	8.10PM

Time-Table No. 172 December 20, 1947

STATIONS		Distance from Granger via Boise
DN-R	GLENNS FERRY YL GF		373.8
	HAMMETT	382.7
DN	REVERSE YL RV	393.5
	SLADE	396.9
DN	MOUNTAIN HOME MZ	401.6
	SEBREE	407.5
	CLEFT	412.7
	SUNNYSIDE	418.8
DN	ORCHARD YL OD	423.0
	LEONE	430.3
	BLACK'S CREEK	435.9
	SHAFFER	441.7
	HILLCREST	445.1
DN	BOISE YL BG	448.4
	BOISE JCT.	450.7
	PERKINS	451.4
	BEATTY	454.6
D	MERIDIAN MD	457.3
	SONNA	460.7
DN-R	NAMPA YL AU Q	467.9
	MOSS	472.1
DN	CALDWELL YL CW	476.9
	ENROSE	480.5
D	NOTUS U	483.8
	TUCKER	487.4
DN	PARMA MA	492.1
DN	NYSSA YL SY	499.7
	ARCADIA	503.0
	MALHEUR JCT. YL	508.1
DN	ONTARIO YL ON	510.0
DN	PAYETTE YL AY	513.8
	WOOD	517.5
	CRYSTAL	520.6
	FELTHAM	524.0
DN	WEISER YL SR	527.2
	EATON	533.3
	COBR	537.0
	OLDS FERRY	541.3
	ROCK ISLAND	545.3
	BLAKES JCT.	548.4
DN-R	HUNTINGTON YL HU	550.1

BLOCK SIGNALS

Conditional Steps to Discharge or Pick Up Revenue Passengers
 At Any station. Ogdén, Cheyenne or beyond.
 Train 18

Thru Time (3:25) 61.6 (4:25) 39.9 (4:30) 39.2 (6:45) 24.4 (7:50) 21.1
 Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 106 is superior to westward trains of the same class. See Rule S-72.
 The time of No. 105 and No. 106 must be cleared not less than five minutes by Nos. 11, 12, 17 and 18, and not less than fifteen minutes by second-class, extra trains, and yard engines.
 Between Orchard and Nampa, all extra trains will run via Kuna unless otherwise instructed.

WESTWARD				KUNA FREIGHT LINE				EASTWARD			
SECOND CLASS				Time-Table No. 172 December 20, 1947	Mile Post	SECOND CLASS					
699 Time Freight Daily						158 Time Freight	160 Time Freight				
STATIONS											
195 CI PWY			10.55PM	DN ORCHARD YL OD 4.0	423.0	A 12.55PM	A 10.30PM				
69 P			11.03	HICKEY 3.8	427.0	12.38	10.08				
84 P			11.10	ELY 3.9	430.8	12.31	10.01				
105 PW			11.15	OWYHEE 3.9	434.7	12.24	9.53				
69 P			11.20	KIESEL 4.0	438.6	12.17	9.45				
77 P			11.25	MORA 4.1	442.6	12.09	9.36				
166 P			11.30	D KUNA KA 5.1	446.7	12.01PM	9.28				
84 P			11.37	COLLOPY 4.8	451.8	11.50AM	9.15				
Yard COPT WYZ			A 11.50PM	DN-R NAMPAYLAU-Q-D	456.6	11.35AM	9.00PM				
				(33.6)		Daily	Daily				
				(0.55) Thru Time	(1.20)	(1.30)					
				38.6 Average speed per hour	25.2	22.4					

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

Between Orchard and Nampa, all extra trains will run via Kuna unless otherwise instructed.

WESTWARD				MURPHY BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 172 December 20, 1947	Mile Post	SECOND CLASS					
Yard COPTWYZ <th>380 Mixed</th> <th colspan="2"></th>						380 Mixed					
STATIONS											
Yard COPTWYZ			0.0	DN-R NAMPAYLAU-Q-D 4.4	0.0						
20			4.4	DEAL 4.5	4.4						
46			8.9	BOWMONT 2.7	8.9						
			11.6	WESTMA (Spur) 3.0	11.6						
28			14.6	MELBA 2.5	14.6						
60			17.1	STODDARD 2.5	17.1						
			19.6	END OF TRACK	19.6						
				(19.6)							

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

WESTWARD				KETCHUM BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 172 December 20, 1947	Mile Post	FIRST CLASS					
341 Mixed Daily Except Sunday						55 Passenger Daily	379 Mixed Monday Wednesday Friday				
STATIONS											
220 200 CPWY			7.30AM	DN-R SHOSHONE YL X 10.9	0.0	A 11.50PM		A 2.00PM	A 2.15PM		
			f	MARLEY 4.4	10.9				f		
39 PWY			s 8.05	D-R RICHFIELD YL FK 6.4	15.3	f 11.10		1.20PM	s 1.35		
29			f 8.20	PAGARI 8.0	21.7	10.57			f 1.15		
27			f 8.40	TIKURA 4.2	29.7	10.44			f 12.55		
			f 8.50	PRIEST (Spur) 3.4	33.9	10.36			f 12.45		
59 FW			s 9.00	D PICABO XN 4.5	37.3	f 10.29			s 12.35		
			f 9.10	HAY 2.5	41.8				f 12.20		
			s 9.15	GANNETT 7.8	44.3	10.17			f 12.15PM		
30			s 9.35	BELLEVUE 5.1	52.1	f 10.04			s 11.55AM		
17 W			s 9.46	D HAILEY RI 2.8	57.2	f 9.54			s 11.35		
11			f 9.52	BARITE 3.2	60.0	9.49			f 11.22		
			f 9.59	GIMLET (Spur) 4.4	63.2	9.43			f 11.15		
			f 10.10	TRIUMPH 1.8	67.6	9.34			f 11.05		
33 WY			A 10.15AM	D-R KETCHUM YL KU	69.4	9.30PM			11.00AM		
				(69.4)		Daily		Monday Wednesday Friday	Daily Except Sunday		
				(2.45) Thru Time	(2.20)	(0.40)					
				25.2 Average speed per hour	29.7	22.9					

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

WESTWARD					TWIN FALLS BRANCH					EASTWARD									
Car capacity of sidings, etc. See Rule 6 and 6(A) Page 27.	SECOND CLASS				Distance from Minidoka	FIRST CLASS		Time-Table No. 172 December 20, 1947	STATIONS	Mile Post	SECOND CLASS								
	339 Freight	471 Local Freight	365 Mixed	377 Time Freight		573 Motor Passenger	49 Passenger				366 Mixed	472 Local Freight	340 Freight	378 Time Freight					
	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday		Daily	Daily				Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday					
469 CPWY	4.30PM	9.15AM	5.20AM	3.00AM				DN-R MINIDOKA YL RT	0.0										
75 P	4.45	9.35	f 5.35	3.17				ACEQUIA	8.2										
206 FWY	5.00	A 9.50AM	A 5.50AM	3.40				DN-R RUPERT YL MS	13.5										
								AMALGA (Spur)	17.8										
32 P	5.11			3.52				HEYBURN	19.6										
94 FWY	5.25			4.10				DN BURLEY YL BU	21.7										
76 P	5.35			4.20				STARRH'S FERRY	25.8										
58 P	5.50			4.35				MILNER	33.5										
16								PARSONS	35.5										
73 PW	6.05			4.50				D MURTAUGH MU	41.4										
53 P	6.15			4.59				BICKEL	45.1										
30								BILLS	49.0										
41 P	6.30			5.10				D HANSEN NS	49.7										
								STOWE (Spur)	52.1										
60 P	6.43			5.18				D KIMBERLY KY	58.3										
29 P								McMILLAN YL	56.4										
Yard CPWYZ	A 7.00PM ⁵⁰			7.50 ⁴⁹				DN-R TWIN FALLS YL NA	58.9										
42								CURRY	63.8										
60 P				8.10				D FILER FR	65.9										
45								PEAVEY	68.5										
41								CEDAR	71.3										
Yard OPWY				A 9.00AM				DN-R BUHL YL BO	73.8										
								(73.8)											
	(2.30) 23.6	(0.35) 25.1	(0.30) 27.0	(6.00) 12.3				..... Thru Time											
								..... Average speed per hour											

WESTWARD					RAFT RIVER BRANCH					EASTWARD									
Car capacity of sidings, etc. See Rule 6 and 6(A) Page 27.	SECOND CLASS				Distance from Burley	FIRST CLASS		Time-Table No. 172 December 20, 1947	STATIONS	Mile Post	SECOND CLASS								
	387 Mixed	Daily Except Sunday	388 Mixed	Daily Except Sunday		387 Mixed	Daily Except Sunday				388 Mixed	Daily Except Sunday							
	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday		Daily Except Sunday	Daily Except Sunday				Daily Except Sunday	Daily Except Sunday							
94 PWY				12.01PM	0.0			DN-R BURLEY YL BU	0.0										
				f	8.1			UNITY	3.1										
				f	6.0			SPRINGDALE	6.0										
16				A 12.30PM	9.1			DECLO	9.1										
					11.0			BENNING (Spur)	11.0										
								(11.0)											
								Daily Except Sunday											
								..... Thru Time											
								..... Average speed per hour											

Westward trains are superior to trains of the same class in the opposite direction. See Rule S-72.
Extra and second-class trains must clear the time of opposing first-class trains not less than ten minutes.

WESTWARD					TWIN FALLS BRANCH					EASTWARD								
Car capacity of sidings, etc. See Rule 6 and 6(A) Page 27.	SECOND CLASS				Distance from Burley	FIRST CLASS		Time-Table No. 172 December 20, 1947	STATIONS	Mile Post	SECOND CLASS							
	574 Motor Passenger	50 Mixed	366 Mixed	472 Local Freight		340 Freight	378 Time Freight											
	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday		Daily Except Sunday	Daily Except Sunday											
469 CPWY	DN-R	MINIDOKA YL RT	0.0	A 3.20PM				DN-R	MINIDOKA YL RT	0.0	A 3.20PM		A 9.20PM		A 2.35PM	A 8.30PM	A 11.00PM	A 1.30AM
75 P		ACEQUIA	8.2	f 2.55					ACEQUIA	8.2	f 2.55		f 8.59		f 2.15	7.55	10.35	1.10
206 FWY	DN-R	RUPERT YL MS	13.5	s 2.45				DN-R	RUPERT YL MS	13.5	s 2.45		s 8.50		2.00PM	7.30PM	10.20	12.50
		AMALGA (Spur)	17.3						AMALGA (Spur)	17.3								
32 P		HEYBURN	19.6	s 2.30					HEYBURN	19.6	s 2.30		f 8.35				9.45	12.10
94 FWY	DN	BURLEY YL BU	21.7	s 2.25				DN	BURLEY YL BU	21.7	s 2.25		s 8.30				9.40	12.05AM
76 P		STARRH'S FERRY	25.8	f 2.12					STARRH'S FERRY	25.8	f 2.12		f 8.12				9.18	11.31PM
58 P		MILNER	33.5	f 2.00					MILNER	33.5	f 2.00		f 8.00				9.05	11.15
16		PARSONS	35.5	f 1.55					PARSONS	35.5	f 1.55		f 7.56				9.00	
73 PW	D	MURTAUGH MU	41.4	s 1.45				D	MURTAUGH MU	41.4	s 1.45		s 7.47				8.50	10.55
53 P		BICKEL	45.1	1.37					BICKEL	45.1	1.37		7.39				8.30	10.40
30		BILLS	49.0						BILLS	49.0								
41 P	D	HANSEN NS	49.7	s 1.29				D	HANSEN NS	49.7	s 1.29		s 7.32				8.20	10.30
		STOWE (Spur)	52.1						STOWE (Spur)	52.1								
60 P	D	KIMBERLY KY	58.3	s 1.18				D	KIMBERLY KY	58.3	s 1.18		s 7.22				8.00	10.15
29 P		McMILLAN YL	56.4						McMILLAN YL	56.4								
Yard CPWYZ	DN-R	TWIN FALLS YL NA	58.9	s 1.05				DN-R	TWIN FALLS YL NA	58.9	s 1.05		s 7.10 ³³⁹				7.40PM	10.00
42		CURRY	63.8	f 12.40					CURRY	63.8	f 12.40		f 6.46 ⁵⁷³					8.35
60 P	D	FILER FR	65.9	s 12.35				D	FILER FR	65.9	s 12.35		s 6.41					8.25
45		PEAVEY	68.5	f 12.28					PEAVEY	68.5	f 12.28		f 6.35					8.10
41		CEDAR	71.3	f 12.24					CEDAR	71.3	f 12.24		f 6.30					
Yard OPWY	DN-R	BUHL YL BO	73.8	12.20PM				DN-R	BUHL YL BO	73.8	12.20PM		6.25PM					8.00PM
		(73.8)		Daily					(73.8)		Daily		Daily		Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday
				..... Thru Time					..... Thru Time				..... Thru Time					
				..... Average speed per hour					..... Average speed per hour				..... Average speed per hour					

WESTWARD					OAKLEY BRANCH					EASTWARD									
Car capacity of sidings, etc. See Rule 6 and 6(A) Page 27.	SECOND CLASS				Distance from Burley	FIRST CLASS		Time-Table No. 172 December 20, 1947	STATIONS	Mile Post	SECOND CLASS								
	387 Mixed	Daily Except Sunday	388 Mixed	Daily Except Sunday		387 Mixed	Daily Except Sunday				388 Mixed	Daily Except Sunday							
	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday		Daily Except Sunday	Daily Except Sunday				Daily Except Sunday	Daily Except Sunday							
94 PWY				12.01PM	0.0			DN-R	BURLEY YL BU	0.0									
				f	8.1				BURLEY YL BU	3.1									
				f	6.0				PELLA	5.2									
				A 12.30PM	9.1				TROUT	16.3									
					11.0				MARION	17.8									
									WARR	19.4									
									OAKLEY OA	21.8									
									(21.8)										
									..... Thru Time				..... Thru Time						
									..... Average speed per hour				..... Average speed per hour						

Westward trains are superior to trains of the same class in the opposite direction. See Rule S-72.
Extra and second-class trains must clear the time of opposing first-class trains not less than ten minutes.

WESTWARD				NORTH SIDE BRANCH			EASTWARD				
Car capacity of sidings, etc. See Rule 6 and 6(A) Page 27.	SECOND CLASS			Distance from Rupert	Time-Table No. 172 December 20, 1947	Mile Post	SECOND CLASS				
	471 Local Freight	365 Mixed	Daily Except Sunday				472 Local Freight	366 Mixed	Daily Except Sunday	STATIONS	
										STATIONS	STATIONS
206 PWY	10.00AM	5.55AM	0.0	DN-R	RUPERT YL MS	0.0	A	6.30PM	A	1.55PM	
17		f	3.5		3.5	3.5		f			
34 P			4.4		4.4	4.4					
73 P	10.35	s 6.07	5.9	D	PAUL YL DJ	5.9	6.00	s	1.35		
20		f 6.11	7.9		BUDGE	7.9		f	1.26		
54	11.05AM	f 6.27	15.9		SCHODDE	15.9	5.00	f	1.10		
21		f 6.36	19.8		McHENRY	19.8		f	1.02		
22	12.01PM	s 6.46	24.0	D	HAZELTON AZ	24.0	4.30	s	12.55		
30			26.9		BLACK	26.9					
63 W	12.45 ³⁶⁶	s 6.56	28.1	D	EDEN DX	28.1	3.45	s	12.45 ⁴⁷¹		
10	12.58	f 7.04	31.5		HUNT	31.5	3.20	f	12.35		
54	1.10	f 7.11	34.8		PERRINE	34.8	3.05	f	12.28		
15		7.19	38.3		SUGAR LOAF	38.3			12.21		
27		f 7.24	40.6		FALLS CITY	40.6		f	12.17		
14		f 7.29	42.6		BARRYMORE	42.6		f	12.13		
7			44.7		HAYTOWN	44.7					
			45.8		HYDRA	45.8					
54 CWY	1.45 ⁴⁷² 2.30	s 7.50	47.9	DN	JEROME YL JO	47.9	2.10 ³⁶⁶ 11.30AM ⁴⁷¹	s	12.01 ⁴⁷² PM		
		f 8.01	52.9		APPLETON	52.9		f	11.42AM		
54	3.30	s 8.10	56.7	D	WENDELL ND	56.7	11.00	s	11.35		
17			58.1		KING	58.1					
54	4.00	s 8.30	66.2		TUTTLE	66.2	10.25	s	11.15		
125 125 PWY	A 5.30PM	A 8.45AM	73.6	DN-R	BLISS YL IS	73.6	10.00AM		11.00AM		
					(73.6)		Daily Except Sunday		Daily Except Sunday		

(7.30) (2.50) Thru Time (8.30) (2.55)
9.8 26.0 Average speed per hour 8.7 25.2

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

WESTWARD			WELLS BRANCH			EASTWARD			
Car capacity of sidings, etc. See Rule 6 and 6(A) Page 27.	SECOND CLASS		Distance from Twin Falls	Time-Table No. 172 December 20, 1947	Mile Post	SECOND CLASS			
	339 Mixed	Daily Except Sunday				340 Mixed	Daily Except Sunday	STATIONS	
								STATIONS	STATIONS
Yard CPWYZ		9.00PM	0.0	DN-R	TWIN FALLS YL NA	0.0	A	6.30PM	
7	f		5.6		5.6	5.6	f		
6	f		7.0		7.0	7.0	f		
31	f	9.25	10.9		10.9	10.9	f	5.40	
31	s	9.50	19.4		19.4	19.4	s	5.20	
	f		23.2		23.2	23.2	f		
21 PWY	s	10.30	28.8		28.8	28.8	s	4.55	
38	f	10.55	38.7		38.7	38.7	f	4.28	
34	f	11.25	50.1		50.1	50.1	f	4.01	
34 PW	f	11.39	56.1		56.1	56.1	f	3.47	
34	f	11.50PM	60.7		60.7	60.7	f	3.37	
34 P	s	12.10AM	68.8	D	CONTACT CN	68.8	s	3.20	
33 CPW	f	12.30	75.1		75.1	75.1	f	3.03	
34	f	12.45	80.9		80.9	80.9	f	2.51	
33	f	1.05	86.7		86.7	86.7	f	2.39	
48 PWY	f	1.30	93.6		93.6	93.6	f	2.24	
37	f	1.40	97.3		97.3	97.3	f	2.14	
44 PY	s	2.00	102.5		102.5	102.5	s	1.58	
44 W	f	2.20	108.9		108.9	108.9	f	1.34	
35	f	2.35	116.1		116.1	116.1	f	1.17	
CPWY	A	3.00AM	123.4	DN-R	WELLS YL HU	123.4		1.00PM	
					(123.4)		Daily Except Sunday		

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

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

WESTWARD		HOMESTEAD BRANCH		EASTWARD	
Car capacity of sidings, etc. See Rule 6 and 6(A) Page 27.	Distance from Blakes Jct.	Time-Table No. 172 December 20, 1947		Mile Post	
		STATIONS			
	0.0	BLAKES JCT. 14.0	0.0		
F	14.0	HOME (Spur) 1.3	14.0		
8 W	15.3	MINERAL (Spur) 11.8	15.3		
13	27.1	STURGILL (Spur) 5.8	27.1		
24 FT	32.9	D-R ROBINETTE YL RQ	32.9		
		(32.9)			
		Thru Time.....			
		Average speed per hour.....			

WESTWARD		HOMEDALE BRANCH		EASTWARD	
Car capacity of sidings, etc. See Rule 6 and 6(A) Page 27.	Distance from Nyssa	Time-Table No. 172 December 20, 1947		Mile Post	SECOND CLASS 363 Mixed Monday Friday
		STATIONS			
155 FWY	8.45AM	0.0	D-R NYSSA YL SY 8.1	0.0	A 1.15PM
19	f 9.20	8.1	OVERSTREET 2.5	8.1	f 12.40
20	f 9.35	10.6	ADRIAN 6.3	10.6	f 12.30
32	f 9.55	16.9	NAPTON 7.5	16.9	f 12.10PM
54 FWY	s 10.30	24.4	D-R HOMEDALE HR 6.8	24.4	s 11.45AM
19	f 10.50	31.0	CLAYTONIA 2.1	31.0	f 11.25
19 OPY	A 11.00AM	33.1	D-R MARSING YL MR	33.1	11.15AM
		(33.1)			
		Thru Time.....			
		Average speed per hour.....			

WESTWARD		PAYETTE BRANCH		EASTWARD	
Car capacity of sidings, etc. See Rule 6 and 6(A) Page 27.	Distance from Payette	Time-Table No. 172 December 20, 1947		Mile Post	SECOND CLASS 383 Mixed Daily Except Sunday
		STATIONS			
190 OPW	7.00AM	0.0	DN-R PAYETTE YL AY 3.3	0.0	A 2.45PM
		3.3	INGARD 0.6	3.3	
20	f 7.10	3.9	EFFIE 1.2	3.9	f 2.30
15 F	s 7.30	5.1	D FRUITLAND FU 1.7	5.1	s 2.25
20	f 7.40	6.8	BUCKINGHAM 4.3	6.8	f 2.06
33 F	s 8.00	11.1	D NEW PLYMOUTH NP 6.1	11.1	s 1.55
5	f 8.16	17.2	FALKS (Spur) 1.7	17.2	f 1.34
		18.9	LITTLE ROCK 2.7	18.9	
13	f 8.27	21.6	LETHA 8.1	21.6	f 1.23
96 FWY	A 8.50AM	29.7	D-R EMMETT YL MF	29.7	1.00PM
		(29.7)			
		Thru Time.....			
		Average speed per hour.....			

WESTWARD		WILDER BRANCH		EASTWARD	
Car capacity of sidings, etc. See Rule 6 and 6(A) Page 27.	Distance from Caldwell	Time-Table No. 172 December 20, 1947		Mile Post	SECOND CLASS 361 Mixed Tuesday Thursday Saturday
		STATIONS			
204 W	1.00PM	0.0	DN-R CALDWELL YL CW 2.5	0.0	A 3.15PM
40		2.5	SIMPLLOT 1.2	2.5	
21	f 1.15	3.7	SHELP 1.4	3.7	f 3.00
32	f 1.23	5.1	DOLES 1.9	5.1	f 2.52
3	f 1.35	7.0	GREENLEAF (Spur) 2.7	7.0	f 2.40
11	f 1.50	9.7	ALLENDALE 1.8	9.7	f 2.25
43	A 2.00PM	11.5	R WILDER	11.5	2.15PM
		(11.5)			
		Thru Time.....			
		Average speed per hour.....			

WESTWARD		BROGAN BRANCH		EASTWARD	
Car capacity of sidings, etc. See Rule 6 and 6(A) Page 27.	Distance from Vale	Time-Table No. 172 December 20, 1947		Mile Post	SECOND CLASS 373 Mixed Tuesday Thursday Saturday
		STATIONS			
134 FWY	12.30PM	0.0	D-R VALE YL VA 11.4	0.0	A 3.15PM
		11.4	LANCASTER (Spur) 5.9	11.4	
29	f 1.22	17.3	JAMIESON 6.0	17.3	f 2.20
31 FWY	A 1.45PM	23.3	BROGAN YL	23.3	2.00PM
		(23.3)			
		Thru Time.....			
		Average speed per hour.....			

WESTWARD		IDAHO NORTHERN BRANCH		EASTWARD	
Car capacity of sidings, etc. See Rule 6 and 6(A) Page 27.	Distance from Nampa	Time-Table No. 172 December 20, 1947		Mile Post	SECOND CLASS 385 Mixed Daily Except Sunday
		STATIONS			
Yard COPT WYZ	8.30AM	0.0	DN-R NAMPA YL AU-Q 0.7	0.0	A 4.30PM
		0.7	IDA. NOR. JCT. YL 1.7	0.7	
25	f 8.40	2.4	FISCHER 3.7	2.4	4.25
2	f 8.50	6.1	MADDENS (Spur) 3.2	6.1	f 4.15
14	s 9.00	9.3	MIDDLETON 9.6	9.3	s 4.05
15	f 9.20	18.9	JENNESS 3.3	18.9	f 3.40
	f 9.35	22.2	BRAMWELL (Spur) 4.8	22.2	f 3.25
96 FWY	s 10.20	27.0	D-R EMMETT YL MF 4.8	27.0	s 3.10
42	f 10.40	31.8	PLAZA 1.2	31.8	f 2.35
	f	33.0	BLACK CANYON (Spur) 8.1	33.0	f
43 F	s 11.20	41.1	MONTOUR 8.6	41.1	s 1.55
22 F	s 11.55AM	49.7	D HORSESHOE BEND YL HB 5.4	49.7	s 1.30
32	f 12.40PM	55.1	GARDENA 9.0	55.1	f 12.40 ³⁸⁵
25 OPTW	s 1.30	64.1	D BANKS YL AB 11.3	64.1	s 12.05PM
25 PW	f 2.20	75.4	BIG EDDY 7.6	75.4	f 10.55AM
31 PW	s 3.00	83.0	SMITHS FERRY YL 9.7	83.0	s 10.25
15 F	f 3.35	92.7	CABARTON 2.8	92.7	f 9.50
22 W	f 3.45	95.5	BELVIDERE 3.7	95.5	f 9.40
32 FW	s 4.30	99.2	D CASCADE YL CD 11.8	99.2	s 9.30
31	f 5.00	111.0	ARLING 8.4	111.0	f 8.00
23 W	s 5.30	119.4	D DONNELLY FY 5.3	119.4	s 7.35
14	f 5.45	124.7	NORWOOD 2.7	124.7	f 7.22
	f	127.4	ARCHABAL 5.4	127.4	f
53 OPWY	A 6.15PM	132.8	D-R MOCALL YL NE	132.8	7.00AM
		(132.8)			
		Thru Time.....			
		Average speed per hour.....			

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

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

WESTWARD				OREGON EASTERN BRANCH				EASTWARD			
Car capacity of sidings, etc. See Rule 6 and 6(A) Page 27.	SECOND CLASS		Distance from Ontario	Time-Table No. 172 December 20, 1947	Mile Post	SECOND CLASS					
	373 Mixed	359 Mixed				360 Mixed	374 Mixed				
	Tuesday Thursday Saturday	Daily Except Sunday									
444 COPWY	11.15AM	10.20AM	0.0	DN-R ONTARIO YL ON	0.0	A 4.00PM	A 4.15PM				
FY	11.25	f 10.30	1.9	MALHEUR JCT. YL	1.9	3.40	4.00				
14	f 11.30	f 10.35	3.7	CAIRO	3.7	f 3.35	f 3.55				
15	f 11.40	f 10.45	6.9	LUSE	6.9	f 3.25	f 3.47				
24	f 11.50AM	f 10.55	10.0	MALLETT	10.0	f 3.15	f 3.39				
134 FWY	A 12.05PM	s 11.15	15.5	D-R VALE YL VA	15.5	s 3.00	3.25PM				
46		f 11.35AM	23.5	HOPE	23.5	f 2.30					
52 W		f 12.05PM	34.8	LITTLE VALLEY	34.8	f 1.55					
53 F		s 12.30	42.0	HARPER	42.0	s 1.30					
		f	48.0	KIME	48.0	f					
50		f 12.55 ³⁶⁰	51.2	NAMORE	51.2	f 12.55 ³⁵⁹					
		f	56.4	BOHNA	56.4	f					
27		f 1.22	62.2	JONESBORO	62.2	f 12.28PM					
53 FWY		s 1.55	73.6	D JUNTURA JN	73.6	s 11.50AM					
50		f 2.40	86.6	LONG	86.6	f 11.10					
49 FW		s 3.05	92.7	RIVERSIDE	92.7	s 10.50					
		f	100.0	FORT	100.0	f					
31		f 3.30	102.8	DUNNEAN	102.8	f 10.25					
32 FW		f 3.55	110.2	VENATOR	110.2	f 10.05					
32		f 4.15	117.9	CIRCLE BAR	117.9	f 9.45					
31 FW		s 4.45	126.6	CRANE	126.6	s 9.15					
		f 5.15	138.4	LAWEN (Spur)	138.4	f 8.45					
31		f 5.35	143.5	REDESS	143.5	f 8.32					
23 COPWYZ		A 6.15PM	156.8	D-R BURNS YL BR	156.8	8.00AM					
				(156.8)		Daily Except Sunday	Tuesday Thursday Saturday				
	(0.50) 18.6	(7.55) 19.3	.....	Thru Time.....	(8.00) 19.6	(0.50) 18.6					
			.....	Average speed per hour.....							

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

WESTWARD				NEW MEADOWS BRANCH				EASTWARD			
Car capacity of sidings, etc. See Rule 6 and 6(A) Page 27.	SECOND CLASS		Distance from Weiser	Time-Table No. 172 December 20, 1947	Mile Post	FIRST CLASS					
	451 Local Freight	557 Motor Passenger				558 Motor Passenger	452 Local Freight				
	Tuesday Thursday Saturday	Daily Except Sunday									
233 COPWY		10.10AM	0.0	DN-R WEISER YL SR	0.0	A 5.30PM	A 4.15PM				
12		10.34	6.0	REBECCA	6.0	5.17	3.50				
6		10.58	11.7	PRESLEY	11.7	f 5.05	3.25				
48		11.30AM	19.1	CONCRETE	19.1	f 4.49	2.50				
W			26.7	DIAMOND (Spur)	26.7	f 4.32					
26 F		12.22PM	31.8	D MIDVALE MI	31.8	s 4.22	2.00				
35 F		1.00	40.5	D CAMBRIDGE RA	40.5	s 4.02	1.25				
3 W		1.40	49.8	GOODRICH	49.8	s 3.40	12.45				
18		2.08	56.6	MESA	56.6	f 3.24	12.17PM ⁵⁵⁷				
42 OPWY		2.35	60.2	D-R COUNCIL YL CN	60.2	s 3.15	11.30AM				
7		3.07 ⁵⁵⁸	61.6	HOOVER YL	61.6	f 3.07 ⁴⁵¹	10.50				
4		3.30	66.5	FRUITVALE	66.5	s 2.55	10.30				
		3.42	69.3	STARKEY (Spur)	69.3	f 2.48					
6		3.54	72.0	GLENDALE	72.0	f 2.42	10.05				
15		4.30	80.0	WOODLAND	80.0	f 2.24	9.30				
29		4.38	81.9	TAMARACK	81.9	s 2.19	9.22				
43		4.50	84.1	RUBICON YL	84.1	f 2.14	9.10				
146 COPWY		A 5.15PM	89.7	D-R NEW MEADOWS YL DS	89.7	2.00PM	8.45AM				
				(89.7)		Daily Except Sunday	Monday Wednesday Friday				
	(7.06) 12.6	(3.45) 23.9	.....	Thru Time.....	(3.30) 25.6	(7.30) 11.9					
			.....	Average speed per hour.....							

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

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

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

Designation "Psgr."—Train with steam locomotive and all passenger train equipment; Train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.

Designation "Frt."—Train with freight cars; train with caboose only; locomotive without cars.

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

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

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

Where rules, special rules or bulletins require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum Speed.	90	75	50	Trains handling company roadway machines on their own wheels— On main line and Twin Falls Branch: On straight track. 30 On curves. 25 On other branch lines. 15			
On curves indicated by curve warning signs, unless otherwise specified.	40	40	25				
Inspection bus cars.		40	40				
Battery motor car 01886		50					
When caboose is handled in train consisting of passenger train equipment.		50		Within yard limits and passing fueling stations— On main lines. 50 40 25 On branch lines. 80 15			
MacArthur type engines with 63-inch drivers.		50	50				
MacArthur type engines with 57-inch drivers.		35	35	Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch. 20 20 20			
3900 Class engines.		65	50				
3800, 4000, 9000 and 2-10-2 type engines.		50	50				
Ten Wheeler type engines 1573, 1575, 1577 to 1580.		55	40	When using cross-overs or turnouts.	15	15	15
Consolidation type engines.		35	35	When using No. 14 turnouts at power operated switches (C.T.C. territory).	25	20	20
Mallet type engines, except 3800, 3900 and 4000 class.		35	35	When using No. 14 turnouts at end of double track.	25	20	20
0-6-0 and 0-8-0 type yard engines 4405 to 4480.		20	20	On wye tracks.	6	6	6
Engines running backward.	20	20	20	9000 class engines running backwards when using crossovers or turnouts.		6	6
Trains handling scale test cars— On main line and Twin Falls Branch. 30 On other branch lines. 20				Through interlocking.	30	30	30
Trains handling loaded wooden Hart convertible cars. 30				Jordan spreaders and other machines of spreader type, when in operation. 15			

FIRST SUBDIVISION

Location	Str.	Psgr.	Frt.	Location	Str.	Psgr.	Frt.
Maximum Speed.	75	75	50	Nutria			
Granger Between M.P. 3.5 and 3.7.	70	65	45	Between M.P. 16.2 and 16.4.	70	65	45
Moxa Between M.P. 12.2 and 12.3.	70	65	45	Between M.P. 18.2 and 18.3.	60	50	40
Hassett Between M.P. 14.4 and 14.6.	70	65	45	Cosgriff			
				Between M.P. 21.2 and 21.5.	70	65	45
				Between M.P. 23.6 and 23.8.	70	65	45
				Opal			
				Between M.P. 28.7 and 28.9.	70	65	45

FIRST SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Folger				Sage			
Between M.P. 29.4 and 29.6.	70	65	45	Between M.P. 63.6 and 65.4.	60	50	40
Between M.P. 31.3 and 32.3.	50	40	25	Between M.P. 66.6 and 66.8.	70	65	45
Between M.P. 33.0 and 33.1.	70	65	45	Between M.P. 67.3 and 67.7.	70	65	45
Waterfall				Leefe Spur.			15
Between M.P. 34.6 and 34.8.	60	50	40	Carlson			
Between M.P. 35.5 and 35.9.	50	40	25	Between M.P. 67.8 and 68.2.	70	65	45
Between M.P. 36.5 and 39.0.	45	40	25	Cokeville			
Kemmerer				Over streets and alleys.	30	30	30
7000 and heavier type engines, turn table lead.			5	Between M.P. 87.5 and 87.7.	60	50	40
Between M.P. 43.2 and 44.0. Watch for rocks.	25	20	20	Border			
Between M.P. 44.0 and 49.2.	50	40	25	Between M.P. 92.9 and 93.1.	60	50	40
Between M.P. 49.2 and 49.4.	40	40	25	Between M.P. 96.5 and 96.9.	70	65	45
Fossil				Pegram			
Between M.P. 54.7 and 56.0.	40	35	25	Between M.P. 98.3 and 99.2.	60	50	40
Nugget				Between M.P. 99.5 and 99.7.	70	65	45
Between M.P. 56.0 and 58.0.	40	35	25	Between M.P. 102.6 and 102.9.	60	50	40
Between M.P. 58.0 and 58.3.	70	65	45	Harer			
Between M.P. 58.7 and 58.9.	70	65	45	Between M.P. 103.4 and 104.9.	60	50	40
Between M.P. 59.4 and 59.6.	70	65	45	Between M.P. 105.2 and 105.4.	70	65	45
Orr				Montpelier			
Between M.P. 60.8 and 61.2.	70	65	45				

SECOND SUBDIVISION

Location	Str.	Psgr.	Frt.	Location	Str.	Psgr.	Frt.
Maximum Speed.	75	75	50	Rose			
Montpelier				Between M.P. 141.0 and 141.9.	60	50	40
Between M.P. 120.6 and 120.8.	70	65	45	Between M.P. 142.4 and 143.4.	70	65	45
Between M.P. 121.2 and 121.3.	60	50	40	Between M.P. 143.7 and 143.9.	60	50	40
Pescadero				Between M.P. 144.5 and 145.3.	50	40	25
Between M.P. 121.3 and 121.7.	60	50	40	Conda Spur.			15 15
Between M.P. 121.8 and 122.4.	70	65	45	Soda Springs			
Between M.P. 122.5 and 122.8.	60	50	40	Over streets and alleys.	30	30	30
Between M.P. 123.0 and 123.4.	70	65	45	Between M.P. 148.0 and 148.3.	70	65	45
Between M.P. 125.0 and 125.3.	70	65	45	Alexander			
Between M.P. 125.8 and 126.1.	60	50	40	Between M.P. 152.1 and 152.4.	60	50	40
Between M.P. 126.2 and 126.8.	70	65	45	Bancroft			
Georgetown				Over streets and alleys.	25	25	25
Between M.P. 127.7 and 127.9.	70	65	45	Between M.P. 164.2 and 164.6.	70	65	45
Between M.P. 128.2 and 128.6.	60	50	40	Kinport			
Between M.P. 129.6 and 130.0.	60	50	40	Between M.P. 167.5 and 168.1.	70	65	45
Between M.P. 131.6 and 131.8.	70	65	45	Between M.P. 168.9 and 169.3.	60	50	40
Cavanaugh				Pebble			
Between M.P. 131.9 and 132.2.	70	65	45	Between M.P. 171.2 and 171.7.	60	50	40
Between M.P. 135.5 and 135.7.	70	65	45	Between M.P. 171.9 and 172.5.	70	65	45
Manson				Between M.P. 173.0 and 174.0.	70	65	45
Between M.P. 138.6 and 139.2.	60	50	40	Between M.P. 174.6 and 174.8.	70	65	45

SECOND SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Fr.		Str.	Pagr.	Fr.
Broxon Between M.P. 176.4 and 176.7.	70	65	45	Between M.P. 188.2 and 190.2.	70	65	45
Blaser Between M.P. 177.4 and 178.5. M.P. 179.0 to 180.0 (Westward). M.P. 180.0 to 179.0 (Eastward).	60	50	40	McCammon Between M.P. 192.4 and 192.6. Between M.P. 195.0 and 195.4.	60	50	40
Lava Hot Springs Between M.P. 180.2 and 181.6. Between M.P. 181.8 and 183.1. Between M.P. 183.2 and 183.4. Between M.P. 183.9 and 184.8.	40	30	15	Onyx Between M.P. 197.7 and 198.0. Between M.P. 198.8 and 199.0. Between M.P. 199.7 and 200.3. Between M.P. 200.3 and 201.1.	60	50	40
Topaz Between M.P. 185.5 and 185.7. Between M.P. 186.0 and 187.3. Between M.P. 187.5 and 187.9.	50	40	25	Inkom Between M.P. 202.3 and 202.6. Between M.P. 207.1 and 207.5.	70	65	45
	70	65	45	Portneuf Between M.P. 208.0 and 208.4.	70	65	45
	60	50	40	Pocatello			

THIRD SUBDIVISION

Pocatello, within platform limits of passenger station.	6	6	6	DeWoff Between M.P. 261.4 and 261.6.	85	75	50
Pocatello, between passenger station and M.P. 216.9.	20	20	20	Minidoka Between M.P. 272.4 and 273.0.	20	20	20
Pocatello, on enginehouse lead and tracks.			6	Adelaide Between M.P. 285.8 and 286.2. Between M.P. 287.4 and 287.6.	70	65	45
Pocatello Between M.P. 218.8 and 220.0.	85	75	50	Kimama Between M.P. 292.0 and 292.4.	85	75	50
Michaud Between M.P. 226.0 and 226.2.	85	75	50	Senter Between M.P. 297.8 and 298.2.	85	75	50
Igo Between M.P. 234.8 and 235.2. Between M.P. 236.1 and 236.3.	85	75	50	Dietrich M.P. 317.0 to 317.3 (Westward). M.P. 319.0 to 319.2 (Westward). M.P. 318.4 to 317.8 (Eastward). M.P. 316.3 to 315.7 (Eastward).	85	75	50
American Falls Between M.P. 238.0 and 239.4. Bridge 239.75. Between M.P. 240.0 and 240.3. Between M.P. 240.4 and 241.3.	70	65	45	Shoshone Over Greenwood Street. Between M.P. 320.7 and 322.2. Between M.P. 323.2 and 323.8. Between M.P. 325.0 and 325.6. Between M.P. 326.2 and 326.5. Between M.P. 328.0 and 328.6.	15	15	15
Borah Between M.P. 243.0 and 243.3. Between M.P. 244.5 and 244.8. Between M.P. 245.2 and 245.5.	45	25	25		20	20	20
	45	40	25		70	65	45
	70	65	45		70	65	45
Wapi Between M.P. 258.8 and 259.2.	70	65	45		70	65	45

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Fr.		Str.	Pagr.	Fr.
Gooding Over streets and alleys. Between M.P. 338.5 and 339.1. Between M.P. 340.2 and 340.5. Between M.P. 340.7 and 341.1. Between M.P. 342.2 and 342.7. Between M.P. 342.8 and 343.3.	30	30	30	Ticeska Between M.P. 357.3 and 360.2. Between M.P. 360.2 and 360.8. Between M.P. 360.8 and 365.0. Between M.P. 365.4 and 365.8.	65	60	40
	85	75	50	King Hill Between M.P. 367.5 and 368.2. Between M.P. 369.0 and 369.5. Between M.P. 369.5 and 370.9.	60	50	40
	85	75	50	Sand Bank Between M.P. 371.1 and 373.3. Between M.P. 373.3 and 373.8.	70	65	45
	60	50	40	Glenns Ferry	40	40	25
Fuller Between M.P. 345.0 and 345.2.	60	50	40		20	20	20
	85	75	50				

FOURTH SUBDIVISION

Maximum Speed Between Orchard and Nampa via Boise.	90	75	50	Between M.P. B-440.4 and B-441.8.	70	65	45
Glenns Ferry Eastward, over Commercial Street Crossing. Between M.P. 376.5 and 377.6. Between M.P. 377.8 and 378.2. Between M.P. 378.7 and 379.3. Between M.P. 380.3 and 380.8.	20	20	20	Shafer Between M.P. B-442.1 and B-442.3. Between M.P. B-442.7 and B-444.5.	60	50	40
	60	50	40	Hillcrest Between M.P. B-445.6 and B-446.2.	60	50	40
	85	75	50	Boise Between M.P. B-450.4 and B-450.6.	70	65	45
	45	40	25	Boise Jct. Between M.P. B-450.7 and B-450.9.	70	65	45
	85	75	50	Sonna Between M.P. B-464.4 and B-464.6. Between M.P. B-467.0 and B-467.7.	70	65	45
Hammett Between Reverse and Hammett. Between M.P. 385.6 and 387.0. Between M.P. 389.8 and 390.8.	65	60	40	Between M.P. B-467.0 and B-467.7. Between Orchard and Nampa via Kuna.	40	40	25
	60	50	40	Hickey Between M.P. 427.6 and 428.1. Between M.P. 428.4 and 428.9.	60	50	40
Reverse Between M.P. 393.6 and 393.9.	85	75	50	Ely Between M.P. 434.6 and 434.9.	85	75	50
Mountain Home Between M.P. 405.3 and 405.8. Between M.P. 406.8 and 407.5.	85	75	50	Owyhee Between M.P. 434.9 and 435.2.	85	75	50
	85	75	50	Kuna Between M.P. 447.3 and 450.8.	60	60	40
Orchard Between M.P. B-428.2 and B-428.4. Between M.P. B-429.1 and B-429.4. Between M.P. B-429.7 and B-430.0.	85	75	50	Nampa Between passenger station and M.P. 456.3.	15	15	15
	60	50	40	Caldwell Over streets and alleys.	25	25	25
Leone Between M.P. B-431.0 and B-431.3. Between M.P. B-432.0 and B-432.3. Between M.P. B-433.5 and B-433.8. Between M.P. B-433.9 and B-434.2.	70	65	45	Enrose Between M.P. 471.7 and 472.0.	85	75	50
	70	65	45	Tucker Between M.P. 476.9 and 477.2.	85	75	50
Black's Creek Between M.P. B-435.8 and B-436.2. Between M.P. B-437.8 and B-438.2. Between M.P. B-438.5 and B-438.8. Between M.P. B-439.5 and B-440.3.	85	75	50				
	70	65	45				
	50	40	25				

FOURTH SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Parma Over streets and alleys.	30	30	30	Between M.P. 527.3 and 528.5.	70	65	45
Between M.P. 482.8 and 483.0.	70	65	45	Between M.P. 529.1 and 530.0.	60	50	40
Between M.P. 484.6 and 485.2.	70	65	45	Olds Ferry Between M.P. 530.4 and 531.9.	70	65	45
Nyssa On house track with 9000 class engines.		6	6	Between M.P. 532.2 and 534.2.	60	50	40
Washoe Spur With 5000 class engines.			5	Rock Island Between M.P. 534.5 and 535.8.	60	50	40
Ontario Between M.P. 500.7 and 500.9.	85	75	50	Between M.P. 536.0 and 536.5.	45	35	25
Between Payette and Weiser, trains handling logs.			30	Bridge 536.39.	45	25	25
Eaton Between M.P. 523.0 and 524.3.	70	65	45	Between M.P. 536.7 and 537.2.	50	40	25
Between M.P. 524.9 and 525.8.	70	65	45	Blakes Jct. Between M.P. 537.7 and 538.9.	40	40	25
Cobb Between M.P. 525.8 and 526.0.	70	65	45	Huntington Over switch old main line to new main line opposite ice house track.	15	15	15
Between M.P. 526.4 and 527.3.	60	50	40	On track No. 2 (generally known as track No. 9) through yard.	5	5	5

BRANCHES

Kemmerer Branch.	15	15	Between M.P. 31.0 and 36.2.	25	25
Cumberland Branch.	15	15	Between M.P. 45.8 and 53.3.	25	25
Glencoe Branch.	15	15	Between M.P. 69.6 and 71.6.	25	25
Elkol Branch.	15	15	Between M.P. 91.2 and 91.5.	25	25
Blazon Branch.	15	15	Between Herrell and Melandco.	20	20
Grace Branch. Maximum speed.	20	20	Wells Yard.	25	15
Bridge 5.33 with 2000 class engines.	10	10	Ketchum Branch. Maximum speed.	40	30
Twin Falls Branch. Maximum speed.	50	40	Bridge 16.04 with MacArthur type engines.	15	15
Bridge 20.10.	25	25	Between Hailey and Ketchum, over truss bridges.	15	15
Rupert, on west leg of wye.	10	10	Bellevue, over streets and alleys.	12	12
Rupert, over streets and alleys.	12	12	Between M.P. 63.1 and 64.6.	30	20
Buhl, on mill and elevator track with MacArthur type engines.		5	Hill City Branch. Maximum speed.	25	25
North Side Branch. Maximum speed.	35	30	Over trestles 21.6 and 23.40 with snow plows.		15
Motor trains, on straight track.	40		Boise Branch. Between Boise Jct. and Boise Freight.	25	25
All trains between M.P. 30.0 and 30.5.	20	20	Between Boise Freight and Barber Jct.	15	15
2000, 2300 and 2500 class engines.	15	15	Murphy Branch.	15	15
Raft River Branch.	20	20			
Oakley Branch.	25	25			
Light MacArthur type engines.	20	20			
Wells Branch. Maximum speed.	30	30			

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Idaho Northern Branch. Maximum speed.		30	30	Juntura Between M.P. 78.6 and 80.7, watch for rocks.		20	20
Between Jenness and Bramwell.		20	20	Between M.P. 80.7 and 81.0, watch for rocks.		10	10
Trains handling high cars between Jenness and Bramwell.			12	Between M.P. 81.0 and 86.6, watch for rocks.		20	20
Between Plaza and Banks. Watch for rocks between Black Canyon and Banks.		25	25	Long Between M.P. 86.6 and 89.0, watch for rocks.		20	20
Banks, westward around curve east of east passing track switch, to east switch.		5	5	Dunnean Between M.P. 103.5 and 106.5.		20	20
Between Banks and Smiths Ferry, watch for rocks.		15	15	Bridge 106.14.		15	15
Trains handling logs or high cars between Banks and M.P. 81.			12	Circle Bar Between M.P. 119.0 and 122.5.		20	20
Between Smiths Ferry and Cabarton, watch for rocks.		20	20	Between M.P. 119 and 124, watch for rocks.		20	20
M.P. 31.4.		20	20	Brogan Branch.		20	20
Between M.P. 33.0 and 35.4.		10	10	Payette Branch. Maximum speed.		25	25
Bridge 36.61.		20	20	Payette Jct., on curve.		10	10
Between M.P. 99.6 and M.P. 113.6 on curves.		20	20	Trains handling logs between Payette and Emmett on curves.			20
Between M.P. 128.2 and 128.5.		15	15	Straight track.			25
Wilder Branch.		15	15	New Meadows Branch. Motor trains.			
Homedale Branch.		25	25	Straight track.		35	
Oregon Eastern Branch. Maximum speed.		30	25	On curves.		25	
Hope Between M.P. 29.5 and 33.5, watch for rocks.		20	20	Between Weiser and Concrete. Straight track.		30	25
Little Valley Between M.P. 36.5 and 37.6, watch for rocks.		20	20	On curves.		25	20
Between M.P. 37.6 and 37.7, soft spot.		10	10	Between Concrete and M.P. 30. Straight track.		25	15
Between M.P. 37.7 and 38.2, watch for rocks.		20	20	On curves.		20	10
				Between M.P. 30 and Fruitvale. Straight track.		30	25
				On curves.		20	15
				Between Fruitvale and New Meadows. Straight track.		25	15
				On curves.		20	10
				Engines running backwards.		10	10
				Between M.P. 55.0 and 55.5.		10	10
				Homestead Branch. Maximum speed, watch for rocks.		20	20
				On curves.		15	15

SYMBOLS AND ABBREVIATIONS

(Rule 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 columns provided in time-table indicate:

- C—coal;
- I—interlocking;
- O—oil;
- P—dispatcher's telephone;
- T—turntable;
- W—water;
- 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.