

OTTO C. PERRY  
 #3 FOX STREET  
 DENVER 9, COLO.  
 31 AUG 1950

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

**G. C. FISH,** Ass't General Manager      **E. MARKSHEFFEL,** General Superintendent

**H. A. McDANIEL, Superintendent**  
 Pocatello, Idaho

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

First, Second and Third Subdivision and Branches

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

Fourth Subdivision and Branches

R. T. PETTY, Chief Train Dispatcher . . . . . Nampa, Idaho  
 H. H. HARBAUGH, Assistant Chief Train Dispatcher  
 Nampa, Idaho  
 R. CRISPINO, Assistant Chief Train Dispatcher  
 Nampa, Idaho

MILEAGE

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

**UNION PACIFIC RAILROAD COMPANY**  
**SOUTH-CENTRAL DISTRICT**



**IDAHO DIVISION**

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

**TIME-TABLE**  
**No. 165**

**Effective Sunday,**  
**June 2, 1946**  
**at 12:01 A. M. Mountain Time**

**TODAY IS SAFETY DAY**

**FOR EMPLOYEES ONLY**

**Railroad 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.
W. W. Brothers	Surgeon	Pocatello	Vicinity of Pocatello.
J. R. McMahon	Surgeon	Pocatello	Vicinity of Pocatello.
H. H. Hinghart	Surgeon	Pocatello	Vicinity of Pocatello.
J. V. Clothier	Surgeon	Pocatello	Vicinity of Pocatello.
W. L. Clothier	Surgeon	Pocatello	Vicinity of Pocatello.
A. T. Sudman	Surgeon	Green River	Green River to Granger.
R. O. Hummer	Surgeon	Kemmerer	Cokevill to Granger.
H. H. King	Surgeon	Montpelier	Cokeville to McCammon.
R. B. Lindsay	Surgeon	Montpelier	Cokeville to McCammon.
Russell Tigert	Surgeon	Soda Springs	Montpelier to McCammon.
N. H. Farrell	Surgeon	American Falls	Shoshone to Pocatello.
V. G. Logan	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.
C. B. Beymer	Surgeon	Twin Falls	Idaho and Oakley Branches.
J. H. Murphy	Surgeon	Twin Falls	Burley to Buhl and Contact.
Wallace Bond	Oculist and Aurist	Twin Falls	Buhl to Idavada and Milner.
J. W. Wurster	Surgeon	Buhl	Twin Falls and Vicinity.
S. Hopper	Surgeon	Hazelton	Buhl to Twin Falls.
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	Halley	Ketchum Branch.
J. H. Cromwell	Surgeon	Gooding	Tunupa to Bliss.
W. A. Rulien	Surgeon	Glenns Ferry	Shoshone to Mountain Home.
T. E. Evans	Surgeon	Mountain Home	Orchard to Glenns Ferry.
J. R. Mangum	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.
C. M. Kaley	Surgeon	Caldwell	Nampa to Nyssa.
J. J. Sarazin	Surgeon	Nyssa	Parma to Ontario and Erb.
W. J. Weese	Surgeon	Ontario	Payette to Nyssa.
J. H. Weare	Surgeon	Burns	Oregon Eastern Branch.
I. R. Woodward, Sr.	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.
D. S. Numbers	Surgeon	McCall	Idaho Northern Branch.

**Time Inspectors are located as shown below:**

**THE BALL RAILROAD TIME SERVICE** Chicago, Ill.

R. V. Owens, General Supervisor of Time Service	Omaha
Green River	C. Donald Anderson Jewelry Co.
Kemmerer	F. E. Curtis
Montpelier	E. R. Kammerath
Pocatello	Morgan Jewelry Co.
Pocatello	Ferry Harrison
Gooding	Strait Jewelry Co.
Jerome	S. G. Davis
Glenns Ferry	D. W. Martin
Caldwell	Lester Hamilton
Boise	Wright and Glover
Emmett	Smith Jewelry Co.
Nyssa	Paulus Jewelry Co.
Ontario	F. Earl Wyckoff
Ontario	Ginsel Jewelry Shop
Payette	Wright and Glover
Weiser	H. O. Zernaski
Rupert	Scholer Jewelry Store
Burley	G. H. Scholer
Twin Falls	R. L. Roberts
Buhl	Harry Wilson
Nampa	Lester Hamilton
Nampa	Bullock Jewelry Store

**Standard clocks are located as shown below:**

Granger	Telegraph Office
Kemmerer	Telegraph Office
Montpelier	Engineers' Register Room
Montpelier	Telegraph Office
Pocatello	East Whiskers Yard Office
Pocatello	East End Yardmaster's Office
Pocatello	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
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	Yard Office
Nampa	Round House Office
Nampa	Dispatcher's Office
Nampa	East End Switch Shanty
Nampa	West End Switch Shanty
Nampa	Ice House Switch Shanty
Nyssa	Telegraph Office
Ontario	Telegraph Office
Ontario	Telegraph Office
Payette	Telegraph Office
Weiser	Telegraph Office
Huntington	Yard Office
Huntington	Yard Telegraph Office
Boise Freight	Yard Telegraph Office
Boise Freight	Roundhouse Office
Burley	Telegraph Office
Twin Falls	Telegraph Office
Twin Falls	Freight Office
Buhl	Telegraph Office
Wells	Telegraph Office
Ketchum	Telegraph Office
Emmett	Telegraph Office
McCall	Telegraph Office
Burns	Telegraph Office
Council	Telegraph Office
New Meadows	Telegraph 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' 30"	24.
31"	116.1	42"	85.7	53"	67.9	1' 4"	56.2	1' 25"	42.3	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"	34.3	5'	12.
36"	100.	47"	76.6	58"	62.	1' 9"	52.1	1' 50"	32.7	6'	10.
37"	97.3	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.				

**CONDENSED TIME-TABLE**

WESTWARD						EASTWARD					
FIRST CLASS						FIRST CLASS					
571	11	105	15	17	Distance from Green River via Kuna	Time-Table No. 165					
Motor Passenger	Passenger	Streamliner Passenger	Passenger	Passenger		June 2, 1946	106	18	16	12	572
Daily	Daily	★ See note below	Daily	Daily		Streamliner Passenger	Passenger	Passenger	Passenger	Motor Passenger	
	4.50PM	3.15PM	3.00AM	2.05AM	0.0	GREEN RIVER	A 12.32PM	A 11.15PM	A 10.45PM	A 11.00AM	
	5.25	3.45	3.35	2.40	30.2	GRANGER	12.01PM	10.40	10.10	10.25	
	8.05	5.47	6.45	5.30	145.2	MONTPELIER	9.50AM	7.55	7.35	7.50	
	9.40	7.06	8.36	7.10	221.4	MCCAMMON	8.29	5.51	5.41	6.02	
6.00AM	10.15	7.35	9.15	7.45	244.1	POCATELLO	8.05	5.20	5.15	5.35	A 1.15AM
7.45	12.03AM	7.45	9.45	8.15	302.6	MINIDOKA	7.55	4.45	4.55	5.15	11.30PM
A 9.55AM		8.47	11.05AM	9.40	361.5	TWIN FALLS	6.57	3.20	3.45	4.00	9.10PM
	1.05	9.32	12.15PM	10.55AM	351.7	SHOSHONE	6.13	2.05	2.45	3.00	
	2.25	10.25	1.40	12.30PM	414.0	GLENN'S FERRY	5.15	12.45PM	1.35PM	1.50AM	
	4.30	11.50PM	3.40	2.50	478.6	BOISE	3.57	10.35AM	11.45AM	11.50PM	
	5.05	12.15AM	4.20	3.35	486.8	NAMPA	3.35	9.45	11.10	11.10	
	6.09	12.57	5.28	5.05	528.9	ONTARIO	2.54	8.26	10.04	10.01	
	A 7.15AM	A 1.45AM	A 6.35PM	A 6.30PM	569.0	HUNTINGTON	2.15AM	7.15AM	9.10AM	9.00PM	
						(569.0 via Kuna) (580.3 via Boise)	★ See note below	Daily	Daily	Daily	Daily
(3.55) 30.0	(14.25) 40.2	(10.30) 55.2	(15.35) 37.2	(16.25) 35.3		Thru Time	(10.17) 56.4	(16.00) 36.2	(13.35) 42.7	(14.00) 41.5	(4.05) 28.7
Average speed per hour											
★Note—No. 105 leaves Green River only on 5th, 11th, 17th, 23rd and 29th of each month.											
★Note—No. 106 leaves Huntington only on 2nd, 8th, 14th, 20th and 26th of each month.											

WESTWARD KEMMERER BRANCH EASTWARD				WESTWARD CUMBERLAND BRANCH EASTWARD			
Time-Table No. 165		Time-Table No. 165		Time-Table No. 165		Time-Table No. 165	
June 2, 1946		June 2, 1946		June 2, 1946		June 2, 1946	
Car capacity of sidings, etc. See Rule 6 (A).	Distance from Kemmerer	Mile Post	STATIONS	Car capacity of sidings, etc. See Rule 6 (A).	Distance from Moyer Jct.	Mile Post	STATIONS
Yard WFT OP	0.0	DN-R	KEMMERER YL Z	W.B. 71 YP	0.0		MOYER JCT. YL
	1.0		NO. KEMMERER JCT. YL	53	4.8		GLENCOE JCT. YL
	2.4		NO. KEMMERER YL		9.8		BLAZON JCT.
	5.1		SUSIE YL		18.0		MINE NO. 8 YL
	9.2		QUEALY YL				(13.0)
			(9.2)				

WESTWARD ELKOL BRANCH EASTWARD				WESTWARD BLAZON BRANCH EASTWARD				WESTWARD GRACE BRANCH EASTWARD			
Time-Table No. 165		Time-Table No. 165		Time-Table No. 165		Time-Table No. 165		Time-Table No. 165		Time-Table No. 165	
June 2, 1946		June 2, 1946		June 2, 1946		June 2, 1946		June 2, 1946		June 2, 1946	
Car capacity of sidings, etc. See Rule 6 (A).	Distance from Glencoe Jct.	Mile Post	STATIONS	Car capacity of sidings, etc. See Rule 6 (A).	Distance from Blazon	Mile Post	STATIONS	Car capacity of sidings, etc. See Rule 6 (A).	Distance from Alexander	Mile Post	STATIONS
53	0.0		GLENCOE JCT. YL		0.0		BLAZON JCT.	113 WFT	0.0		ALEXANDER YL
	3.9		ELKOL		1.4		BLAZON	6.0 D	6.0		GRACE
			(3.9)				(1.4)				(6.0)

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

**WESTWARD**

**FIRST SUBDIVISION**

Car capacity of sidings, etc. See Rule 6 (A).	FIRST CLASS						Distance from Granger	Time-Table No. 165 June 2, 1946	STATIONS
	SECOND CLASS		FIRST CLASS						
	699 Time Freight Daily	11 Passenger Daily	105 Streamliner Passenger ★ See note below	15 Passenger Daily	17 Passenger Daily				
150 WYFP	3.45AM	5.25PM	3.45PM	3.35AM	2.40AM	0.0		DN-R GRANGER YL GN	
70 P	3.55	5.31	3.50	3.41	2.46	4.1		DONOVAN	
114 P	4.01	5.35	3.54	f 3.46	2.50	7.7		MOXA	
75 P	4.09	5.40	3.58	3.52	2.55 <sup>158</sup>	12.5		HASSETT	
117 P	4.14	5.43	4.01	f 3.56	2.59	15.4		NUTRIA	
88 P	4.22	5.48 <sup>160</sup>	4.06	4.02	3.04	20.2		COSGRIFF	
125 P	4.29	5.52	4.10	s 4.10	3.09	24.5		DN OPAL OW	
77 P	4.37	5.57	4.15	4.17	3.14	29.3		FOLGER	
130 WP	4.44	6.02	4.19	f 4.23	3.19	33.6		WATERFALL	
	4.54	6.09	4.25	4.30	3.26	39.0		EAST KEMMERER YL	
Yard xwftop	5.10	s 6.22	4.27	s 4.45	s 3.40	39.7		DN-R KEMMERER YL	
W.B. 71 xyp E.B. 70	5.17	6.27	4.31	4.50	3.45	42.3		MOYER JCT. YL	
W.B. 72 xwyp E.B. 76	5.37	6.40	4.43	f 5.03	3.58	50.3		DN FOSSIL YL FI	
98 WP	5.46	6.47	4.50	f 5.10	4.06	56.0		NUGGET	
78 P	5.52	6.51	4.54	f 5.15	4.10	59.6		ORR	
116 P	5.58	6.55	4.57	f 5.20	4.14	63.1		SAGE	
68 P	6.05	6.59	5.01	f 5.25	4.19	67.3		CARLSON	
128 P	6.11	7.03	5.05	f 5.30	4.23	71.3		BECKWITH	
78 P	6.20	7.09	5.10	f 5.36	4.30	77.4		PIXLEY	
W.B. 130 wp E.B. 130	6.29	f 7.18	5.16	s 5.48	s 4.41	83.5		DN COKEVILLE CK	
77 P	6.36	7.23	5.20	f 5.55	4.46	88.2		MARSE	
128 P	6.42	7.27	5.24	f 6.00	4.50	92.1		BORDER	
77 WP	6.50	7.33	5.29	f 6.07	4.56	97.7		PEGRAM	
92 P	6.58	7.38	5.34	f 6.13	5.02	102.9		HARER	
69 P	7.06	7.44 <sup>16</sup>	5.39	f 6.19	5.08	108.0		DINGLE	
Yard wftyp	A 7.30AM	A 7.55PM	A 5.47PM	A 6.35AM	A 5.20AM	115.0		DN-R MONTPELIER YL	

(115.0)

Thru Time (3.45) (2.30) (2.02) (3.00) (2.40) ..... Thru Time  
Average speed per hour 30.7 46.0 56.5 38.3 43.1 ..... 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.

\*Note—No. 105 will run only on the following dates: Due to leave Granger on the 5th, 11th, 17th, 23rd, and 29th of each month.

The time of No. 105 and No. 106 must be cleared not less than five minutes by first class trains and not less than fifteen minutes by second class, extra trains and yard engines.

No. 17 will stop to discharge revenue passengers from Denver or beyond.

**FIRST SUBDIVISION**

**EASTWARD**

Car capacity of sidings, etc. See Rule 6 (A).	Time-Table No. 165 June 2, 1946	Mile Post	FIRST CLASS				SECOND CLASS	
			12 Passenger	106 Streamliner Passenger	16 Passenger	18 Passenger	160 Time Freight	158 Time Freight
			STATIONS					
150 WYFP	DN-R GRANGER YL GN	0.0	A 10.25AM	A 12.01PM	A 10.10PM	A 10.40PM	A 6.25PM	A 3.20AM
70 P	DONOVAN	4.1	10.17	11.56AM	10.03	10.33	6.15	3.09
114 P	MOXA	7.7	10.13	11.52	9.59	f 10.28	6.09	3.03
75 P	HASSETT	12.5	10.08	11.47	9.53	10.22	6.01	2.55 <sup>17</sup>
117 P	NUTRIA	15.4	10.04	11.44	9.49	f 10.17	5.56	2.42
88 P	COSGRIFF	20.2	9.58	11.39	9.44	f 10.11	5.48 <sup>11</sup>	2.35
125 P	DN OPAL OW	24.5	9.53	11.35	9.38	s 10.05	5.35	2.28
77 P	FOLGER	29.3	9.47	11.30	9.32	f 9.56	5.26	2.20
130 WP	WATERFALL	33.6	9.42	11.25	9.27	f 9.51	5.19	2.13
	EAST KEMMERER YL	39.0	9.34	11.18	9.19	9.43	5.10	2.04
Yard xwftop	DN-R KEMMERER YL	39.7	s 9.31	11.16	s 9.16	s 9.40	5.05	2.00
W.B. 71 xyp E.B. 70	MOYER JCT. YL	42.3	9.22	11.11	9.07	9.30	4.40	1.40
W.B. 72 xwyp E.B. 76	DN FOSSIL YL FI	50.3	9.09	10.59	8.54	f 9.17	4.15	1.15
98 WP	NUGGET	56.0	9.01	10.51	8.46	f 9.09	3.58	12.58
78 P	ORR	59.6	8.56	10.47	8.42	f 9.04	3.52	12.52
116 P	SAGE	63.1	8.52	10.43	8.38	f 9.00	3.47	12.47
68 P	CARLSON	67.3	8.47	10.39	8.34	f 8.54	3.40	12.40
128 P	BECKWITH	71.3	8.43	10.35	8.30	f 8.49	3.33	12.33
78 P	PIXLEY	77.4	8.37	10.30	8.23	f 8.42	3.23	12.23
W.B. 130 wp E.B. 130	DN COKEVILLE CK	83.5	f 8.30	10.24	f 8.16	s 8.35	3.10	12.10AM
77 P	MARSE	88.2	8.21	10.19	8.10	f 8.27	2.49	11.49PM
128 P	BORDER	92.1	8.17	10.15	8.06	f 8.23	2.42	11.42
77 WP	PEGRAM	97.7	8.11	10.09	8.00	f 8.16	2.33	11.33
92 P	HARER	102.9	8.05	10.04	7.53	f 8.10	2.25	11.25
69 P	DINGLE	108.0	8.00	9.58	7.44 <sup>11</sup>	f 8.05	2.15	11.15
Yard wftyp	DN-R MONTPELIER YL	115.0	7.50AM	9.50AM	7.35PM	7.55PM	2.00PM	11.00PM

Thru Time (2.35) (2.11) (2.35) (2.45) (4.25) (4.20)  
Average speed per hour 44.5 52.7 44.5 41.8 26.0 26.5

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.

\*Note—No. 106 will run only on the following dates: Due to leave Montpelier on the 2nd, 8th, 14th, 20th, and 26th of each month.

The time of No. 105 and No. 106 must be cleared not less than five minutes by first class trains and not less than fifteen minutes by second class, extra trains and yard engines.

No. 12 will stop to pick up revenue passengers for Cheyenne or beyond.

WESTWARD		SECOND SUBDIVISION								EASTWARD	
Car capacity of sidings etc. See Rule 6 (A).	SECOND CLASS		FIRST CLASS								
	699	277	29	31	11	105	15	17	33		
	Time Freight	Time Freight	Passenger	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Passenger		
Yard	Daily	Daily	Daily	Daily	Daily	★See note below	Daily	Daily	Daily		
WFTYOF	8.00AM				8.05PM	5 47PM	6.45AM	5.30AM			
80 P	8.12				8.13	5.53	f 6.53	5.38			
109 WF	8.20				8.19	5.59	f 6.59	5.45			
127 P	8.27				8.25	6.04	f 7.06	5.51			
104 P	8.33				8.30	6.08	f 7.11 <sup>12</sup>	5.56			
77 P	8.39				8.34	6.12	f 7.15	6.01			
186 WYP	8.48				f 8.42	6.18	s 7.27	f 6.10			
113 WF	<b>9.12</b> <sup>106</sup>				<b>8.48</b> <sup>158</sup>	6.23	s 7.37	6.17			
116 P	9.19				8.53	<b>6.27</b> <sup>16</sup>	f 7.42	6.22			
368 WFYP	9.40				9.01	<b>6.33</b> <sup>18</sup>	s 7.52	6.30			
118 P	9.46				9.05	6.38	f 7.57	<b>6.34</b> <sup>12</sup>			
174 P	9.53				9.10	6.43	f 8.02	6.39			
104 P	10.00				9.15	6.47	f 8.07	6.44			
102 WF	10.05				9.18	6.49	f 8.11	6.47			
80 XP	10.10				9.23	6.53	s 8.18	6.53			
c162 P	10.17				9.28	6.59	f 8.25	6.58			
226 xWIYP	10.30	2.15AM	11.15PM	9.45PM	9.40	7.06	s 8.36	7.10	4.40AM		
x			11.22	9.52	9.47	7.12	f 8.42	7.17	4.47		
W.B. 51 xWF H.B. 91	10.46	2.30AM	11.27	f 9.57	9.52	7.17	f 8.49	7.23	f 4.52		
x			11.33	10.03	9.58	7.23	f 8.55	7.29	4.58		
Yard WFTYOF	A 11.15AM	A 3.00AM	A 11.50PM	A 10.20PM	A 10.15PM	A 7.35PM	A 9.15AM	A 7.45AM	A 5.15AM		
	(3.15) 30.4	(0.45) 30.3	(0.35) 38.9	(0.35) 38.9	(2.10) 45.6	(1.48) 54.9	(2.30) 39.5	(2.15) 43.9	(0.35) 38.9	..... Thru Time ..... Average speed per hour	

Time-Table No. 165  
June 2, 1946

**STATIONS**

DN-R MONTPELIER YL MX } Double Track  
6.3  
PESCADERO }  
5.5  
GEORGETOWN }  
5.1  
CAVANAUGH }  
4.2  
MANSON }  
3.9  
ROSE }  
6.0  
DN SODA SPRINGS YL SD }  
5.6  
ALEXANDER }  
4.6  
TALMAGE }  
5.6  
DN BANCROFT YL BN }  
3.8  
KINPORT }  
4.7  
PEBBLE }  
4.5  
BROXON }  
2.6  
BLASER }  
2.6  
DN LAVA HOT SPGS. XY }  
4.3  
TOPAZ }  
6.9  
DN-R McCAMMON YL MC }  
5.9  
ONYX (Spur) }  
4.8  
D INKOM KO }  
5.8  
PORTNEUF }  
6.2  
DN-R POCATELLO YL H CA }  
PO  
CA  
(98.9)

BLOCK SIGNALS

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.

★Note—No. 105 will run only on the following dates: Due to leave Montpelier on the 5th, 11th, 17th, 23rd, and 29th of each month.

The time of No. 105 and No. 106 must be cleared not less than five minutes by first class trains and not less than fifteen minutes by second class, extra trains and yard engines.

No. 11 will stop at Lava Hot Springs to let off revenue passengers from Cheyenne or beyond and pick up for Pocatello and beyond.

No. 17 will stop to discharge revenue passengers from Denver or beyond.

WESTWARD		SECOND SUBDIVISION								EASTWARD	
Car capacity of sidings etc. See Rule 6 (A).	SECOND CLASS		FIRST CLASS								
	699	277	29	31	11	105	15	17	33		
	Time Freight	Time Freight	Passenger	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Passenger		
Yard	Daily	Daily	Daily	Daily	Daily	★See note below	Daily	Daily	Daily		
WFTYOF	8.00AM				8.05PM	5 47PM	6.45AM	5.30AM			
80 P	8.12				8.13	5.53	f 6.53	5.38			
109 WF	8.20				8.19	5.59	f 6.59	5.45			
127 P	8.27				8.25	6.04	f 7.06	5.51			
104 P	8.33				8.30	6.08	f 7.11 <sup>12</sup>	5.56			
77 P	8.39				8.34	6.12	f 7.15	6.01			
186 WYP	8.48				f 8.42	6.18	s 7.27	f 6.10			
113 WF	<b>9.12</b> <sup>106</sup>				<b>8.48</b> <sup>158</sup>	6.23	s 7.37	6.17			
116 P	9.19				8.53	<b>6.27</b> <sup>16</sup>	f 7.42	6.22			
368 WFYP	9.40				9.01	<b>6.33</b> <sup>18</sup>	s 7.52	6.30			
118 P	9.46				9.05	6.38	f 7.57	<b>6.34</b> <sup>12</sup>			
174 P	9.53				9.10	6.43	f 8.02	6.39			
104 P	10.00				9.15	6.47	f 8.07	6.44			
102 WF	10.05				9.18	6.49	f 8.11	6.47			
80 XP	10.10				9.23	6.53	s 8.18	6.53			
c162 P	10.17				9.28	6.59	f 8.25	6.58			
226 xWIYP	10.30	2.15AM	11.15PM	9.45PM	9.40	7.06	s 8.36	7.10	4.40AM		
x			11.22	9.52	9.47	7.12	f 8.42	7.17	4.47		
W.B. 51 xWF H.B. 91	10.46	2.30AM	11.27	f 9.57	9.52	7.17	f 8.49	7.23	f 4.52		
x			11.33	10.03	9.58	7.23	f 8.55	7.29	4.58		
Yard WFTYOF	A 11.15AM	A 3.00AM	A 11.50PM	A 10.20PM	A 10.15PM	A 7.35PM	A 9.15AM	A 7.45AM	A 5.15AM		
	(3.15) 30.4	(0.45) 30.3	(0.35) 38.9	(0.35) 38.9	(2.10) 45.6	(1.48) 54.9	(2.30) 39.5	(2.15) 43.9	(0.35) 38.9	..... Thru Time ..... Average speed per hour	

Time-Table No. 165  
June 2, 1946

**STATIONS**

DN-R MONTPELIER YL MX } Double Track  
6.3  
PESCADERO }  
5.5  
GEORGETOWN }  
5.1  
CAVANAUGH }  
4.2  
MANSON }  
3.9  
ROSE }  
6.0  
DN SODA SPRINGS YL SD }  
5.6  
ALEXANDER }  
4.6  
TALMAGE }  
5.6  
DN BANCROFT YL BN }  
3.8  
KINPORT }  
4.7  
PEBBLE }  
4.5  
BROXON }  
2.6  
BLASER }  
2.6  
DN LAVA HOT SPGS. XY }  
4.3  
TOPAZ }  
6.9  
DN-R McCAMMON YL MC }  
5.9  
ONYX (Spur) }  
4.8  
D INKOM KO }  
5.8  
PORTNEUF }  
6.2  
DN-R POCATELLO YL H CA }  
PO  
CA  
(98.9)

BLOCK SIGNALS

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.

★Note—No. 106 will run only on the following dates: Due to leave Pocatello on the 2nd, 8th, 14th, 20th, and 26th of each month.

The time of No. 105 and No. 106 must be cleared not less than five minutes by first class trains and not less than fifteen minutes by second class, extra trains and yard engines.

No. 12 will stop at Lava Hot Springs to let off revenue passengers from west of Pocatello and pick up for Cheyenne and beyond.

No. 16 will stop to pick up revenue passengers destined to points Cheyenne and east.

Car capacity of sidings, etc. See Rule 6 (A).	WESTWARD							THIRD SUBDIVISION							Distance from Granger	EASTWARD						
	SECOND CLASS		FIRST CLASS					Time-Table No. 165 June 2, 1946	SECOND CLASS		FIRST CLASS											
	699 Time Freight Daily	11 Passenger Daily	105 Streamliner Passenger ★ See note below	15 Passenger Daily	17 Passenger Daily	571 Motor Passenger Daily	12 Passenger		106 Streamliner Passenger	18 Passenger	16 Passenger	572 Motor Passenger	158 Time Freight	160 Time Freight								
Yard WFTYOP	1.15PM	10.45PM	7.45PM	9.45AM	8.15AM	6.00AM	213.9	DN-R POCATELLO YL	CA	PO	5.7	5.7	5.7									
42 X	1.27	10.54	7.53	9.54	8.24	6.09	219.6	DON	CA	PO	4.7	4.7	4.7									
c151 P	1.35	11.00 <sup>158</sup>	7.58	10.00	8.30	6.15	224.3	MICHAUD	CA	PO	2.2	2.2	2.2									
11							226.5	SCHILLER	CA	PO	3.8	3.8	3.8									
125 P	1.44	11.06	8.04	10.06	8.37	6.22	230.1	BANNOCK	CA	PO	3.2	3.2	3.2									
125 P	1.50	11.10	8.07	10.09	8.41	6.26	233.3	IGO	CA	PO	5.2	5.2	5.2									
147 WP	2.01	11.20	8.12	10.18	8.51	6.35	238.5	DN AMERICAN FALLS YL	CA	PO	3.8	3.8	3.8									
125 P	2.07	11.24	8.17	10.24	8.57	6.42	242.3	BORAH	CA	PO	4.8	4.8	4.8									
125 P	2.15	11.29	8.22	10.30	9.03	6.48	247.1	COOLIDGE	CA	PO	3.0	3.0	3.0									
125 P	2.20	11.33	8.25	10.33	9.06	6.51	250.1	QUIGLEY	CA	PO	5.9	5.9	5.9									
125 WP	2.29	11.39	8.30	10.39	9.12	6.59	256.0	DN WAPI	CA	PO	3.8	3.8	3.8									
125 P	2.34	11.43	8.34	10.43	9.16	7.09 <sup>106</sup>	259.8	DE WOFF	CA	PO	4.3	4.3	4.3									
125 P	2.40	11.47 <sup>572</sup>	8.38	10.47	9.20	7.13	264.1	CHYBO	CA	PO	3.2	3.2	3.2									
125 P	2.45	11.50PM	8.41	10.50	9.23	7.17	267.3	HAWLEY	CA	PO	5.1	5.1	5.1									
469 WFYP	3.20	12.03AM	8.47	11.05	9.40	7.25AM	272.4	DN-R MINIDOKA YL	CA	PO	2.2	2.2	2.2									
		12.07		11.09	9.45		274.6	SEARS (Spur)	CA	PO	1.6	1.6	1.6									
125 P	3.35 <sup>16</sup>	12.09	8.51	11.11	9.47		276.2	MAX	CA	PO	3.9	3.9	3.9									
103 P	3.41	12.13	8.54	11.15	9.52		280.1	COLE	CA	PO	4.2	4.2	4.2									
125 P	3.47	12.17	8.58 <sup>158</sup>	11.19	9.57		284.3	ADELAIDE	CA	PO	2.7	2.7	2.7									
W.B. 263		12.20		11.22	10.01		287.0	VINING	CA	PO	2.0	2.0	2.0									
125 WP	3.54	12.22	9.02	11.25	10.05		289.0	KIMAMA	CA	PO	6.7	6.7	6.7									
125 P	4.03	12.29	9.08	11.33	10.13		295.7	SENER	CA	PO	3.6	3.6	3.6									
67 P	4.08	12.33	9.11	11.37	10.17		299.3	SID	CA	PO	4.2	4.2	4.2									
118 P	4.14	12.38	9.15	11.41	10.22		303.5	OWINZA	CA	PO	1.7	1.7	1.7									
W.B. 353 P		12.40		11.43	10.25		305.2	RAYLE	CA	PO	4.1	4.1	4.1									
105 P	4.23	12.44	9.20	11.47	10.30		309.3	BESSLEN	CA	PO	1.3	1.3	1.3									
W.B. 298 P		12.46		11.49	10.33		310.6	CLAGETT	CA	PO	3.3	3.3	3.3									
114 P	4.30	12.50	9.24	11.53	10.39		313.9	DN DIETRICH HD	CA	PO	4.0	4.0	4.0									
58 P	4.36	12.54	9.27	11.57AM	10.45		317.9	BRADY	CA	PO	3.6	3.6	3.6									
W.B. 220 WF E.B. 200 YP	4.55	1.05	9.32	12.15PM	10.55		321.5	DN-R SHOSHONE YL	CA	PO	4.3	4.3	4.3									
118 P	5.02	1.10	9.36	12.20	11.01		325.8	DISNEY	CA	PO	5.0	5.0	5.0									
105 P	5.10	1.15 <sup>160</sup>	9.41	12.26	11.07		330.8	TUNUPA	CA	PO	6.7	6.7	6.7									
W.B. 117 WF E.B. 60 YP	5.20	1.24	9.47	12.35	11.16		337.5	DN GOODING	CA	PO	6.7	6.7	6.7									
104 P	5.29 <sup>158</sup>	1.32	9.53	12.42	11.24		344.2	FULLER	CA	PO	6.3	6.3	6.3									
125 WYP	5.38	1.41	9.59	12.50	11.36		350.5	DN BLISS YL	CA	PO	6.8	6.8	6.8									
c125 YP	5.50	1.49	10.05	12.58	11.44AM		357.3	TICESKA YL	CA	PO	9.5	9.5	9.5									
c125 XWP	6.08	2.04	10.16	1.14	12.01PM		366.8	KING HILL	CA	PO	4.1	4.1	4.1									
XP							370.9	SANDBANK	CA	PO	2.9	2.9	2.9									
Yard WFTYP	A 6.25PM	A 2.15AM	A 10.25PM	A 1.30PM	A 12.15PM		373.8	DN-R GLENN'S FERRY YL	CA	PO	159.9	159.9	159.9									

Except where Centralized Traffic Control System is in operation, 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.  
 ★Note—No. 105 will run only on the following dates: Due to leave Pocatello on the 5th, 11th, 17th, 23rd, and 29th of each month.  
 The time of No. 105 and No. 106 must be cleared not less than five minutes by first class trains, and not less than fifteen minutes by second class, extra trains, and yard engines.

Car capacity of sidings, etc. See Rule 6 (A).	WESTWARD							THIRD SUBDIVISION							Distance from Granger	EASTWARD						
	SECOND CLASS		FIRST CLASS					Time-Table No. 165 June 2, 1946	SECOND CLASS		FIRST CLASS											
	699 Time Freight Daily	11 Passenger Daily	105 Streamliner Passenger ★ See note below	15 Passenger Daily	17 Passenger Daily	571 Motor Passenger Daily	12 Passenger		106 Streamliner Passenger	18 Passenger	16 Passenger	572 Motor Passenger	158 Time Freight	160 Time Freight								
Yard WFTYOP	1.15PM	10.45PM	7.45PM	9.45AM	8.15AM	6.00AM	213.9	DN-R POCATELLO YL	CA	PO	5.7	5.7	5.7									
42 X	1.27	10.54	7.53	9.54	8.24	6.09	219.6	DON	CA	PO	4.7	4.7	4.7									
c151 P	1.35	11.00 <sup>158</sup>	7.58	10.00	8.30	6.15	224.3	MICHAUD	CA	PO	2.2	2.2	2.2									
11							226.5	SCHILLER	CA	PO	3.8	3.8	3.8									
125 P	1.44	11.06	8.04	10.06	8.37	6.22	230.1	BANNOCK	CA	PO	3.2	3.2	3.2									
125 P	1.50	11.10	8.07	10.09	8.41	6.26	233.3	IGO	CA	PO	5.2	5.2	5.2									
147 WP	2.01	11.20	8.12	10.18	8.51	6.35	238.5	DN AMERICAN FALLS YL	CA	PO	3.8	3.8	3.8									
125 P	2.07	11.24	8.17	10.24	8.57	6.42	242.3	BORAH	CA	PO	4.8	4.8	4.8									
125 P	2.15	11.29	8.22	10.30	9.03	6.48	247.1	COOLIDGE	CA	PO	3.0	3.0	3.0									
125 P	2.20	11.33	8.25	10.33	9.06	6.51	250.1	QUIGLEY	CA	PO	5.9	5.9	5.9									
125 WP	2.29	11.39	8.30	10.39	9.12	6.59	256.0	DN WAPI	CA	PO	3.8	3.8	3.8									
125 P	2.34	11.43	8.34	10.43	9.16	7.09 <sup>106</sup>	259.8	DE WOFF	CA	PO	4.3	4.3	4.3									
125 P	2.40	11.47 <sup>572</sup>	8.38	10.47	9.20	7.13	264.1	CHYBO	CA	PO	3.2	3.2	3.2									
125 P	2.45	11.50PM	8.41	10.50	9.23	7.17	267.3	HAWLEY	CA	PO	5.1	5.1	5.1									
469 WFYP	3.20	12.03AM	8.47	11.05	9.40	7.25AM	272.4	DN-R MINIDOKA YL	CA	PO	2.2	2.2	2.2									
		12.07		11.09	9.45		274.6	SEARS (Spur)	CA	PO	1.6	1.6	1.6									
125 P	3.35 <sup>16</sup>	12.09	8.51	11.11	9.47		276.2	MAX	CA	PO	3.9	3.9	3.9									
103 P	3.41	12.13	8.54	11.15	9.52		280.1	COLE	CA	PO	4.2	4.2	4.2									
125 P	3.47	12.17	8.58 <sup>158</sup>	11.19	9.57		284.3	ADELAIDE	CA	PO	2.7	2.7	2.7									
W.B. 263		12.20		11.22	10.01		287.0	VINING	CA	PO	2.0	2.0	2.0									
125 WP	3.54	12.22	9.02	11.25	10.05		289.0	KIMAMA	CA	PO	6.7	6.7	6.7									
125 P	4.03	12.29	9.08	11.33	10.13		295.7	SENER	CA	PO	3.6	3.6	3.6									
67 P	4.08	12.33	9.11	11.37	10.17		299.3	SID	CA	PO	4.2	4.2	4.2									
118 P	4.14	12.38	9.15	11.41	10.22		303.5	OWINZA	CA	PO	1.7	1.7	1.7									
W.B. 353 P		12.40		11.43	10.25		305.2	RAYLE	CA	PO	4.1	4.1	4.1									
105 P	4.23	12.44	9.20	11.47	10.30		309.3	BESSLEN	CA	PO	1.3	1.3	1.3									
W.B. 298 P		12.46		11.49	10.33		310.6	CLAGETT	CA	PO	3.3	3.3	3.3									
114 P	4.30	12.50	9.24	11.53	10.39		313.9	DN DIETRICH HD	CA	PO	4.0	4.0	4.0									
58 P	4.36	12.54	9.27	11.57AM	10.45		317.9	BRADY	CA	PO	3.6	3.6	3.6									
W.B. 220 WF E.B. 200 YP	4.55	1.05	9.32	12.15PM	10.55		321.5	DN-R SHOSHONE YL	CA	PO	4.3	4.3	4.3									
118 P	5.02	1.10	9.36	12.20	11.01		325.8	DISNEY	CA	PO	5.0	5.0	5.0									
105 P	5.10	1.15 <sup>160</sup>	9.41	12.26	11.07		330.8	TUNUPA	CA	PO	6.7	6.7	6.7									
W.B. 117 WF E.B. 60 YP	5.20	1.24	9.47	12.35	11.16		337.5	DN GOODING	CA	PO	6.7	6.7	6.7									
104 P	5.29 <sup>158</sup>	1.32	9.53	12.42	11.24		344.2	FULLER	CA	PO	6.3	6.3	6.3									
125 WYP	5.38	1.41	9.59	12.50	11.36		350.5	DN BLISS YL	CA	PO	6.8	6.8	6.8									
c125 YP	5.50	1.49	10.05	12.58	11.44AM		357.3	TICESKA YL	CA	PO	9.5	9.5	9.5									
c125 XWP	6.08	2.04	10.16	1.14	12.01PM		366.8	KING HILL	CA	PO	4.1	4.1	4.1									
XP							370.9	SANDBANK	CA	PO	2.9	2.9	2.9									
Yard WFTYP	A 6.25PM	A 2.15AM	A 10.25PM	A 1.30PM	A 12.15PM		373.8	DN-R GLENN'S FERRY YL	CA	PO	159.9	159.9	159.9									

Except where Centralized Traffic Control System is in operation, 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.  
 ★No. 106 will run only on the following dates: Due to leave Glens Ferry on the 2nd, 8th, 14th, 20th, and 26th of each month.  
 The time of No. 105 and No. 106 must be cleared not less than five minutes by first class trains, and not less than fifteen minutes by second class, extra trains, and yard engines.

Car capacity of sidings, etc. See Rule 6 (A).	WESTWARD						FOURTH SUBDIVISION		Distance from Granger via Kuna	Time-Table No. 165	
	SECOND CLASS			FIRST CLASS						STATIONS	
	699 Time Freight Daily	105 Streamliner Passenger ★ See note below	15 Passenger Daily	17 Passenger Daily	11 Passenger Daily						
Yard WFTPY	6.55PM	10.25PM	1.40PM	12.30PM	2.25AM	373.8	DN-R GLENN'S FERRY YL GF		Double Track		
c115 WP	7.15	10.36	1.52	12.42	2.37	382.7	HAMMETT				
c127 YP	7.40	10.50	2.10	12.59 <sup>16</sup>	2.55	393.5	DN REVERSE YL RV				
67 P	7.47	10.54	2.15 <sup>158</sup>	1.03	3.00	396.9	SLADE				
256 WP	7.55	10.59	2.25	s 1.12	s 3.10	401.6	DN MOUNTAIN HOME MZ				
154 P	8.04	11.05	2.32	1.19	3.18	407.5	SEBREE				
141 WP	8.12	11.10	2.37	1.27	3.24	412.7	CLEFT				
58 P	8.21 <sup>160</sup>	11.15	2.42	1.35 <sup>158</sup>	3.31	418.8	SUNNYSIDE				
195 WFIYP	8.35	A 11.20PM	A 2.46PM	A 1.43PM	A 3.37AM	423.0	DN ORCHARD YL OD				
69 P	8.45					427.0	HICKEY				
84 P	8.50					430.8	ELY				
106 WP	8.56					434.7	OWYHEE				
69 P	9.02	via Boise Main Line	via Boise Main Line	via Boise Main Line	via Boise Main Line	438.6	KIESEL				
77 P	9.08					442.6	MORA				
116 P	9.14					446.7	D KUNA KA				
84 P	9.23					451.8	COLLOPY				
						456.3	MAIN LINE JCT. YL				
Yard WFT YOP	9.40	12.15AM	s 4.10PM	s 3.20PM	s 4.55AM	456.6	DN R NAMPA YL AU-Q				
67 P	9.48	12.20	4.27	3.43	5.11	460.8	MOSS				
204 WP	9.55	12.25	4.35	s 3.58	s 5.23	465.6	DN CALDWELL YL CW				
67 P	10.00	12.28	4.40	4.03	5.28	469.2	ENROSE				
125 P	10.05	12.31	4.45	s 4.10	5.32	472.5	D NOTUS U				
58 P	10.10	12.34	4.49	4.17	5.36	476.1	TUCKER				
104 P	10.25 <sup>12</sup>	12.38	4.55 <sup>160</sup>	s 4.27	5.41	480.8	DN PARMA MA				
26						485.8	APPLE VALLEY				
155 WYP	10.36	12.45	5.07	s 4.42 <sup>160</sup>	s 5.52	488.4	DN NYSSA YL SY				
45 P	10.41	12.49	5.12	4.47	5.57	491.7	ARCADIA				
YP	10.48	12.54	5.17	4.55	6.03	496.8	MALHEUR JCT. YL				
444 FYP	10.53	12.57	5.28	s 5.05	s 6.09	498.7	DN ONTARIO YL ON				
						500.8	WASHOE (Spur)				
190 WP	11.00	1.01	5.38	s 5.20	s 6.21	502.5	DN PAYETTE YL AY				
8						506.2	WOOD				
84 P	11.10	1.08	5.45	5.30	6.29	509.3	CRYSTAL				
28						512.7	FELTHAM				
233 WYP	11.19	1.14	5.55	s 5.45	s 6.40	515.9	DN WEISER YL SR				
77 P	11.28	1.20	6.03	5.55	6.48	522.0	EATON				
115 P	11.33	1.24	6.08	6.02	6.54	525.7	COBB				
76 WP	11.40	1.29	6.14	6.09	6.59	530.0	OLDS FERRY				
116 P	11.47PM	1.34	6.20	6.14	7.03	534.0	ROCK ISLAND				
P						537.1	BLAKES JCT.				
Yard WFTYOP	A 12.01AM	A 1.45AM	A 6.35PM	A 6.30PM	A 7.15AM <sup>18</sup>	538.8	DN-R HUNTINGTON YL HU HN				

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.

\*Note—No. 105 will run only on the following dates: Due to leave Glenn's Ferry on the 5th, 11th, 17th, 23rd, and 29th of each month.

The time of No. 105 and No. 106 must be cleared not less than five minutes by first class trains, and not less than fifteen minutes by second class, extra trains, and yard engines.

No. 11 will stop to discharge revenue passengers from Cheyenne or beyond or to pick up revenue passengers for Spokane, Portland or beyond.

No. 15 will stop at Mountain Home, Caldwell, Nyssa, Ontario, Payette, and Weiser for revenue passengers north of Pendleton and The Dalles west; or let off revenue passengers from Salt Lake, Ogden, Cheyenne or beyond.

No. 17 will stop to discharge passengers from Pocatello or beyond, or to pick up passengers for west of Huntington.

Car capacity of sidings, etc. See Rule 6 (A).	FOURTH SUBDIVISION						EASTWARD	
	FIRST CLASS			SECOND CLASS				
	106 Streamliner Passenger	18 Passenger	16 Passenger	12 Passenger	158 Time Freight	160 Time Freight		
Yard WFTPY	5.15AM	A 12.30PM	A 1.25PM	A 1.40AM	A 3.10PM	A 9.55PM		
c115 WP	5.04	s 12.15	1.11	1.25	2.50	9.35		
c127 YP	4.53	12.03PM	12.59 <sup>17</sup>	1.12	2.30	9.15		
67 P	4.49	11.58AM	12.55	1.07	2.15 <sup>15</sup>	9.00		
256 WP	4.45	s 11.52	12.50	s 1.02	2.01	8.52		
154 P	4.39	11.39	12.42	12.52	1.52	8.42		
141 WP	4.34	11.33	12.37	12.47	1.44	8.32		
58 P	4.28	11.26	12.31	12.40	1.35 <sup>17</sup>	8.21 <sup>699</sup>		
195 WFIYP	4.24AM	f 11.20AM	12.27PM	12.35AM	1.17	8.10		
69 P	4.27.0				1.02	7.52		
84 P	4.30.8				12.55	7.45		
106 WP	4.34.7				12.48	7.38		
69 P	4.38.6	Via Boise Main Line	Via Boise Main Line	Via Boise Main Line	12.41	7.31		
77 P	4.42.6				12.33	7.23		
116 P	4.46.7				12.25	7.15		
84 P	4.51.8				12.15	7.05		
	4.56.3							
Yard WFT YOP	3.35AM	s 9.45AM	11.10AM	11.10PM	12.01PM	6.50		
67 P	3.30	s 9.35	s 11.00	s 11.00	10.30AM	5.35		
204 WP	3.26	s 9.20	10.45	s 10.46	10.14	5.18		
67 P	3.22	9.08	10.37	10.37	10.08	5.12		
125 P	3.19	s 9.03	10.34	10.34	10.03	5.07		
58 P	3.16	8.59	10.30	10.30	9.57	5.02		
104 P	3.12	s 8.53	10.25	10.25 <sup>699</sup>	9.50	4.55 <sup>15</sup>		
26	3.05							
155 WYP	3.02	s 8.43	10.17	s 10.16	9.40	4.42 <sup>17</sup>		
45 P	2.57	8.35	10.12	10.09	9.27	4.25		
YP	2.54	8.29	10.07	10.04	9.20	4.18		
444 FYP	2.54	s 8.26	10.04	s 10.01	9.15	4.13		
190 WP	2.50	s 8.15	9.58	s 9.52	9.05	4.05		
8	2.44							
84 P	2.44	8.01	9.47	9.40	8.55	3.55		
23	2.38							
233 WYP	2.32	s 7.53	9.40	s 9.32	8.45	3.45		
77 P	2.28	7.37	9.32	9.22	8.34	3.34		
115 P	2.24	7.33	9.28	9.17	8.28	3.28		
76 WP	2.20	7.28	9.23	9.12	8.22	3.22		
116 P	2.20	7.23	9.18	9.08	8.15	3.15		
P	2.15AM							
Yard WFTYOP	2.15AM	7.15AM <sup>11</sup>	9.10AM	9.00PM	8.00AM	3.00PM		

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.

\*Note—No. 106 will run only on the following dates: Due to leave Huntington on the 2nd, 8th, 14th, 20th, and 26th of each month.

The time of No. 105 and No. 106 must be cleared not less than five minutes by first class trains, and not less than fifteen minutes by second class, extra trains, and yard engines.

No. 16 will stop at Weiser, Payette, Ontario, Nyssa and Caldwell to let off revenue passengers from north of Wallula.

No. 18 will stop to discharge revenue passengers from Portland or beyond, or to pick up revenue passengers for Pocatello or beyond.

WESTWARD					BOISE MAIN LINE					EASTWARD				
Car capacity of sidings, etc. See Rule 6 (A).	FIRST CLASS				Distance from Granger	Time-Table No. 165 June 2, 1946	Mile Post	FIRST CLASS						
	105 Streamliner Passenger	15 Passenger	17 Passenger	11 Passenger				106 Streamliner Passenger	18 Passenger	16 Passenger	12 Passenger			
	★ See note below	Daily	Daily	Daily										
204 WFTYP	11.20PM	2.46PM	1.43PM	3.37AM	428.0	DN ORCHARD YL OD 7.3	428.0	A 4.24AM	A 11.20AM	A 12.27PM	A 12.35AM			
78 P	11.28	2.58	1.52	3.45	430.8	LEONE 5.6	430.8	4.16	11.07	12.15	12.22			
79 P	11.34	3.06	2.02	3.50	435.9	BLACK'S CREEK 5.8	435.9	4.11	10.58	12.06PM	12.14			
78 P	11.40	3.14	2.09	4.05 <sup>106</sup>	441.7	SHAFFER 3.4	441.7	4.05 <sup>11</sup>	10.49	11.58AM	12.05AM			
14 P	11.44	3.19	2.14	4.10	445.1	HILLCREST 3.3	445.1	4.01	10.43	11.52	11.59PM			
109 WYP	11.50 <sup>12</sup>	3.30	2.25	4.15	448.4	DN BOISE YL BG 2.3	448.4	s 3.57	s 10.35	s 11.45	s 11.50 <sup>105</sup>			
P	11.53	3.44	2.53	4.33	450.7	BOISE JCT. 0.7	450.7	3.52	10.12	11.31	11.31			
35 P	11.54	3.46	2.55	4.34	451.4	PERKINS 3.2	451.4	3.51	10.11	11.30	11.30			
31 P	11.57PM	3.49	2.59	4.37	454.6	BEATTY 2.7	454.6	3.48	10.04	11.27	11.27			
77 P	12.01AM	3.52	s 3.03	4.40	457.3	D MERIDIAN MD 3.4	457.3	3.46	s 10.00	11.24	11.24			
25 P	12.05	3.56	3.08	4.43	460.7	SONNA 4.2	460.7	3.43	9.55	11.20	11.20			
P					464.9	NAMPA LOOP JCT. YL 2.7	464.9							
					467.6	MAIN LINE JCT. YL 0.3	467.6							
Yard WFTYOP	A 12.15AM	A 4.10PM	A 3.20PM	A 4.55AM	467.9	DN-R NAMPA YL AU-Q	467.9	3.35AM	9.45AM	11.10AM	11.10PM			
						(44.9)		★★ See note below	Daily	Daily	Daily			
	(0.55) 49.0	(1.24) 32.1	(1.37) 27.8	(1.18) 34.5		.....Thru Time.....	(0.49) 55.0	(1.35) 28.3	(1.17) 35.0	(1.25) 31.7				

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.  
 ★Note—No. 105 will run only on the following dates: Due to leave Orchard on the 5th, 11th, 17th, 23rd, and 29th of each month.  
 ★★Note—No. 106 will run only on the following dates: Due to leave Nampa on the 2nd, 8th, 14th, 20th, and 26th of each month.  
 The time of No. 105 and No. 106 must be cleared not less than five minutes by first class trains, and not less than fifteen minutes by second class, extra trains, and yard engines.

WESTWARD				MURPHY BRANCH				EASTWARD			
Car capacity of sidings, etc. See Rule 6 (A).	Distance from Nampa	Time-Table No. 165 June 2, 1946		Mile Post	Car capacity of sidings, etc. See Rule 6 (A).	Distance from Boise Jct.	Time-Table No. 165 June 2, 1946		Mile Post		
		STATIONS									
		Yard WFTYOP	0.0				DN-R NAMPA YL AU-Q	0.0		0.0	P
20	4.4	DEAL	4.4	4.4	22	1.1	FAIR GROUNDS YL	1.1			
25	8.9	BOWMONT	8.9	8.9	Yard WFTOP	3.2	D-R BOISE FREIGHT YL BD	3.2			
	11.6	WESTMA (Spur)	11.6	11.6		5.0	PENITENTIARY SPUR	5.0			
28	14.6	MELBA	14.6	14.6		6.8	VERNON (Spur)	6.8			
31	17.1	STODDARD	17.1	17.1		8.4	BARBER	8.4			
18 WY	20.8	R MURPHY	20.8	20.8			(8.4)				
		(29.8)									

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

WESTWARD					KETCHUM BRANCH					EASTWARD				
Car capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS				Distance from Shoshone	Time-Table No. 165 June 2, 1946	Mile Post	SECOND CLASS						
	341 Mixed	379 Mixed						380 Mixed	342 Mixed					
	Daily Except Sunday	Monday Wednesday Friday												
W, B, 220 WF E, B, 200 YP		9.30AM	7.10AM	0.0	DN-R SHOSHONE YL X	0.0	A 2.00PM	A 4.00PM						
		f		10.9	MARLEY	10.9	f							
39 WYP		s 10.05	A 7.45AM	15.3	D-R RICHFIELD YL FK	15.3	1.20PM	s 3.15						
29		f 10.20		21.7	PAGARI	21.7	f 2.55							
27		f 10.40		29.7	TIKURA	29.7	f 2.35							
		f 10.50		33.9	PRIEST (Spur)	33.9	f 2.25							
59 WP		s 11.00		37.3	D PICABO XN	37.3	s 2.10							
		f 11.10		41.8	HAY	41.8	f 2.00							
		s 11.15		44.3	GANNETT	44.3	s 1.55							
30		s 11.29		52.1	BELLEVUE	52.1	s 1.40							
17 W		s 11.40		57.2	D HAILEY RI	57.2	s 1.25							
		f 11.55AM		63.2	GIMLET (Spur)	63.2	f 1.05							
		f 12.05PM		67.6	TRIUMPH	67.6	f 12.50							
33 WY		A 12.15PM		69.4	D-R KETCHUM YL KU	69.4		12.45PM						
					(69.4)		Monday Wednesday Friday	Daily Except Sunday						
		(2.45) 25.2	(0.85) 26.2		.....Thru Time.....	(0.40) 22.9	(3.15) 21.3							

WESTWARD					HILL CITY BRANCH					EASTWARD				
Car capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS				Distance from Richfield	Time-Table No. 165 June 2, 1946	Mile Post	SECOND CLASS						
	379 Mixed Monday Wednesday Friday							380 Mixed						
39 WYP		7.50AM		0.0	D-R RICHFIELD YL FK	0.0	A 1.15PM							
10		f 8.00		4.5	RAWSON	4.5	f 1.05							
30		f 8.15		9.4	BURMAH	9.4	f 12.50							
42 WP		f 8.40		21.5	MAGIC	21.5	f 12.25							
31		f 9.00		31.2	MACON	31.2	f 12.05PM							
31 P		f 9.08		34.0	BLAINE	34.0	f 11.55AM							
7		f 9.15		36.8	RANDS	36.8	f 11.45							
17		f 9.23		39.7	SELBY	39.7	f 11.35							
43 WP		s 9.35		43.8	D FAIRFIELD FD	43.8	s 11.25							
32		f 9.55		51.7	CORRAL	51.7	f 10.55							
57 WY		A 10.15AM		57.8	R HILL CITY YL	57.8	10.40AM							
					(57.8)		Monday Wednesday Friday							
		(2.35) 23.9			.....Thru Time.....	(2.35) 22.4								

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





WESTWARD				NORTH SIDE BRANCH			EASTWARD			
Car capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS			Distance from Rupert	Time-Table No. 165 June 2, 1946	Mile Post	SECOND CLASS			
	471 Local Freight Daily Except Sunday	365 Mixed Daily Except Sunday	Time				472 Local Freight	366 Mixed	Time	STATIONS
206 WYP	10.00AM	8.35AM	0.0	DN-R RUPERT YL MS	0.0	A 6.30PM	A 4.05PM			
17		f	3.5	3.5 TRAVERS	3.5					
F			4.4	0.9 MYERS	4.4					
73 F	10.35	s 8.47	5.9	1.5 PAUL DJ	5.9	6.00	s 3.52			
20		f 8.51	7.9	2.0 BUDGE	7.9		f 3.46			
54	11.05AM	f 9.07	15.9	8.0 SCHODDE	15.9	5.00	f 3.31			
21		f 9.16	19.8	3.9 McHENRY	19.8		f 3.23			
22	12.05PM	s 9.25	24.0	4.2 HAZELTON AZ	24.0	4.30	s 3.15			
63 W	12.40	s 9.35	28.1	4.1 EDEN DX	28.1	3.45	s 3.07			
	12.50	s 9.43	31.5	3.4 HUNT	31.5	3.15	f 2.57			
54	1.00	f 9.50	34.8	3.3 PERRINE	34.8	3.02 <sup>366</sup> 2.42	f 2.52 <sup>472</sup>			
15		9.58	38.3	3.5 SUGAR LOAF	38.3		2.45			
		f 10.03	40.6	2.3 FALLS CITY	40.6		f 2.40			
		f 10.07	42.6	2.0 BARRYMORE	42.6		f 2.36			
7			44.7	2.1 HAYTOWN	44.7					
			45.8	1.1 HYDRA	45.8					
54 WFX	1.30 <sup>472</sup> 2.26 <sup>366</sup>	s 10.28	47.9	2.1 DN JEROME YL JO	47.9	1.30 <sup>471</sup> PM	s 2.26 <sup>471</sup>			
		f 10.37	52.9	5.0 APPLETON	52.9		f 2.14			
54	3.30	s 10.52 <sup>472</sup>	56.7	3.8 D WENDELL ND	56.7	10.52 <sup>365</sup> AM	s 2.06			
54	4.00	f 11.12	66.2	9.5 TUTTLE	66.2	10.25	f 1.45			
125 WYP	A 5.30PM	A 11.30AM	73.6	7.4 DN-R BLISS YL IS	73.6	10.00AM	1.30PM			
				(73.6)		Daily Except Sunday	Daily Except Sunday			

(7.30)  
9.8

(2.55)  
25.2

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

(8.30)  
8.7

(2.35)  
28.5

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

WESTWARD				WELLS BRANCH			EASTWARD			
Car capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS			Distance from Twin Falls	Time-Table No. 165 June 2, 1946	Mile Post	SECOND CLASS			
	339 Mixed Daily Except Sunday	Time	STATIONS				340 Mixed	Time	STATIONS	
										STATIONS
192 WFP		8.00PM	0.0	DN-R TWIN FALLS YL NA	0.0	A 4.30PM				
7		f	5.6	5.6 KNULL	5.6	f				
6		f	7.0	1.4 GODWIN	7.0	f				
31		f 8.25	10.9	3.9 BERGER	10.9	f 3.40				
31		s 8.50	19.4	8.5 HOLLISTER	19.4	s 3.10				
		f	28.2	3.8 AMSTERDAM (Spur)	28.2	f				
21 WYP		s 9.30	28.8	5.6 ROGERSON	28.8	s 2.40				
38		f 9.55	38.7	9.9 METEOR	38.7	f 2.11				
34		f 10.25	50.1	11.4 IDAVADA	50.1	f 1.47				
34 WFP		f 10.39	56.1	6.0 DELAPLAIN	56.1	f 1.35				
34		f 10.50	60.7	4.6 SAN JACINTO	60.7	f 1.25				
34 F		s 11.10	68.8	8.1 D CONTACT CN	68.8	s 1.10				
33 WFP		f 11.30	75.1	6.3 HENRY	75.1	f 12.55				
34		f 11.45PM	80.9	5.8 HUBBARD	80.9	f 12.44				
33		f 12.05AM	86.7	5.8 SHORES	86.7	f 12.33				
48 WFP		f 12.30	93.6	6.9 RED POINT	93.6	f 12.21				
37		f 12.40	97.3	3.7 HERRELL	97.3	f 12.09PM				
44 YP		s 12.55	102.5	5.2 SUMMER CAMP	102.5	s 11.58AM				
44 W		f 1.10	108.9	6.4 MELANDCO	108.9	f 11.34				
35		f 1.30	116.1	7.2 TOWN CREEK	116.1	f 11.17				
WFP		A 2.00AM	123.4	7.3 DN-R WELLS YL HU	123.4	11.00AM				
				(123.4)		Daily Except Sunday				

(6.00)  
20.6

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

(5.30)  
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 (A).	Distance from Blakes Jct.	Time-Table No. 165 June 2, 1946		Mile Post	
		<b>STATIONS</b>			
	0.0	<b>BLAKES JCT.</b> 14.4		0.0	
P	14.0	HOME (Spur) 1.3		14.0	
8 W	15.3	MINERAL (Spur) 11.8		15.3	
13	27.1	STURGILL (Spur) 5.8		27.1	
34 TP	32.9	D-R ROBINETTE YL RQ		32.9	
(32.9)					
..... Thru Time .....		..... Thru Time .....		..... Thru Time .....	
..... Average speed per hour .....		..... Average speed per hour .....		..... Average speed per hour .....	

WESTWARD		HOMEDALE BRANCH		EASTWARD	
Car capacity of sidings, etc. See Rule 6 (A).	Distance from Nyssa	Time-Table No. 165 June 2, 1946		Mile Post	<b>SECOND CLASS</b> 364 Mixed
		<b>STATIONS</b>			
155 WYP	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 WYP	s 10.30	24.4	D-R HOMEDALE HR 6.6	24.4	s 11.45AM
19	f 10.50	31.0	CLAYTONIA 2.1	31.0	f 11.25
19 YP	A 11.00AM	33.1	D-R MARSING YL MR	33.1	11.15AM
(33.1) Monday Friday					
..... Thru Time .....		..... Thru Time .....		..... Thru Time .....	
..... Average speed per hour .....		..... Average speed per hour .....		..... Average speed per hour .....	

WESTWARD		PAYETTE BRANCH		EASTWARD	
Car capacity of sidings, etc. See Rule 6 (A).	Distance from Payette	Time-Table No. 165 June 2, 1946		Mile Post	<b>SECOND CLASS</b> 384 Mixed
		<b>STATIONS</b>			
190 WYP	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	ELFFIE 1.2	3.9	f 2.30
15 P	s 7.30	5.1	D FRUITLAND FU 1.7	5.1	s 2.25
20	f 7.40	6.8	BUCKINGHAM 4.3	6.8	f 2.06
33 P	s 8.00	11.1	D NEW PLYMOUTH NP 6.1	11.1	s 1.55
5	f 8.16	17.2	FALKS (Spur) 1.7	17.2	f 1.32
		18.9	LITTLE ROCK 2.7	18.9	
13*	f 8.27	21.6	LETHA 8.1	21.6	f 1.23
96 WYP	A 8.50AM	29.7	D-R EMMETT YL MF	29.7	1.00PM
(29.7) Daily Except Sunday					
..... Thru Time .....		..... Thru Time .....		..... Thru Time .....	
..... Average speed per hour .....		..... Average speed per hour .....		..... Average speed per hour .....	

WESTWARD		WILDER BRANCH		EASTWARD	
Car capacity of sidings, etc. See Rule 6 (A).	Distance from Caldwell	Time-Table No. 165 June 2, 1946		Mile Post	<b>SECOND CLASS</b> 362 Mixed
		<b>STATIONS</b>			
204 W	1.00PM	0.0	DN-R CALDWELL YL CW 2.5	0.0	A 3.15PM
20		2.5	SIMPLOT 1.2	2.5	
21	f 1.20	3.7	SHELP 3.3	3.7	f 2.55
3	f 1.40	7.0	GREENLEAF (Spur) 2.7	7.0	f 2.35
11	f 1.55	9.7	ALLENDALE 1.8	9.7	f 2.20
43	A 2.00PM	11.5	R WILDER	11.5	2.15PM
(11.5) Tuesday Thursday Saturday					
..... Thru Time .....		..... Thru Time .....		..... Thru Time .....	
..... Average speed per hour .....		..... Average speed per hour .....		..... Average speed per hour .....	

WESTWARD		BROGAN BRANCH		EASTWARD	
Car capacity of sidings, etc. See Rule 6 (A).	Distance from Vale	Time-Table No. 165 June 2, 1946		Mile Post	<b>SECOND CLASS</b> 374 Mixed
		<b>STATIONS</b>			
134 WYP	12.30PM	0.0	D-R VALE YL VA 17.3	0.0	A 3.15PM
29	f 1.15	17.3	JAMIESON 6.0	17.3	f 2.25
31 WYP	A 1.40PM	23.3	BROGAN YL	23.3	2.00PM
(23.3) Tuesday Thursday Saturday					
..... Thru Time .....		..... Thru Time .....		..... Thru Time .....	
..... Average speed per hour .....		..... Average speed per hour .....		..... Average speed per hour .....	

WESTWARD		IDAHO NORTHERN BRANCH		EASTWARD	
Car capacity of sidings, etc. See Rule 6 (A).	Distance from Nampa	Time-Table No. 165 June 2, 1946		Mile Post	<b>SECOND CLASS</b> 386 Mixed
		<b>STATIONS</b>			
Yard WFT YOP		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 8.25	2.4	FISCHER 3.7	2.4	4.25
2	f 8.35	6.1	MADDENS (Spur) 3.2	6.1	f 4.15
14	s 8.45	9.3	MIDDLETON 9.6	9.3	s 4.05
15	f 9.05	18.9	JENNESS 3.3	18.9	f 3.40
	f 9.20	22.2	BRAMWELL (Spur) 4.8	22.2	f 3.25
96 WYP	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 2.25
	f	33.0	BLACK CANYON (Spur) 8.1	33.0	f
43 P	s 11.15	41.1	MONTOUR 8.8	41.1	s 1.55
32 P	s 11.55AM	49.7	D HORSESHOE BEND YL HB 5.4	49.7	s 1.30
32	f 12.40 <sup>386</sup> PM	55.1	GARDENA 9.0	55.1	f 12.40 <sup>386</sup>
35 WFTP	s 1.30	64.1	D BANKS YL AB 11.3	64.1	s 12.05PM
25 WP	f 2.30	75.4	BIG EDDY 7.6	75.4	f 10.55AM
31 YP	s 3.00	83.0	SMITHS FERRY YL 9.7	83.0	s 10.25
15 P	f 3.35	92.7	CABARTON 2.3	92.7	f 9.50
32 W	f 3.45	95.5	BELVIDERE 3.7	95.5	f 9.40
32 YP	s 4.30	99.2	D CASCADE YL CD 8.9	99.2	s 9.30
31	f 5.00	108.1	ARLING 7.2	108.1	f 8.00
33 W	s 5.35	115.3	D DONNELLY YL FY 5.3	115.3	s 7.35
14	f 5.45	120.6	NORWOOD 2.7	120.6	f 7.22
	f	123.3	ARCHABAL 5.4	123.3	f
53 WFTP	A 6.15PM	128.7	D-R MCCALL YL NE	128.7	7.00AM
(1.28) Daily Except Sunday					
..... Thru Time .....		..... Thru Time .....		..... Thru Time .....	
..... Average speed per hour .....		..... 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.

OTTO C. PERRY  
# 3 FOX STREET  
DENVER 9, COLO.  
31 AUG 1950

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 (A).	SECOND CLASS			Distance from Ontario	Time-Table No. 165 June 2, 1946	Mile Post	SECOND CLASS				
		373 Mixed	359 Mixed				360 Mixed	374 Mixed			
		Tuesday Thursday Saturday	Daily Except Sunday								
444 WYFP		11.15AM	9.30AM	0.0	DN-R ONTARIO YL ON	0.0	A 4.00PM	A 4.15PM			
	YP	11.25	f 9.40	1.9	MALHEUR JCT. YL	1.9	3.40	3.55			
14		f 11.30	f 9.45	3.7	CAIRO	3.7	f 3.35	f 3.50			
15		f 11.40	f 9.55	6.9	LUSE	6.9	f 3.25	f 3.45			
24		f 11.50AM	f 10.05	10.0	MALLETT	10.0	f 3.15	f 3.35			
134 WYP		A 12.05PM	s 10.25	15.5	D-R VALE YL VA	15.5	s 3.00	3.25PM			
46			f 10.45	23.5	HOPE	23.5	f 2.30				
52 W			f 11.10	34.8	LITTLE VALLEY	34.8	f 2.00				
53 P			s 11.30	42.0	D HARPER HA	42.0	s 1.30				
			f	48.0	KIME	48.0	f				
50			f 11.50AM	51.2	NAMORF	51.2	f 12.50				
			f	56.4	BOHNA	56.4	f				
27			f 12.25 <sup>350</sup> PM	62.2	JONESBORO	62.2	f 12.25 <sup>359</sup> PM				
53 WYP			s 1.05	73.6	D JUNTURA JN	73.6	s 11.50AM				
50			f 1.50	86.6	LONG	86.6	f 11.02				
49 WP			s 2.15	92.7	RIVERSIDE	92.7	s 10.40				
			f	100.0	FORT	100.0	f				
31			f 2.40	102.8	DUNNEAN	102.8	f 10.20				
32 WP			f 3.00	110.2	VENATOR	110.2	f 10.00				
32			f 3.20	117.9	CIRCLE BAR	117.9	f 9.45				
31 WP			s 3.50	126.6	CRANE	126.6	s 9.20				
			f 4.25	138.4	LAWEN (Spur)	138.4	f 8.45				
31			f 4.35	143.5	REDESS	143.5	f 8.30				
23 WFO			A 5.15PM	156.8	D-R BURNS YL BR	156.8	8.00AM				
					(156.8)		Daily Except Sunday	Tuesday Thursday Saturday			
		(0.50) 18.6	(7.45) 20.2	.....	Thru Time.....	(8.00) 19.6	(0.50) 18.6	.....	Average speed per hour.....		

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

WESTWARD				NEW MEADOWS BRANCH				EASTWARD			
Car capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS		FIRST CLASS	Distance from Weiser	Time-Table No. 165 June 2, 1946	Mile Post	FIRST CLASS	SECOND CLASS			
		451 Local Freight	557 Motor Passenger				558 Motor Passenger	452 Local Freight			
		Tuesday Thursday Saturday	Daily Except Sunday								
233 WY FTP		10.10AM	9.00AM	0.0	DN-R WEISER YL SR	0.0	A 4.55PM	A 3.00PM			
12		10.25	9.12	6.0	REBECCA	6.0	4.37	2.30			
6		10.40	f 9.22	11.7	PRESLEY	11.7	f 4.25	2.15			
48		11.10AM	f 9.38	19.1	CONCRETE	19.1	f 4.09	1.45			
	W		f 10.00	26.7	DIAMOND (Spur)	26.7	f 3.49				
26 P		12.05PM	s 10.12	31.8	D MIDVALE MI	31.8	s 3.39	1.15			
35 P		12.45	s 10.36	40.5	D CAMBRIDGE RA	40.5	s 3.15	12.25PM			
3	W	1.10	s 10.59	49.8	GOODRICH	49.8	s 2.54	11.59AM			
18		1.35	f 11.17 <sup>452</sup>	56.6	MESA	56.6	f 2.38	11.17 <sup>557</sup>			
42 YWFP		2.28 <sup>558</sup>	s 11.25	60.2	DR COUNCIL YL CN	60.2	s 2.28 <sup>451</sup>	11.05			
7		2.33	f 11.28	61.6	HOOVER YL	61.6	f 2.18	10.30			
4		2.38	s 11.37	66.5	FRUITVALE	66.5	s 2.12	10.10			
			f 11.47	69.3	STARKEY (Spur)	69.3	f 2.04				
6		3.05	f 11.57AM	72.0	GLENDALE	72.0	f 1.55	9.40			
15		3.30	f 12.25PM	80.0	WOODLAND	80.0	f 1.35	9.23			
29		3.45	s 12.30	81.9	TAMARACK	81.9	s 1.30	9.15			
43		3.55	f 12.36	84.1	RUBICON YL	84.1	f 1.24	9.05			
146 YWFP		A 4.30PM	A 12.50PM	89.7	D-R NEW MEADOWS YL DS	89.7	1.10PM	8.45AM			
		(6.20) 14.2	(3.50) 23.4	.....	Thru Time.....	(3.45) 23.5	(6.15) 14.4	.....	Average speed per hour.....		

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

**SPEED RESTRICTIONS**

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

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

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

When a streamline train with cars having AHSC brake equipment is operated with automatic brake control, a maximum speed of 75 miles per hour must not be exceeded.

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

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.	90	75	45	Trains handling company roadway machines on their own wheels—			
On curves indicated by curve warning signs, unless otherwise specified.	40	40	25	On main line and Twin Falls Branch:			
Inspection bus cars.		45	45	On straight track.			30
When caboose is handled in train consisting of passenger equipment.		50		On curves.			25
3800 and 3900 class and 2-10-2 type engines.		50	45	On other branch lines.			15
MacArthur type engines with 63-inch drivers.		50	45	Within yard limits and passing fueling stations—			
MacArthur type engines with 57-inch drivers.		35	35	On main line.	50	40	25
4000 and 9000 class engines.		45	45	On branch lines.		30	15
Ten Wheeler type engines 1573, 1575, 1577 to 1580.		55	40	Over spring switches, when using turnouts.	15	15	15
Ten Wheeler type engines 1584 to 1587.		35	35	Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement.	20	20	20
Consolidation type engines.		35	35	Over spring switches, where movement is over facing point switch, except at Dietrich end of double track and east end of siding.	20	20	20
Mallet type engines, except 3800, 3900 and 4000 class.		35	35	When using cross-overs or turnouts.	15	15	15
0-6-0 and 0-8-0 type yard engines 4405 to 4480.		20	20	When using cross-overs, turnouts or any wye track, with 9000 class engines.		6	6
Engines running backward.	20	20	20	Through interlocking.	30	30	30
Trains handling scale test cars— On main line and Twin Falls Branch. On other branch lines.			30 20	Jordan spreaders and other machines of spreader type, when in operation.			15
Trains handling loaded wooden Hart convertible cars.			30				

**FIRST SUBDIVISION**

Through cut between M.P. 43 and 44.	12	12	12	On curves as follows: Between Mile Posts—			
Cokeville, over streets and alleys.	30	30	30	Hassett	70	70	40
On curves as follows: Between Mile Posts—				14.4 and 14.6			
Granger	70	70	40	Nutria	70	70	40
3.5 and 3.7				16.2 and 16.4	60	50	40
Donovan	85	70	40	18.2 and 18.3	85	70	40
5.5 and 5.6				19.0 and 19.1			
Moxa	85	70	40	Cosgriff	70	70	40
10.4 and 11.3				21.2 and 23.8			
12.2 and 12.3	70	70	40	Opal	85	70	40
				25.7 and 25.9	70	70	40
				28.7 and 28.9			

**FIRST SUBDIVISION (Continued)**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
On curves as follows: Between Mile Posts—				On curves as follows: Between Mile Posts—			
Folger	70	70	40	Carlson	70	70	40
29.4 and 29.6				67.3 and 68.5			
31.3 and 32.5	50	40	25	68.5 and 69.0	85	70	40
33.0 and 33.1	70	70	40	Beckwith	85	70	40
Waterfall	85	70	40	75.9 and 77.4			
34.2 and 34.4				Pixley	85	70	40
34.6 and 34.8	60	50	40	77.4 and 83.5			
35.5 and 35.9	50	40	25	Cokeville	85	70	40
36.5 and 39.0	40	40	25	83.5 and 84.4			
Kemmerer	50	40	25	87.5 and 87.7	60	50	40
43.9 and 48.3				89.8 and 91.6	85	70	40
48.3 and 49.4	40	40	25	Border	60	50	40
Fossil	85	70	40	93.0 and 93.2			
53.2 and 53.3				94.0 and 95.0	85	70	40
54.7 and 56.0	40	35	25	96.5 and 96.9	70	70	40
Nugget	40	35	25	Pegram	60	50	40
56.0 and 58.0				98.4 and 99.2			
58.0 and 59.6	70	70	40	99.5 and 100.9	70	70	40
Orr	70	70	40	102.6 and 102.9	60	50	40
59.6 and 61.3				Harer	60	50	40
61.8 and 62.1	85	70	40	102.9 and 104.9			
Sage	60	50	40	105.2 and 105.4	70	70	40
63.7 and 65.3				Dingle	85	70	40
66.3 and 67.3	70	70	40	111.5 and 111.9			
				Montpelier			

**SECOND SUBDIVISION**

Soda Springs, over streets and alleys.	30	30	30	On curves as follows: Between Mile Posts—			
Conda Spur.		15	15	Georgetown	70	70	40
Bancroft, over streets and alleys.	25	25	25	126.8 and 127.8			
On curves as follows: Between Mile Posts—				128.2 and 130.0	60	50	40
Montpelier	85	70	40	131.1 and 131.4	85	70	40
119.5 and 120.4				131.4 and 131.9	70	70	40
120.4 and 120.8	70	70	40	Cavanaugh	70	70	40
121.2 and 121.3	60	50	40	131.9 and 132.2			
Pescadero	60	50	40	134.0 and 134.5	85	70	40
121.3 and 121.7				134.5 and 135.7	70	70	40
121.8 and 122.4	70	70	40	Manson	85	70	40
122.5 and 122.8	60	50	40	136.1 and 138.3			
123.0 and 123.5	70	70	40	138.6 and 139.2	60	50	40
123.8 and 125.0	85	70	40	139.7 and 140.0	85	70	40
125.0 and 125.5	70	70	40	Rose	85	70	40
125.8 and 126.1	60	50	40	140.0 and 140.5			
126.2 and 126.8	70	70	40	141.0 and 141.9	60	50	40
				142.4 and 143.3	70	70	40
				143.7 and 145.2	60	50	40

SECOND SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
On curves as follows: Between Mile Posts— Soda Springs 148.1 and 148.5	70	70	40	On curves as follows: Between Mile Posts— Lava Hot Springs 180.2 and 181.6	70	70	40
149.0 and 149.2	85	70	40	181.8 and 183.1	60	50	40
Alexander 152.1 and 152.4	60	50	40	183.2 and 184.3	70	70	40
Bancroft 163.5 and 165.6	70	70	40	Topaz 184.3 and 185.7	70	70	40
Kinport 165.6 and 168.0	70	70	40	185.8 and 187.9	50	40	25
168.9 and 169.3	60	50	40	188.2 and 190.2	70	70	40
Pebble 170.6 and 170.8	85	70	40	McCammon 192.4 and 192.6	60	50	40
171.2 and 171.7	60	50	40	193.2 and 194.6	85	70	40
171.9 and 174.8	70	70	40	195.1 and 195.4	60	50	40
Broxon 176.0 and 177.4	70	70	40	195.7 and 197.1	85	70	40
Blaser 177.4 and 178.5	60	50	40	Onyx 197.7 and 200.3	70	70	40
Westward, 179.0 to 180.0.	40	30	15	200.5 and 201.1	60	50	40
Eastward, 180.0 to 179.0.	50	40	25	Inkom 202.3 and 202.6	60	50	40
				203.1 and 206.2	85	70	40
				Portneuf 207.1 and 208.6	70	70	40
				211.0 and 211.6	85	70	40
				Pocatello			

THIRD SUBDIVISION

Pocatello, between passenger station and M.P. 216.9.	20	20	20	On curves as follows: Between Mile Posts— Borah 242.3 and 243.3	85	70	40
Pocatello, within platform limits of passenger station.	6	6	6	244.1 and 245.0	70	70	40
Pocatello, on enginehouse lead and tracks.			6	245.0 and 246.0	85	70	40
Bridge 239.75.	25	25	25	Wapi 256.0 and 259.8	70	70	40
Dietrich, through turnout curve leading from old main track to new main track at west end of yard.	15	15	15	DeWoff 259.8 and 264.1	85	70	40
Shoshone, westward over Greenwood Street.	15	15	15	Adelaide 284.3 and 287.0	85	70	40
Gooding, over streets and alleys.	30	30	30	Kimama 289.0 and 295.0	85	70	40
On curves as follows: Between Mile Posts— Pocatello 218.6 and 220.0	85	70	40	Senter 295.7 and 299.3	85	70	40
Michaud 226.0 and 226.5	85	70	40	Dietrich 317.0 and 317.3	85	70	40
Igo 233.3 and 236.3	85	70	40	Shoshone 323.2 and 325.8	70	70	40
American Falls 240.0 and 240.3	45	40	25	Disney 325.8 and 326.7	70	70	40
240.4 and 242.3	70	70	40	328.0 and 328.6	85	70	40

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
On curves as follows: Between Mile Posts— Gooding 337.5 and 340.5	85	70	40	On curves as follows: Between Mile Posts— King Hill 367.5 and 367.9	70	70	40
340.7 and 341.1	60	50	40	369.2 and 369.5	50	40	25
342.2 and 342.7	70	70	40	369.7 and 370.9	70	70	40
342.8 and 343.3	60	50	40	Sand Bank 371.1 and 373.3	40	40	25
Fuller 345.0 and 345.2	85	70	40	Glenns Ferry			
Ticeska Westward, 357.3 to 365.0	65	55	35				
365.4 and 365.8	85	70	40				

FOURTH SUBDIVISION

Eastward, Reverse to Hammett.	65	55	35	On curves as follows: Between Mile Posts— Ely 430.8 and 434.7	85	70	40
Nampa, between passenger station and Main Line Junction.	15	15	15	Owyhee 434.7 and 435.0	85	70	40
Caldwell, over streets and alleys.	25	25	25	Kuna 466.7 and 451.8	60	60	40
Parma, over streets and alleys.	30	30	30	Enrose 469.2 and 472.5	85	70	40
Nyssa, on house track with 9000 class engines.		6	6	Tucker 476.1 and 480.8	85	70	40
Washoe Spur, with 5000 class engines.			5	Parma 480.8 and 485.8	70	70	40
Between Payette and Weiser, trains handling logs.			30	Ontario 499.8 and 500.8	85	70	40
Bridge 536.39.	25	25	25	Feltham 512.7 and 515.7	70	70	40
Huntington, over switch old main line to new main line opposite ice house track.	15	15	15	515.7 and 515.9	40	40	25
Huntington, on track No. 2 (generally known as track No. 9) through yard.	5	5	5	Eaton 522.0 and 525.7	70	60	40
On curves as follows: Between Mile Posts— Glenns Ferry 376.5 and 377.6	60	50	40	Cobb 525.7 and 526.0	70	60	40
377.8 and 378.2	85	70	40	526.4 and 527.3	60	50	40
378.7 and 379.3	45	40	25	527.3 and 528.5	70	60	40
380.3 and 383.9	85	70	40	529.1 and 530.0	60	50	40
Hammett 385.6 and 387.0	60	50	35	Olds Ferry 530.4 and 531.9	70	60	40
389.8 and 390.8	60	50	35	532.2 and 534.2	60	50	40
Reverse 393.6 and 396.9	85	70	40	Rock Island 534.2 and 535.2	60	50	40
Mountain Home 401.6 and 407.5	85	70	40	536.0 and 536.3	45	35	25
Hickey 427.6 and 428.1	85	70	40	536.7 and 537.1	50	40	25
428.4 and 428.9	60	50	40	Blakes Jct. 537.1 and 538.9	40	40	25
				Huntington			

BOISE MAIN LINE

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.
Maximum speed.	90	70	40	On curves as follows:			
Meridian, No. 11 and No. 12 to discharge mail.		40		Between Mile Posts—			
On curves as follows:				Shafer			
Between Mile Posts—				B-442.1 and B-444.5	60	50	40
Orchard				Hillcrest			
B-423.6 and B-423.9	40	40	25	B-445.6 and B-447.0	60	50	40
B-428.2 and B-428.4	85	70	40	Boise			
B-429.1 and B-429.4	60	50	40	B-448.8 and B-449.0	40	35	25
B-429.7 and B-430.0	70	65	40	B-450.4 and B-450.6	85	70	40
Leone				Boise Jct.			
B-431.0 and B-433.7	70	65	40	B-450.7 and B-450.9	70	60	40
B-433.9 and B-434.2	60	50	40	Noble			
Black's Creek				B-464.4 and B-464.8	70	60	40
B-435.8 and B-438.1	85	70	40	Nampa Loop Jct.			
B-438.5 and B-438.8	70	65	40	B-465.0 and B-467.7	40	40	25
B-439.2 and B-440.2	50	40	25	Nampa			
B-440.4 and B-441.8	70	65	40				

BRANCHES

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.
Kemmerer Branch		15	15	On curves as follows:			
Cumberland Branch.		15	15	Between Mile Posts—			
Glencoe Branch.		15	15	31.0 and 36.2		25	25
Elkol Branch.		15	15	45.8 and 53.3		25	25
Blazon Branch.		15	15	69.6 and 71.6		25	25
Grace Branch.				91.2 and 91.5		25	25
Maximum speed.		20	20	Between Herrell and Melandco.		20	20
Bridge 5.33 with 2000 class engines.		10	10	Wells Yard.		25	15
Twin Falls Branch.				Ketchum Branch			
Maximum speed.		50	40	Maximum speed.		40	30
Bridge 20.10		25	25	Bridge 16.04 with MacArthur type engines.		15	15
Rupert, on west leg of wye.		10	10	Between Hailey and Ketchum, over truss bridges.		15	15
Buhl, on mill and elevator track with MacArthur type engines.			5	Bellevue, over streets and alleys.		12	12
North Side Branch.				Hill City Branch			
Maximum speed—		35	30	Maximum speed.		25	25
Motor trains, on straight track.		40		Over trestles 21.6 and 23.40 with snow plows.			15
2000, 2300 and 2500 class engines.		15	15	Boise Branch.			
Raft River Branch.		20	20	Between Boise Jct. and Boise Freight.		25	25
Oakley Branch.		25	25	Between Boise Freight and Barber Jct.		15	15
Light McArthur		20	20	Murphy Branch.			
Wells Branch				Between Nampa and M.P. 21.6.		15	15
Maximum speed.		30	30	Between M.P. 21.6 and Murphy.		20	20
Between Twin Falls and Rogerson with 1572 class and MacArthur type engines.		20	20	Bridge 22.40.		15	15

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BRANCHES (Continued)

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