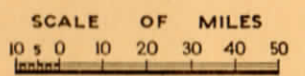


**MAP OF THE SOUTH-CENTRAL DISTRICT IDAHO DIVISION**

CORRECTED TO JULY 1, 1947



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

**IDAHO DIVISION**

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

**TIME-TABLE No. 171**

**Effective Monday, September 1, 1947**  
at 12:01 A. M. Mountain Time

*Be Careful Today*

**FOR EMPLOYEES ONLY**



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

**B. F. WELLS,** Assistant General Manager  
**A. D. HANSON,** General Superintendent

**W. B. GROOME,** Superintendent,  
**Pocatello, Idaho**

H. W. STOKER, Ass't Superintendent . . . Pocatello, Idaho

A. BYBEE, Ass't Superintendent . . . . . Nampa, Idaho

L. E. MANGUM, Trainmaster . . . . . Nampa, Idaho

B. W. COLLINS, 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, Road Foreman of Eng's . . . Pocatello, Idaho

G. O. GOOCH, 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**

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

H. L. CRAWFORD, Ass't. Chief Train Dispatcher  
Pocatello, Idaho

**Fourth Subdivision and Branches**

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

H. H. HARBAUGH, 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**

**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.
E. S. Borenmyer . . . . .	Surgeon	Pocatello . . . . .	Vicinity of Pocatello.
J. R. McMahon . . . . .	Surgeon	Pocatello . . . . .	Vicinity of Pocatello.
H. H. Hughart . . . . .	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 . . . . .	Cokeville to Granger.
H. H. King . . . . .	Surgeon	Montpelier . . . . .	Cokeville to McCammon.
R. B. Lindsay . . . . .	Surgeon	Montpelier . . . . .	Cokeville 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 Idavada 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	Hatley . . . . .	Ketchum Branch.
J. R. Moritz . . . . .	Surgeon	Sun Valley . . . . .	Sun Valley.
J. H. Cromwell . . . . .	Surgeon	Gooding . . . . .	Tunupa to Bliss.
W. A. Rulien . . . . .	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 Nyssa.
J. J. Sarazin . . . . .	Surgeon	Nyssa . . . . .	Parma to Ontario and Marsing.
W. J. Weese . . . . .	Surgeon	Ontario . . . . .	Payette to Nyssa.
J. H. Ware . . . . .	Surgeon	Burns . . . . .	Oregon Eastern Branch.
I. R. Woodward, Sr. . . . .	Surgeon	Payette . . . . .	Welser to Ontario and Fruitland.
I. R. Woodward, Jr. . . . .	Surgeon	Payette . . . . .	Welser to Ontario and Fruitland.
J. L. Reynolds . . . . .	Surgeon	Emmett . . . . .	New Plymouth to Banks and Middletown.
M. S. McGrath . . . . .	Surgeon	Welser . . . . .	Midvale to Payette and Huntington.
R. T. Whitman . . . . .	Surgeon	Cambridge . . . . .	Goodrich to Welser.
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 Welser.

**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 . . . . .	Montana Yard Switch Shanty
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
Nyssa . . . . .	Telegraph Office
Marsing . . . . .	Telegraph Office
Ontario . . . . .	Telegraph Office
Payette . . . . .	Telegraph Office
Welser . . . . .	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 . . . . .

**CONDENSED TIME-TABLE**

**WESTWARD**

**EASTWARD**

**FIRST CLASS**

**FIRST CLASS**

STATIONS	Time-Table No. 171 September 1, 1947			Distance from Green River via Kuna	Time-Table No. 171 September 1, 1947		
	11 Passenger	105 Streamliner Passenger	17 Passenger		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	11.45AM	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	4.42	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"	42.3	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.				



WESTWARD		FIRST SUBDIVISION					Distance from Granger	Time-Table No. 171 September 1, 1947	
Car capacity of sidings, etc. See Rule 6 and 6(A) Page 27.	SECOND CLASS		FIRST CLASS			STATIONS		Mile Post	
	699 Time Freight	11 Passenger	105 Streamliner Passenger	17 Passenger	174 Time Freight				
	Daily	Daily	Daily	Daily	Daily				
150 IPWY	2.55AM	6.30PM	2.15PM	f 3.55AM	0.0	DN-R GRANGER YL GN	0.0		
70 P	3.03	6.35	2.19	4.00	4.1	4.1 DONOVAN	4.1		
114 P	3.09	6.39	2.22	4.04	7.7	3.6 MOXA	7.7		
75 P	3.16	6.44	2.26	4.09	12.5	4.8 HASSETT	12.5		
117 P	3.21	6.47	2.29	4.12	15.4	2.9 NUTRIA	15.4		
83 P	3.29	6.52	2.34	4.17	20.2	4.8 NUTRIA	20.2		
125 P	3.36	6.56	2.38	s 4.25	24.5	4.3 COSGRIFF	24.5		
77 P	3.44	7.01	2.43	4.32	29.3	4.3 DN OPAL OW	29.3		
130 PW	3.51	7.06	2.47	4.37	33.6	4.3 FOLGER	33.6		
	4.01	7.13	2.53	4.44	39.0	4.3 WATERFALL	39.0		
Yard CPTWxz	4.15	s 7.20	f 2.55	s 5.00	39.7	5.4 EAST KEMMERER YL	39.7		
W.S. 71 PXY	4.22	7.24	2.59	5.05	42.3	0.7 DN-R KEMMERER YL	42.3		
E.S. 70	4.44	7.37	3.11	f 5.19	50.3	2.6 MOYER JCT. YL	50.3		
W.S. 72 PWXY	4.54	7.44	3.18	5.27	56.0	3.0 DN FOSSIL YL FI	56.0		
E.S. 76	5.02	7.48	3.22	5.32	59.6	5.7 NUGGET	59.6		
98 PW	5.08	7.51	3.25 <sup>162</sup>	s 5.38	63.1	3.6 ORR	63.1		
					64.9	3.5 SAGE	64.9		
68 P	5.15	7.55	3.29	5.43	67.3	1.8 LEEFE (Spur)	67.3		
128 P	5.21	7.59	3.33	5.47	71.3	2.4 CARLSON	71.3		
78 P	5.29	8.04	3.38	5.53	77.4	4.0 BECKWITH	77.4		
W.S. 130 PW	5.39	s 8.11	3.43	s 6.05	88.5	6.1 PIXLEY	88.5		
E.S. 125	5.47	8.16	3.47	6.12	88.2	6.1 DN COKEVILLE CK	88.2		
77 P	5.53	8.20	3.50	6.17	92.1	4.7 MARSE	92.1		
77 PW	6.01	8.26 <sup>18</sup>	3.55	s 6.25	97.7	3.9 BORDER	97.7		
92 P	6.09	8.32	4.00	6.32	102.9	5.6 PEGRAM	102.9		
69 P	6.18	8.38	4.05	6.39	108.0	5.2 HARER	108.0		
Yard CPTWYZ	A 6.35AM	A 8.50PM	A s 4.15PM	A 6.50AM	115.0	5.1 DINGLE	115.0		
						7.0 DN-R MONTPELIER YL			

Thru Time ..... (3.40) ..... Thru Time  
Average speed per hour ..... 31.4 ..... 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.

WESTWARD		FIRST SUBDIVISION					EASTWARD	
Car capacity of sidings, etc. See Rule 6 and 6(A) Page 27.	Time-Table No. 171 September 1, 1947	Mile Post	FIRST CLASS			SECOND CLASS		
			12 Passenger	106 Streamliner Passenger	18 Passenger	162 Time Freight	174 Time Freight	
	STATIONS							
150 IPWY	DN-R GRANGER YL GN	0.0	A f 9.25AM	A 2.00PM	A 10.35PM	A 5.55PM	A 2.40AM	
70 P	4.1 DONOVAN	4.1	9.17	1.52	10.28	5.45	2.25	
114 P	3.6 MOXA	7.7	9.13	1.48	10.24	5.38	2.18	
75 P	4.8 HASSETT	12.5	9.08	1.44	10.19	5.30	2.10	
117 P	2.9 NUTRIA	15.4	9.04	1.41	10.15	5.25	2.05	
83 P	4.8 NUTRIA	20.2	8.59	1.36	10.10	5.17	1.57	
125 P	4.3 COSGRIFF	24.5	f 8.53	1.32	10.05	5.10	1.50	
77 P	4.3 DN OPAL OW	29.3	8.48	1.28	10.00	5.02	1.42	
130 PW	4.3 FOLGER	33.6	8.43	1.23	9.55	4.55	1.35	
	5.4 WATERFALL	39.0	8.35	1.17	9.47	4.45	1.25	
Yard CPTWxz	0.7 EAST KEMMERER YL	39.7	s 8.33	f 1.15	s 9.45	4.40	1.20	
W.S. 71 PXY	2.6 DN-R KEMMERER YL	42.3	8.25	1.04	9.36	4.20	12.57	
E.S. 70	3.0 MOYER JCT. YL	50.3	f 8.10	12.50	9.21	3.58	12.32	
W.S. 72 PWXY	5.7 DN FOSSIL YL FI	56.0	8.02	12.42	9.13	3.43	12.17	
E.S. 76	3.6 NUGGET	59.6	7.57	12.38	9.08	3.35	12.09	
98 PW	3.5 ORR	63.1	f 7.52	12.35	9.04	3.25 <sup>105</sup>	12.03AM	
78 P	1.8 SAGE	64.9						
116 P	2.4 LEEFE (Spur)	67.3	7.47	12.31	8.59	2.57	11.56PM	
	4.0 CARLSON	71.3	7.43	12.27	8.55	2.49	11.49	
68 P	6.1 BECKWITH	77.4	7.37	12.22	8.50	2.40	11.40	
128 P	6.1 PIXLEY	88.5	s 7.30	12.17	s 8.43	2.30	11.30	
78 P	4.7 DN COKEVILLE CK	88.2	7.22	12.12	8.36	2.16	11.16	
W.S. 130 PW	3.9 MARSE	92.1	7.18	12.08	8.32	2.09	11.09	
E.S. 125	5.6 BORDER	97.7	f 7.12	12.03PM	8.26 <sup>11</sup>	2.01	11.01	
77 P	5.2 PEGRAM	102.9	7.05	11.58AM	8.20	1.53	10.53	
128 P	5.1 HARER	108.0	6.59	11.53	8.14	1.45	10.45	
77 PW	7.0 DINGLE	115.0	6.50AM	11.45AM	8.05PM	1.30PM	10.30PM	
92 P	DN-R MONTPELIER YL							

Thru Time ..... (2.35) ..... Thru Time  
Average speed per hour ..... 44.5 ..... 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
18	Any station.	Pendleton or beyond.	Cheyenne or beyond.
12	Any station.	Any station.	Any station.



WESTWARD									SECOND SUBDIVISION									EASTWARD		
Car capacity of sidings, etc. See Rule 6 and 6(A) Page 27.	SECOND CLASS			FIRST CLASS						SECOND CLASS			EASTWARD							
	655	277	11	31	105	17	33	29	158	278	160									
	Time Freight	Time Freight	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Passenger	Time Freight	Time Freight	Time Freight									
Yard OPTWYZ	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily									
	7.15AM		9.00PM		4.15PM		7.00AM													
80 P	7.27		9.08		4.22		7.09													
109 PW	7.35		9.14		4.28		7.16													
127 P	7.42		9.20 <sup>160</sup>		4.33		7.22													
104 P	7.48		9.24		4.37		7.26													
77 P	7.53		9.29		4.40		7.31													
186 PWY	8.03		f 9.39		4.46		s 7.42													
113 PW	8.11		9.46		4.51		s 7.52													
116 P	8.18		9.51		4.55		7.58													
363 CPWY	8.35		f 10.00		5.00		s 8.08													
116 P	8.41		10.05		5.04		8.13													
174 P	8.48		10.10		5.08		8.18													
104 P	8.55		10.15		5.12		8.23													
102 PW	9.00		10.18		5.15		8.26													
30 P	9.07		f 10.24		5.19		s 8.33													
CS162 P	9.13		10.30		5.24		8.40													
226 IPWXY	9.24	2.15AM	10.42	10.35PM	5.32		s 8.53	4.30AM	12.35AM											
x			10.49	10.42	5.38		9.01	4.37	12.42											
W.S. 51 P.W.X H.S. 91	9.39	2.32	10.55	f 10.48	5.43		f 9.07	f 4.43	12.47											
x			11.01	10.54	5.48		9.14	4.49	12.53											
Yard COPTWYZ	A 10.20AM	A 3.00AM	A 11.15PM	A 11.10PM	A 6.00PM		A 9.30AM	A 5.05AM	A 1.10AM											

Time-Table No. 171  
September 1, 1947

**STATIONS**

DN-R	MONTPELIER YL MX	6.3	Double Track
	PESCADERO	5.5	
	GEORGETOWN	5.1	
	CAVANAUGH	4.9	
	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	Double Track
	PEBBLE	4.5	
	BROXON	2.6	
	BLASER	2.6	
DN	LAVA HOT SPGS. XY	4.3	
	TOPAZ	6.9	
DN	McCAMMON YL MC	5.9	
	ONYX (Spur)	4.8	
D	INKOM KO	5.8	
	PORTNEUF	6.2	
DN-R	POCATELLO YL H CA		

BLOCK SIGNALS

WESTWARD									SECOND SUBDIVISION									EASTWARD		
Car capacity of sidings, etc. See Rule 6 and 6(A) Page 27.	SECOND CLASS			FIRST CLASS						SECOND CLASS			EASTWARD							
	30	12	32	106	18	34	158	278	160											
	Passenger	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Time Freight	Time Freight	Time Freight											
Yard OPTWYZ	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily									
				As 11.45AM	A 7.55PM		A 12.35PM		A 9.50PM											
				11.35	7.41		12.13		9.37											
				11.30	7.35		12.04PM		9.28											
				11.25	7.29		11.56AM		9.20 <sup>11</sup>											
				11.21	7.25		11.49		9.00											
				11.18	7.21		11.43		8.54											
				11.12	s 7.12		11.33		8.43											
				11.06	s 6.59		11.23		8.33											
				11.01	6.51		11.10		8.20											
				10.56 <sup>158</sup>	f 6.43		10.56 <sup>106</sup>		8.05											
				10.52	6.37		10.21		7.51											
				10.47	6.31		10.13		7.43											
				10.43	6.25		10.04		7.34											
				10.40	6.20		9.57		7.27											
				10.36	f 6.15		9.50		7.20											
				10.31	6.07		9.36		7.06											
				10.24	5.58	As 6.05PM	9.20	A 4.00PM	6.50											
				10.18	5.50	5.57														
				10.13	5.45	f 5.51	8.55	3.25	6.25											
				10.07	5.39	5.44														
				10.00AM	5.30PM	5.35PM	8.30AM	3.00PM	6.00PM											

Time-Table No. 171  
September 1, 1947

**STATIONS**

DN-R	MONTPELIER YL MX	6.3	Double Track
	PESCADERO	5.5	
	GEORGETOWN	5.1	
	CAVANAUGH	4.9	
	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	Double Track
	PEBBLE	4.5	
	BROXON	2.6	
	BLASER	2.6	
DN	LAVA HOT SPGS. XY	4.3	
	TOPAZ	6.9	
DN	McCAMMON YL MC	5.9	
	ONYX (Spur)	4.8	
D	INKOM KO	5.8	
	PORTNEUF	6.2	
DN-R	POCATELLO YL H CA		

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.  
The time of No. 105 and No. 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 29, 30, 31, 32, 33 and 34, 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.

WESTWARD KEMMERER BRANCH EASTWARD				WESTWARD CUMBERLAND BRANCH EASTWARD					
Car capacity of sidings, etc. See Rule 6 and 6(A) Page 27.	Distance from Kemmerer	Time-Table No. 171 September 1, 1947		Mile Post	Car capacity of sidings, etc. See Rule 6 and 6(A) Page 27.	Distance from Moyer Jct.	Time-Table No. 171 September 1, 1947		Mile Post
		STATIONS					STATIONS		
		Yard CPT WZ	0.0				DN-R KEMMERER YL Z	0.0	
	1.0	NO. KEMMERER JCT. YL	1.0	53	4.8	GLENCOE JCT. YL	4.8		
	2.4	NO. KEMMERER YL	2.4		9.8	BLAZON JCT.	9.3		
	5.1	SUSIE YL	5.1		13.0	MINE NO. 8 YL	13.0		
	9.2	QUEALY YL	9.2						

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, 18, 29, 30, 31, 32, 33 and 34, and not less than fifteen minutes by second-class, extra trains and yard engines.  
No. 12 will reduce speed to 20 MPH to dispatch mail and newspapers at Alexander and Georgetown.

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

WESTWARD ELKOL BRANCH EASTWARD				WESTWARD BLAZON BRANCH EASTWARD				WESTWARD GRACE BRANCH EASTWARD						
Car capacity of sidings, etc. See Rule 6 and 6(A) Page 27.	Distance from Glencoe Jct.	Time-Table No. 171 September 1, 1947		Mile Post	Car capacity of sidings, etc. See Rule 6 and 6(A) Page 27.	Distance from Blazon Jct.	Time-Table No. 171 September 1, 1947		Mile Post	Car capacity of sidings, etc. See Rule 6 and 6(A) Page 27.	Distance from Alexander	Time-Table No. 171 September 1, 1947		Mile Post
		STATIONS					STATIONS					STATIONS		
		53	0.0				GLENCOE JCT. YL	0.0				0.0	0.0	
	3.9	ELKOL	3.9	1.4	1.4	D	6.0	6.0	6.0	6.0	GRACE GA	6.0		

Car capacity of sidings, etc. See Rule 6 and 6(A) Page 27.	WESTWARD							THIRD SUBDIVISION							Distance from Granger	Time-Table No. 171	
	FIRST CLASS							FIRST CLASS								September 1, 1947	
	11		105		17		49		11		106		18			50	
	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger		Passenger	Streamliner Passenger
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
Yard COPTWYZ		11.40PM	6.10PM			10.05AM	3.30AM	213.9	DN-R	POCATELLO YL	H CA PO						
42 X								219.6	5.7	DON							
cs151 P		11.55PM	6.25			10.20	f 3.48 <sup>12</sup>	224.3	4.7	MICHAUD							
11								226.5	2.2	SCHILLER							
125 P		12.01AM	6.30			10.27	3.56	230.1	3.6	BANNOCK							
125 P		12.04				10.30	4.00	233.3	3.2	IGO							
147 PW		s 12.11	6.36			s 10.39	s 4.09	238.5	5.2	DN AMERICAN FALLS	AF						
125 P		12.17	6.41			10.45	4.15	242.3	3.8	BORAH							
125 P		12.22	6.45			10.50	4.20	247.1	4.8	COOLIDGE							
125 P		12.25	6.48			10.53	4.23	250.1	3.0	QUIGLEY							
125 PW		12.30	6.53			10.59	f 4.29	256.0	5.9	WAPI							
125 P		12.33	6.56			11.03	4.33	259.8	3.8	DE WOFF							
125 P		12.40	7.02			11.10	4.40	267.3	7.5	HAWLEY							
469 CPWY		s 12.50	f 7.10			s 11.25	A 4.50AM	272.4	5.1	DN MINIDOKA YL	RT						
125 P		12.54	7.14			11.31		276.2	3.8	MAX							
125 P		1.01	7.21			11.39		284.3	8.1	ADELAIDE							
125 PW		1.05	7.25			11.44		289.0	4.7	KIMAMA							
125 P		1.11	7.30			11.51		295.7	6.7	SENER							
125 P		1.18	7.36			11.59AM		303.5	7.8	OWINZA							
125 P		1.23	7.41			12.05PM		309.3	5.8	BESSLEN							
121 P		1.27	7.45			12.11		313.9	4.6	D DIETRICH HD							
220 200 COPWY		s 1.40	s 7.55			s 12.25		321.5	7.6	DN SHOSHONE YL							
125 P		1.50 <sup>12</sup>	8.04			12.36		330.8	9.3	TUNUPA							
125 61 PW		s 2.01	8.10			s 12.46		337.5	6.7	DN GOODING	GD						
125 P		2.09	8.16			12.54		344.2	6.7	FULLER							
125 125 PWY		2.16	8.22			s 1.04		350.5	6.3	DN BLISS	IS						
106 cs125 PY		2.24	8.28			1.12		357.3	6.8	TICESKA YL							
cs125 PWX		2.40	8.39			1.28		366.8	9.5	KING HILL							
PX								370.9	4.1	SANDBANK							
Yard COPTWYZ		A 3.00AM	A s 8.50PM			A 1.40PM		373.8	2.9	DN-R GLENNS FERRY YL	GF						

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

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

Car capacity of sidings, etc. See Rule 6 and 6(A) Page 27.	WESTWARD							THIRD SUBDIVISION							Distance from Granger	Time-Table No. 171	
	FIRST CLASS							FIRST CLASS								September 1, 1947	
	12		106		18		50		12		106		18			50	
	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger		Passenger	Streamliner Passenger
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
Yard COPTWYZ		4.05AM		9.50AM		5.05PM	A 10.55PM	213.9	DN-R	POCATELLO YL	H CA PO						
42 X								219.6	5.7	DON							
cs151 P		3.48 <sup>49</sup>		9.35		4.49	f 10.34	224.3	4.7	MICHAUD							
11								226.5	2.2	SCHILLER							
125 P		3.43		9.30		4.43	10.25	230.1	3.6	BANNOCK							
125 P		3.40				4.40	10.21	233.3	3.2	IGO							
147 PW		s 3.35		9.23		f 4.34	s 10.14	238.5	5.2	DN AMERICAN FALLS	AF						
125 P		3.28		9.18		4.27	10.04	242.3	3.8	BORAH							
125 P		3.24		9.14		4.22	9.59	247.1	4.8	COOLIDGE							
125 P		3.21		9.12		4.19	9.56	250.1	3.0	QUIGLEY							
125 PW		3.16		9.08		4.13	f 9.49	256.0	5.9	WAPI							
125 P		3.12		9.05		4.09	9.43	259.8	3.8	DE WOFF							
125 P		3.06		8.59		4.01	9.33	267.3	7.5	HAWLEY							
469 CPWY		s 3.00		f 8.54		s 3.55	9.25PM	272.4	5.1	DN MINIDOKA YL	RT						
125 P		2.48		8.48		3.46		276.2	3.8	MAX							
125 P		2.41		8.42		3.38		284.3	8.1	ADELAIDE							
125 PW		2.37		8.38		3.33		289.0	4.7	KIMAMA							
125 P		2.31		8.33		3.26		295.7	6.7	SENER							
125 P		2.24		8.27		3.18		303.5	7.8	OWINZA							
125 P		2.19		8.23		3.12		309.3	5.8	BESSLEN							
121 P		2.15		8.19		3.07		313.9	4.6	D DIETRICH HD							
220 200 COPWY		s 2.05		s 8.10		s 2.55		321.5	7.6	DN SHOSHONE YL							
125 P		1.50 <sup>11</sup>		7.55		2.37		330.8	9.3	TUNUPA							
125 61 PW		s 1.41		7.49		f 2.30		337.5	6.7	DN GOODING	GD						
125 P		1.31		7.42		2.21		344.2	6.7	FULLER							
125 125 PWY		1.25		7.37		2.13		350.5	6.3	DN BLISS	IS						
106 cs125 PY		1.17		7.31		2.04		357.3	6.8	TICESKA YL							
cs125 PWX		1.00		7.19		1.49		366.8	9.5	KING HILL							
PX								370.9	4.1	SANDBANK							
Yard COPTWYZ		12.50AM		7.10AM		1.40PM		373.8	2.9	DN-R GLENNS FERRY YL	GF						

Thru Time..... (3.15) 49.2 (2.40) 60.0 (3.25) 46.8 (1.30) 39.0 Average speed per hour

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.	Ogden, 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	373.8	
9.25	9.01	2.05	3.22	382.7	
10.00	9.15	2.25	3.40	393.5	
10.07	9.19	2.30	3.45	396.9	
10.15	9.24	s 2.37	s 3.53	401.6	
10.22	9.29	2.44	3.59	407.5	
10.29	9.33	2.50	4.04	412.7	
10.37 <sup>100</sup>	9.38	2.56	4.10	418.8	
A 10.55PM	9.43	3.02	4.15	423.0	
	9.50	3.10	4.23	430.3	
	9.55	3.16	4.29	435.9	
	10.01	3.23	4.35	441.7	
	10.05	3.27	4.39	445.1	
Via Kuna Freight Line	s 10.15	s 3.35	s 4.45	448.4	
	10.18	3.48	5.05	450.7	
	10.19	3.49	5.06	451.4	
	10.22	3.52	5.09	454.6	
	10.25	f 3.56	s 5.13	457.3	
	10.29 <sup>12</sup>	4.00	5.16	460.7	
	f 10.40	s 4.15	s 5.33 <sup>100</sup>	467.9	
	10.44	s 4.25	s 5.50	472.1	
	f 10.50	s 4.44	s 6.05	476.9	
	12.15	10.53	6.09	480.5	
	12.20	10.56	6.12	483.8	
	12.24	10.59	6.16	487.4	
	12.29	11.03	6.21	492.1	
	12.35	f 11.10	s 6.31	499.7	
	12.45	11.13	6.34	503.0	
	12.49	11.17	6.38	508.1	
	12.57	f 11.20	s 6.45 <sup>160</sup>	510.0	
	1.02	f 11.26	s 6.55	513.8	
	1.09	11.32	7.02	517.5	
	1.19	11.37	7.13	520.6	
	1.29	f 11.40	s 7.20	524.0	
	1.38	11.46	7.24	527.2	
	1.43	11.50	7.29	533.3	
	1.50	11.54	7.33	537.0	
	1.56	11.58PM		541.3	
				545.3	
				548.4	
A 2.10AM	A 12.10AM	A 6.45PM	A 7.50AM	550.1	

Time-Table No. 171  
September 1, 1947

STATIONS

DN-R GLENN'S FERRY YL GF	Double Track
HAMMETT	
DN REVERSE YL RV	
SLADE	
DN MOUNTAIN HOME MZ	
SEBREE	
CLEFT	
SUNNYSIDE	
DN ORCHARD YL OD	
LEONE	
BLACK'S CREEK	
SHAFFER	
HILLCREST	
DN BOISE YL BG	
BOISE JCT.	
PERKINS	
BEATTY	
D MERIDIAN MD	
SONNA	
DN-R NAMPA YL AU Q	
MOSS	
DN CALDWELL YL CW	
ENROSE	
D NOTUS U	
TUCKER	
DN PARMA MA	
DN NYSSA YL SY	
ARCADIA	
MALHEUR JCT. YL	
DN ONTARIO YL ON	
DN PAYETTE YL AY	
WOOD	
CRYSTAL	
FELTHAM	
DN WEISER YL SR	
EATON	
COBB	
OLDS FERRY	
ROCK ISLAND	
BLAKES JCT.	
DN-R HUNTINGTON YL HU	

BLOCK SIGNALS

Car capacity of sidings, etc. See Rule 6 and 6(A) Page 27.

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

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
	106 Streamliner Passenger	18 Passenger	12 Passenger	158 Time Freight	
Daily	Daily	Daily	Daily	Daily	Daily
3.45AM	9.05AM	8.10PM	8.00AM	4.20PM	
6.59	1.14	12.25	2.15	11.40PM	
6.48	1.00	12.09	1.55	11.20	
6.45	12.56	12.04AM	1.38	11.06	
6.41	s 12.50	s 11.59PM	1.30	11.00	
6.36	12.43	11.51	1.20	10.52	
6.32	12.38	11.46	1.11	10.45	
6.27	12.32	11.40	1.02	10.37 <sup>699</sup>	
6.24	12.27	11.35	12.55PM	10.30PM	
6.17	12.17	11.25			
6.12	12.10	11.18			
6.06	12.03PM	11.10			
6.03	11.57AM	11.05			
s 6.00	11.50	10.55	Via Kuna Freight Line	Via Kuna Freight Line	
5.49	s 11.45	s 10.45			
5.48	11.41	10.40			
5.45	11.40	10.39			
5.43	11.37	10.36			
5.40	11.34	10.33			
5.33 <sup>11</sup>	11.30	10.29 <sup>105</sup>			
5.23	11.20 <sup>158</sup>	10.10	11.35AM	9.00PM	
5.19	s 11.10	s 10.00	10.35 <sup>18</sup>	7.00	
5.11	11.00	9.52	10.21	6.43	
5.08	s 10.55	s 9.47	10.13	6.36	
5.05	10.46	9.39	10.05	6.30	
5.01	10.42	9.36	10.00	6.25	
4.54	10.37	9.32	9.54	6.20	
4.49	f 10.32	9.28	9.46	6.14	
4.42	f 10.22	s 9.18	9.33	6.03	
4.34	10.14	9.12	9.27	5.58	
4.25	10.08	9.07	9.19	5.50	
4.18	s 10.05	s 9.05	9.13	5.40 <sup>17</sup>	
4.10	f 9.56	s 8.56	9.06	5.25	
4.07			8.54	5.13	
4.02	9.48	8.48	8.44	5.02	
3.57	s 9.40	s 8.41	8.33	4.51	
	9.27	8.31	8.27	4.46	
	9.17	8.22	8.20	4.39	
	9.12	8.17	8.13	4.33	
3.45AM	9.05AM	8.10PM	8.00AM	4.20PM	

Time-Table No. 171  
September 1, 1947

STATIONS

DN-R GLENN'S FERRY YL GF	Double Track
HAMMETT	
DN REVERSE YL RV	
SLADE	
DN MOUNTAIN HOME MZ	
SEBREE	
CLEFT	
SUNNYSIDE	
DN ORCHARD YL OD	
LEONE	
BLACK'S CREEK	
SHAFFER	
HILLCREST	
DN BOISE YL BG	
BOISE JCT.	
PERKINS	
BEATTY	
D MERIDIAN MD	
SONNA	
DN-R NAMPA YL AU Q	
MOSS	
DN CALDWELL YL CW	
ENROSE	
D NOTUS U	
TUCKER	
DN PARMA MA	
DN NYSSA YL SY	
ARCADIA	
MALHEUR JCT. YL	
DN ONTARIO YL ON	
DN PAYETTE YL AY	
WOOD	
CRYSTAL	
FELTHAM	
DN WEISER YL SR	
EATON	
COBB	
OLDS FERRY	
ROCK ISLAND	
BLAKES JCT.	
DN-R HUNTINGTON YL HU	

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.  
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					TWIN FALLS BRANCH				
Car capacity of sidings, etc. See Rule 6 and 6(A) Page 27.	SECOND CLASS			FIRST CLASS		Distance from Minidoka	Time-Table No. 171		
	339 Freight	471 Local Freight	365 Mixed	377 Time Freight	573 Motor Passenger		49 Passenger	September 1, 1947	
	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily	STATIONS		
469 CPWY	4.30PM	9.15AM	5.20AM	3.00AM	f 4.20PM	f 5.10AM	0.0	DN-R	MINIDOKA YL RT
75 P	4.45	9.35	f 5.35	3.17	f 4.35	f 5.23	8.2		ACEQUILA 5.3
206 FWY	5.00	A 9.50AM	A 5.50AM	3.40	s 4.50	s 5.45	18.5	DN-R	RUPERT YL MS
							17.8		AMALGA (Spur) 2.8
32 P	5.11			3.52	s 4.58	s 5.53	19.6		HEYBURN 2.1
94 FWY	5.25			4.10	s 5.10	s 6.13	21.7	DN	BURLEY YL BU
76 P	5.35			4.20	f 5.18	f 6.21	25.8		STARRH'S FERRY 7.7
58 P	5.50			4.35	f 5.29	f 6.31	33.5		MILNER 2.0
16					f 5.33	f 6.34	35.5		PARSONS 5.9
73 PW	6.05			4.50	s 5.43	s 6.44	41.4	D	MURTAUGH MU
53 P	6.15			4.59	s 5.49	s 6.50	45.1		BICKEL 3.9
30							49.0		BILLS 0.7
41 P	6.30			5.10	s 5.58	s 6.58	49.7	D	HANSEN NS
							52.1		STOWE (Spur) 1.2
60 P	6.43			5.18	s 6.07	s 7.06	53.8	D	KIMBERLY KY
29 P					6.12	7.11	56.4		McMILLAN YL 2.5
Yard CPWYZ	A 7.00PM <sup>50</sup>			7.00 <sup>49</sup> 7.50	s 6.20 6.35	s 7.20 <sup>87</sup> 7.40	58.9	DN-R	TWIN FALLS YL NA
42					f 6.46 <sup>50</sup>	f 7.47	63.3		CURRY 2.6
60 P				8.10	s 6.52	s 7.52	65.9	D	FILER FR
45					f 6.57	f 7.56	68.5		PEAVEY 2.8
41					f 7.02	f 8.00	71.3		CEDAR 2.5
Yard OPWY				A 9.00AM	A 7.10PM	A 8.10AM	73.8	DN-R	BUHL YL BO
									(73.8)
	(2.30) 23.6	(0.35) 28.1	(0.30) 27.0	(6.00) 12.3	(2.50) 26.0	(3.00) 24.6			Thru Time Average speed per hour

TWIN FALLS BRANCH					EASTWARD					
Car capacity of sidings, etc. See Rule 6 and 6(A) Page 27.	FIRST CLASS			SECOND CLASS		Mile Post	Time-Table No. 171			
	574 Motor Passenger		50 Passenger	366 Mixed	472 Local Freight		340 Freight	378 Time Freight	September 1, 1947	
	STATIONS		STATIONS							
469 CPWY	DN-R	MINIDOKA YL RT	0.0	A 3.20PM	A 9.10PM	A 2.35PM	A 8.30PM	A 11.00PM	A 1.30AM	
75 P		ACEQUILA 5.3	8.2	f 2.55	f 8.51	f 2.15	7.55	10.35	1.10	
206 FWY	DN-R	RUPERT YL MS	13.5	s 2.45	s 8.42	2.00PM	7.30PM	10.20	12.50	
		AMALGA (Spur) 2.3	17.3							
32 P		HEYBURN 2.1	19.6	s 2.30	f 8.30			9.45	12.10	
94 FWY	DN	BURLEY YL BU	21.7	s 2.25	s 8.25			9.40	12.05AM	
76 P		STARRH'S FERRY 7.7	25.8	f 2.12	f 8.10			9.18	11.31PM	
58 P		MILNER 2.0	33.5	f 2.00	f 8.00			9.05	11.15	
16		PARSONS 5.9	35.5	f 1.55	f 7.56			9.00		
73 PW	D	MURTAUGH MU	41.4	s 1.45	s 7.47			8.50	10.55	
53 P		BICKEL 3.9	45.1	1.37	7.39			8.30	10.40	
30		BILLS 0.7	49.0							
41 P	D	HANSEN NS	49.7	s 1.29	s 7.32			8.20	10.30	
		STOWE (Spur) 1.2	52.1							
60 P	D	KIMBERLY KY	53.3	s 1.18	s 7.22			8.00	10.15	
29 P		McMILLAN YL 2.5	56.4							
Yard CPWYZ	DN-R	TWIN FALLS YL NA	58.9	s 1.05 12.50	s 7.10 <sup>339</sup> 6.55 <sup>573</sup>			7.40PM	10.00	
42		CURRY 2.6	63.3	f 12.40	f 6.46 <sup>573</sup>				8.35	
60 P	D	FILER FR	65.9	s 12.35	s 6.41				8.25	
45		PEAVEY 2.8	68.5	f 12.28	f 6.35				8.10	
41		CEDAR 2.5	71.3	f 12.24	f 6.30					
Yard OPWY	DN-R	BUHL YL BO	73.8	12.20PM	6.25PM				8.00PM	
		(73.8)		Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	
				Thru Time Average speed per hour	(3.00) 24.6	(2.45) 26.8	(0.35) 23.1	(1.00) 13.5	(3.20) 17.7	(5.30) 13.4

WESTWARD			RAFT RIVER BRANCH			EASTWARD		
Car capacity of sidings, etc. See Rule 6 and 6(A) Page 27.	SECOND CLASS		Distance from Burley	Time-Table No. 171		Mile Post	SECOND CLASS	
		387 Mixed Daily Except Sunday		September 1, 1947				388 Mixed
	STATIONS		STATIONS					
94 PWY		12.01PM	0.0	DN-R	BURLEY YL BU	0.0	A 1.10PM	
		f	3.1		UNITY 2.9	3.1	f	
		f	6.0		SPRINGDALE 2.1	6.0	f	
16		A 12.30PM	9.1		DECLO 1.9	9.1	12.40PM	
			11.0		BENNING (Spur) 1.0	11.0		
					(11.0)		Daily Except Sunday	
	(0.29) 18.8					(0.30) 18.2		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			OAKLEY BRANCH			EASTWARD		
Car capacity of sidings, etc. See Rule 6 and 6(A) Page 27.	SECOND CLASS		Distance from Burley	Time-Table No. 171		Mile Post	SECOND CLASS	
				September 1, 1947				
	STATIONS		STATIONS					
94 PWY			0.0	DN-R	BURLEY YL BU	0.0		
			3.1		BEBTVILLE 2.1	3.1		
			5.2		PELLA 11.1	5.2		
			16.3		TROUT 1.5	16.3		
			17.8		MARION 1.6	17.8		
			19.4		WARR 2.4	19.4		
20 Y			21.8	D-R	OAKLEY OA	21.8		
					(21.8)			
								Thru Time Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction. See Rule S-72.  
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. 171 September 1, 1947	Mile Post	SECOND CLASS				
	471 Local Freight	365 Mixed	Daily Except Sunday				472 Local Freight	366 Mixed	Daily Except Sunday		
										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 TRAVERS	3.5		f				
34 P			4.4	0.9 MYERS	4.4						
73 P	10.35	s 6.07	5.9	1.5 PAUL YL DJ	5.9	6.00	s 1.35				
20		f 6.11	7.9	2.0 BUDGE	7.9		f 1.26				
54	11.05AM	f 6.27	15.9	8.0 SCHODDE	15.9	5.00	f 1.10				
21		f 6.36	19.8	3.9 McHENRY	19.8		f 1.02				
22	12.01PM	s 6.46	24.0	4.2 HAZELTON AZ	24.0	4.30	s 12.55				
63 W	12.45 <sup>366</sup>	s 6.56	28.1	4.1 EDEN DX	28.1	3.45	s 12.45 <sup>471</sup>				
10	12.58	f 7.04	31.5	3.4 HUNT	31.5	3.20	f 12.35				
54	1.10	f 7.11	34.8	3.3 PERRINE	34.8	3.05	f 12.28				
15		7.19	38.3	3.5 SUGAR LOAF	38.3		12.21				
27		f 7.24	40.6	2.3 FALLS CITY	40.6		f 12.17				
14		f 7.29	42.6	2.0 BARRYMORE	42.6		f 12.13				
7			44.7	2.1 HAYTOWN	44.7						
			45.8	1.1 HYDRA	45.8						
54 CWY	1.45 <sup>472</sup> 2.30	s 7.50	47.9	2.1 DN JEROME YL JO	47.9	2.10 <sup>366</sup> 11.30 <sup>471</sup>	s 12.01 <sup>472</sup>				
		f 8.01	52.9	5.0 APPLETON	52.9		f 11.42AM				
54	3.30	s 8.10	56.7	3.8 D WENDELL ND	56.7	11.00	s 11.35				
54	4.00	s 8.30	66.2	9.5 TUTTLE	66.2	10.25	s 11.15				
125 125 PWY	A 5.30PM	A 8.45AM	73.6	7.4 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. 171 September 1, 1947	Mile Post	SECOND CLASS				
	339 Mixed	Daily Except Sunday	Daily Except Sunday				340 Mixed	Daily Except Sunday			
									STATIONS		
Yard CPWYZ		9.00PM	0.0	DN-R TWIN FALLS YL NA	0.0	A 6.30PM					
7		f	5.6	5.6 KNULL	5.6	f					
6		f	7.0	1.4 GODWIN	7.0	f					
31		f 9.25	10.9	3.9 BERGER	10.9	f 5.40					
31		s 9.50	19.4	8.5 HOLLISTER	19.4	s 5.20					
		f	23.2	3.8 AMSTERDAM (Spur)	23.2	f					
21 PWY		s 10.30	28.8	5.6 ROGERSON	28.8	s 4.55					
38		f 10.55	38.7	9.9 METEOR	38.7	f 4.28					
34		f 11.25	50.1	11.4 IDAVADA	50.1	f 4.01					
34 PW		f 11.39	56.1	6.0 DELAPLAIN	56.1	f 3.47					
34		f 11.50PM	60.7	4.6 SAN JACINTO	60.7	f 3.37					
34 P		s 12.10AM	68.8	8.1 D CONTACT CN	68.8	s 3.20					
33 CPW		f 12.30	75.1	6.3 HENRY	75.1	f 3.03					
34		f 12.45	80.9	5.8 HUBBARD	80.9	f 2.51					
33		f 1.05	86.7	5.8 SHORES	86.7	f 2.39					
48 PWY		f 1.30	93.6	6.9 RED POINT	93.6	f 2.24					
37		f 1.40	97.8	3.7 HERRELL	97.8	f 2.14					
44 PY		s 2.00	102.5	5.9 SUMMER CAMP	102.5	s 1.58					
44 W		f 2.20	108.9	6.4 MELANDCO	108.9	f 1.34					
35		f 2.35	116.1	7.2 TOWN CREEK	116.1	f 1.17					
CPWY		A 3.00AM	123.4	7.3 DN-R WELLS YL HU	123.4	1.00PM					
				(123.4)		Daily Except Sunday					

(6.00) (5.30) ..... Thru Time ..... (5.30)  
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. 171 September 1, 1947		Mile Post	
		<b>STATIONS</b>			
	0.0	BLAKES JCT. 14.0		0.0	
	14.0	HOME (Spur) 1.3		14.0	
	15.3	MINERAL (Spur) 11.8		15.3	
	27.1	STURGILL (Spur) 5.8		27.1	
	32.9	D-R ROBINETTE YL RQ		32.9	
(32.9)					

WESTWARD		HOMEDALE BRANCH		EASTWARD	
Car capacity of sidings, etc. See Rule 6 and 6(A) Page 27.	Distance from Nyssa	Time-Table No. 171 September 1, 1947		Mile Post	<b>SECOND CLASS</b> 364 Mixed
		<b>STATIONS</b>			
	155 FWY	8.45AM	0.0	D-R NYSSA YL SY	0.0
	19	f 9.20	8.1	OVERSTREET 2.5	8.1
	20	f 9.35	10.6	ADRIAN 6.3	10.6
	32	f 9.55	16.9	NAPTON 7.5	16.9
	54 FWY	s 10.30	24.4	D-R HOMEDALE HR 6.6	24.4
	19	f 10.50	31.0	CLAYTONIA 2.1	31.0
	19 OPY	A 11.00AM	33.1	D-R MARSING YL MR	33.1
(33.1)					

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

(2.15) .....Thru Time..... (2.00)  
14.7 .....Average speed per hour..... 15.5

WESTWARD		PAYETTE BRANCH		EASTWARD	
Car capacity of sidings, etc. See Rule 6 and 6(A) Page 27.	Distance from Payette	Time-Table No. 171 September 1, 1947		Mile Post	<b>SECOND CLASS</b> 383 Mixed Daily Except Sunday
		<b>STATIONS</b>			
	190 OPW	7.00AM	0.0	DN-R PAYETTE YL AY	0.0
			3.3	INGARD 0.6	3.3
	20	f 7.10	3.9	BIFFIE 1.2	f 2.30
	15	s 7.30	5.1	D FRUITLAND FU 1.7	s 2.25
	20	f 7.40	6.8	BUCKINGHAM 4.3	f 2.06
	33	s 8.00	11.1	D NEW PLYMOUTH NP 6.1	s 1.55
	5	f 8.16	17.2	FALKS (Spur) 1.7	f 1.34
			18.9	LITTLE ROCK 2.7	
	13	f 8.27	21.6	LETHA 8.1	f 1.23
	96 FWY	A 8.50AM	29.7	D-R EMMETT YL MF	29.7
(29.7)					

(1.50) .....Thru Time..... (1.45)  
16.2 .....Average speed per hour..... 16.3

WESTWARD		WILDER BRANCH		EASTWARD	
Car capacity of sidings, etc. See Rule 6 and 6(A) Page 27.	Distance from Caldwell	Time-Table No. 171 September 1, 1947		Mile Post	<b>SECOND CLASS</b> 362 Mixed
		<b>STATIONS</b>			
	204 W	1.00PM	0.0	DN-R CALDWELL YL CW	0.0
	40		2.5	SIMPLLOT 1.2	2.5
	21	f 1.15	3.7	SHELP 1.4	f 3.00
	32	f 1.23	5.1	DOLES 1.9	f 2.52
	3	f 1.35	7.0	GREENLEAF (Spur) 2.7	f 2.40
	11	f 1.50	9.7	ALLENDALE 1.8	f 2.25
	43	A 2.00PM	11.5	R WILDER	11.5
(11.5)					

(1.00) .....Thru Time..... (1.00)  
11.5 .....Average speed per hour..... 11.5

WESTWARD		BRUGAN BRANCH		EASTWARD	
Car capacity of sidings, etc. See Rule 6 and 6(A) Page 27.	Distance from Vale	Time-Table No. 171 September 1, 1947		Mile Post	<b>SECOND CLASS</b> 373 Mixed Tuesday Thursday Saturday
		<b>STATIONS</b>			
	134 FWY	12.30PM	0.0	D-R VALE YL VA	0.0
			11.4	LANCASTER(Spur) 5.9	11.4
	29	f 1.22	17.3	JAMIESON 6.0	f 2.20
	31 FWY	A 1.45PM	23.3	BRUGAN YL	23.3
(23.3)					

(1.15) .....Thru Time..... (1.15)  
18.6 .....Average speed per hour..... 18.6

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

WESTWARD		IDAHO NORTHERN BRANCH		EASTWARD	
Car capacity of sidings, etc. See Rule 6 and 6(A) Page 27.	Distance from Nampa	Time-Table No. 171 September 1, 1947		Mile Post	<b>SECOND CLASS</b> 385 Mixed Daily Except Sunday
		<b>STATIONS</b>			
	25	f 8.40	2.4	DN-R NAMPA YL AU-Q	0.0
	2	f 8.50	6.1	IDA. NOR. JCT. YL 1.7	0.7
	14	s 9.00	9.3	FISCHER 3.7	2.4
	15	f 9.20	18.9	MADDENS (Spur) 3.2	f 4.15
			22.2	MIDDLETON 9.6	s 4.05
			22.2	JENNESS 3.3	f 3.40
	96 FWY	s 10.20	27.0	BRAMWELL (Spur) 4.8	f 3.25
	42	f 10.40	31.8	D-R EMMETT YL MF	27.0
			33.0	PLAZA 1.2	f 2.35
	43	s 11.20	41.1	BLACK CANYON (Spur) 8.1	f
	22	s 11.55AM	49.7	MONTOUR 8.6	s 1.55
	22	f 12.40PM	55.1	D HORSESHOE BEND YLHB	49.7
	35 OPTW	s 1.30	64.1	GARDENA 8.4	s 1.30
	25 PW	f 2.20	75.4	D BANKS YL AB	64.1
	31 PW	s 3.00	83.0	BIG EDDY 11.3	s 12.05PM
	15	f 3.35	92.7	SMITHS FERRY YL	83.0
	22	f 3.45	95.5	CABARTON 2.8	f 9.50
	22	s 4.30	99.2	BELVIDERE 3.7	f 9.40
	31	f 5.00	111.0	D CASCADE YL CD	99.2
	23	s 5.30	119.4	ARLING 11.8	s 9.30
	14	f 5.45	124.7	D DONNELLY FY	119.4
			127.4	NORWOOD 2.7	f 7.22
	53 OPWY	A 6.15PM	132.8	ARCHABAL 5.4	f
(132.8)					

(9.45) .....Thru Time..... (9.30)  
13.6 .....Average speed per hour..... 13.9

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. 171 September 1, 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				
PY	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 PWY	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 P		s 12.30	42.0	HARPER	42.0	s 1.30					
		f	48.0	KIME	48.0	f					
50		f 12.55 <sup>360</sup>	51.2	NAMORF	51.2	f 12.55 <sup>359</sup>					
		f	56.4	BOHNA	56.4	f					
27		f 1.22	62.2	JONESBORO	62.2	f 12.28PM					
53 PWY		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 PW		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 PW		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 PW		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) 19.8	.....	Thru Time.....	(8.00) 19.6	(8.50) 18.6	.....	Average speed per hour.....	(3.40) 24.0	(7.30) 11.9	.....

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. 171 September 1, 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	10.00AM	0.0	DN-R WEISER YL SR	0.0	A 5.40PM	A 4.15PM				
12	10.34	10.12	6.0	REBECCA	6.0	5.20	3.50				
6	10.58	f 10.22	11.7	PRESLEY	11.7	f 5.07	3.25				
48	11.30AM	f 10.38	19.1	CONCRETE	19.1	f 4.49	2.50				
W		f 11.00	26.7	DIAMOND (Spur)	26.7	f 4.32					
26 P	12.22PM	s 11.12	31.8	D MIDVALE MI	31.8	s 4.22	2.00				
35 P	1.00	s 11.36	40.5	D CAMBRIDGE RA	40.5	s 4.02	1.25				
3 W	1.40	s 11.59AM	49.8	GOODRICH	49.8	s 3.40	12.45				
18	2.08	f 12.17PM <sup>452</sup>	56.6	MESA	56.6	f 3.24	12.17PM <sup>557</sup>				
42 OPWY	2.35	s 12.25	60.2	D-R COUNCIL YL CN	60.2	s 3.15	11.30AM				
7	3.07 <sup>558</sup>	f 12.28	61.6	HOOVER YL	61.6	f 3.07 <sup>451</sup>	10.50				
4	3.30	s 12.37	66.5	FRUITVALE	66.5	s 2.55	10.30				
	3.42	f 12.47	69.3	STARKEY (Spur)	69.3	f 2.48					
6	3.54	f 12.53	72.0	GLENDALE	72.0	f 2.42	10.05				
15	4.30	f 1.18	80.0	WOODLAND	80.0	f 2.24	9.30				
29	4.38	s 1.23	81.9	TAMARACK	81.9	s 2.19	9.22				
43	4.50	f 1.30	84.1	RUBICON YL	84.1	f 2.14	9.10				
146 OPWY	A 5.15PM	A 1.45PM	89.7	D-R NEW MEADOWS YL DS	89.7	2.00PM	8.45AM				
				(89.7)		Daily Except Sunday	Monday Wednesday Friday				
	(7.05) 12.6	(3.45) 23.9	.....	Thru Time.....	(3.40) 24.0	(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 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	80	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					
800 Class engines on straight track.		80						
7000, 7800 and Pacific type engines.		75	50					
Inspection bus cars.		45	45					
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. 30 15			
MacArthur type engines with 63-inch drivers.		50	50					
MacArthur type engines with 57-inch drivers.		35	35					
3900 Class engines.		65	50		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. When using cross-overs or turnouts. 15 15 15 On wye tracks. 6 6 6 9000 class engines running backwards when using crossovers or turnouts. 6 6 Through interlocking. 30 30 30 Jordan spreaders and other machines of spreader type, when in operation. 15			
3800, 4000, 9000 and 2-10-2 type engines.		50	50					
Ten Wheeler type engines 1573, 1575, 1577 to 1580.		55	40					
Consolidation type engines.		35	35					
Mallet type engines, except 3800, 3900 and 4000 class.		35	35					
0-6-0 and 0-8-0 type yard engines 4405 to 4480.		20	20					
Engines running backward.	20	20	20					
Trains handling scale test cars— On main line and Twin Falls Branch. 30 On other branch lines. 20								
Trains handling loaded wooden Hart convertible cars.			30					

**FIRST SUBDIVISION**

Location	Str.	Psgr.	Frt.	Location	Str.	Psgr.	Frt.
Maximum Speed.	75	75	50	<b>Nutria</b>			
<b>Granger</b> Between M.P. 3.5 and 3.7.	70	65	45	Between M.P. 16.2 and 16.4.	70	65	45
<b>Moxa</b> Between M.P. 12.2 and 12.3.	70	65	45	Between M.P. 18.2 and 18.3.	60	50	40
<b>Hassett</b> Between M.P. 14.4 and 14.6.	70	65	45	<b>Cosgriff</b>			
				Between M.P. 21.2 and 21.5.	70	65	45
				Between M.P. 23.6 and 23.8.	70	65	45
				<b>Opal</b>			
				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.
<b>Folger</b>				<b>Sage</b>			
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
<b>Waterfall</b>				Leefe Spur.			15
Between M.P. 34.6 and 34.8.	60	50	40	<b>Carlson</b>			
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	<b>Cokeville</b>			
<b>Kemmerer</b>				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.	12	12	12	<b>Border</b>			
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
<b>Fossil</b>				<b>Pegram</b>			
Between M.P. 54.7 and 56.0.	40	35	25	Between M.P. 98.3 and 99.2.	60	50	40
<b>Nugget</b>				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	<b>Harer</b>			
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
<b>Orr</b>				<b>Montpelier</b>			
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	<b>Rose</b>			
<b>Montpelier</b>				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
<b>Pescadero</b>				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	<b>Soda Springs</b>			
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	<b>Alexander</b>			
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	<b>Bancroft</b>			
<b>Georgetown</b>				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	<b>Kinport</b>			
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
<b>Cavanaugh</b>				<b>Pebble</b>			
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
<b>Manson</b>				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.
<b>Broxon</b> Between M.P. 176.4 and 176.7.	70	65	45	Between M.P. 188.2 and 190.2.	70	65	45.
<b>Blaser</b> Between M.P. 177.4 and 178.5.	60	50	40	<b>McCammom</b> Between M.P. 192.4 and 192.6.	60	50	40
M.P. 179.0 to 180.0 (Westward).	40	30	15	Between M.P. 195.0 and 195.4.	60	50	40
M.P. 180.0 to 179.0 (Eastward).	50	40	25	<b>Onyx</b> Between M.P. 197.7 and 198.0.	70	65	45
<b>Lava Hot Springs</b> Between M.P. 180.2 and 181.6.	70	65	45	Between M.P. 198.8 and 199.0.	70	65	45
Between M.P. 181.8 and 183.1.	60	50	40	Between M.P. 199.7 and 200.3.	70	65	45
Between M.P. 183.2 and 183.4.	70	65	45	Between M.P. 200.3 and 201.1.	60	50	40
Between M.P. 183.9 and 184.8.	70	65	45	<b>Inkom</b> Between M.P. 202.3 and 202.6.	60	50	40
<b>Topaz</b> Between M.P. 185.5 and 185.7.	70	65	45	Between M.P. 207.1 and 207.5.	70	65	45
Between M.P. 186.0 and 187.3.	50	40	25	<b>Portneuf</b> Between M.P. 208.0 and 208.4.	70	65	45
Between M.P. 187.5 and 187.9.	60	50	40	<b>Pocatello</b>			

THIRD SUBDIVISION

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

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Fr.		Str.	Pagr.	Fr.
<b>Gooding</b> Over streets and alleys.	30	30	30	<b>Ticeska</b> Between M.P. 357.3 and 360.2.	65	60	40
Between M.P. 338.5 and 339.1.	85	75	50	Between M.P. 360.2 and 360.8.	60	50	35
Between M.P. 340.2 and 340.5.	85	75	50	Between M.P. 360.8 and 365.0.	65	60	40
Between M.P. 340.7 and 341.1.	60	50	40	Between M.P. 365.4 and 365.8.	70	65	45
Between M.P. 342.2 and 342.7.	70	65	45	<b>King Hill</b> Between M.P. 367.5 and 368.2.	70	65	45
Between M.P. 342.8 and 343.3.	60	50	40	Between M.P. 369.0 and 369.5.	60	50	40
<b>Fuller</b> Between M.P. 345.0 and 345.2.	85	75	50	Between M.P. 369.5 and 370.9.	70	65	45
				<b>Sand Bank</b> Between M.P. 371.1 and 373.3.	40	40	25
				Between M.P. 373.3 and 373.8.	20	20	20
				<b>Glenns Ferry</b>			

FOURTH SUBDIVISION

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



FOURTH SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Fr.		Str.	Pagr.	Fr.
<b>Parma</b> 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	<b>Olds Ferry</b> Between M.P. 530.4 and 531.9.	70	65	45
<b>Nyssa</b> On house track with 9000 class engines.		6	6	Between M.P. 532.2 and 534.2.	60	50	40
<b>Washoe Spur</b> With 5000 class engines.			5	<b>Rock Island</b> Between M.P. 534.5 and 535.8.	60	50	40
<b>Ontario</b> 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.	25	25	25
<b>Eaton</b> 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	<b>Blakes Jct.</b> Between M.P. 537.7 and 538.9.	40	40	25
<b>Cobb</b> Between M.P. 525.8 and 526.0.	70	65	45	<b>Huntington</b> 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

<b>Kemmerer Branch.</b>	15	15	Between M.P. 31.0 and 36.2.	25	25
<b>Cumberland Branch.</b>	15	15	Between M.P. 45.8 and 53.3.	25	25
<b>Glencoe Branch.</b>	15	15	Between M.P. 69.6 and 71.6.	25	25
<b>Elkol Branch.</b>	15	15	Between M.P. 91.2 and 91.5.	25	25
<b>Blazon Branch.</b>	15	15	Between Herrell and Melandco.	20	20
<b>Grace Branch.</b> Maximum speed.	20	20	Wells Yard.	25	15
Bridge 5.33 with 2000 class engines.	10	10	<b>Ketchum Branch.</b> Maximum speed.	40	30
<b>Twin Falls Branch.</b> 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	<b>Hill City Branch.</b> Maximum speed.	25	25
Buhl, on mill and elevator track with MacArthur type engines.		5	Over trestles 21.6 and 23.40 with snow plows.		15
<b>North Side Branch.</b> Maximum speed.	35	30	<b>Boise Branch.</b> Between Boise Jct. and Boise Freight.	25	25
Motor trains, on straight track.	40		Between Boise Freight and Barber Jct.	15	15
All trains between M.P. 30.0 and 30.5.	20	20	<b>Murphy Branch.</b> Between Nampa and M.P. 21.6.	15	15
2000, 2300 and 2500 class engines.	15	15	Between M.P. 21.6 and Murphy.	20	20
<b>Raft River Branch.</b>	20	20	Bridge 22.40.	15	15
<b>Oakley Branch.</b>	25	25			
Light MacArthur type engines.	20	20			
<b>Wells Branch.</b> Maximum speed.	30	30			

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Fr.		Str.	Pagr.	Fr.
<b>Idaho Northern Branch.</b> Maximum speed.		30	30	<b>Juntura</b> 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	<b>Long</b> 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	<b>Dunnean</b> 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	<b>Circle Bar</b> 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	<b>Brogan Branch.</b>		20	20
Between M.P. 33.0 and 35.4.		10	10	<b>Payette Branch.</b> 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
<b>Wilder Branch.</b>		15	15	<b>New Meadows Branch.</b> Motor trains.		30	
<b>Homedale Branch.</b>		25	25	Maximum speed, between Weiser and M.P. 10. Straight track.		25	20
<b>Oregon Eastern Branch.</b> Maximum speed.		30	25	On curves.		20	20
<b>Hope</b> Between M.P. 29.5 and 33.5, watch for rocks.		20	20	Between M.P. 10 and New Meadows. Straight track.		25	15
<b>Little Valley</b> Between M.P. 36.5 and 37.6, watch for rocks.		20	20	On curves.		20	10
Between M.P. 37.6 and 37.7, soft spot.		10	10	Engines running backward.		10	10
Between M.P. 37.7 and 38.2, watch for rocks.		20	20	Between M.P. 55.0 and 55.5.		10	10
				<b>Homestead Branch.</b> 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.