



UNION PACIFIC RAILROAD COMPANY  
NORTHWESTERN DISTRICT



IDAHO DIVISION  
**TIME-TABLE**  
**No. 11**

Effective Sunday  
**March 16, 1952**  
At 12:01 A.M. Mountain Time

*Safety Is  
No Accident*

FOR EMPLOYEES ONLY

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

NORTH WESTERN DISTRICT  
IDAHO DIVISION  
CORRECTED TO AUG. 1, 1949  
SCALE OF MILES



**L. A. COLLINS**  
General Manager

**E. H. BAILEY**  
General Superintendent

**C. C. Larkin, Superintendent**.....Pocatello, Ida.  
C. H. Burnett, Assistant Superintendent.....Pocatello, Ida.  
L. E. Mangum, Assistant Superintendent.....Nampa, Ida.  
C. D. Waring, Terminal Superintendent.....Pocatello, Ida.  
R. B. Hardin, Assistant Terminal Superintendent...Pocatello, Ida.  
H. J. Bailey, Trainmaster.....Nampa, Ida.  
G. L. Wilmot, Trainmaster.....Pocatello, Ida.  
E. L. Chantry, Trainmaster.....Pocatello, Ida.  
H. G. Baker, Trainmaster.....Pocatello, Ida.  
A. R. Nelson, Master Mechanic.....Pocatello, Ida.  
G. L. Jensen, Road Foreman of Engines.....Nampa, Ida.  
J. G. Rosevear, Road Foreman of Engines.....Glenns Ferry, Ida.  
T. A. Ogee, Jr., Road Foreman of Engines.....Pocatello, Ida.  
W. M. Hemphill, Road Foreman of Engines.....Pocatello, Ida.  
J. A. Hartvigsen, Road Foreman of Engines.....Pocatello, Ida.  
J. C. Beagles, Road Foreman of Engines.....Montpelier, Ida.

**H. E. SHUMWAY**  
General Supt. Transportation

L. V. Chausse, Division Engineer.....Pocatello, Ida.  
O. H. Carpenter, General Roadmaster.....Pocatello, Ida.

**First, Second and Fourth Subdivisions and Branches**

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

**Third Subdivision and Branches**

R. T. Petty, Chief Train Dispatcher.....Nampa, Ida.  
E. C. Bullis, Assistant Chief Train Dispatcher.....Nampa, Ida.  
H. H. Harbaugh, Assistant Chief Train Dispatcher...Nampa, Ida.  
W. M. Berner, Assistant Chief Train Dispatcher.....Nampa, Ida.

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

Name	Title	Location	Name	Title	Location
Douglas L. Gamette	Medical Director	Los Angeles, Calif.	R. H. Wright	Surgeon	Hailey, Ida.
R. E. Merrell	District Surgeon	Pocatello, Ida.	Simeon Hopper	Surgeon	Hazelton, Ida.
H. H. Hughart	Asst. to District Surgeon	Pocatello, Ida.	Newell H. Battles	Oculist and Aurist	Idaho Falls, Ida.
Richard G. Crandall	Surgeon	Pocatello, Ida.	Harvey E. Guyett	Surgeon	Idaho Falls, Ida.
H. Dean Hartvigson	Surgeon	Pocatello, Ida.	M. T. Rees	Surgeon	Idaho Falls, Ida.
Forrest H. Howard	Surgeon	Pocatello, Ida.	Fred E. Wallber	Oculist and Aurist	Idaho Falls, Ida.
Orville E. Merrell	Surgeon	Pocatello, Ida.	W. C. Smail	Surgeon	Jerome, Ida.
David C. Miller	Surgeon	Pocatello, Ida.	H. Henry Rock	Surgeon	Kemmerer, Wyo.
Clark T. Parker	Surgeon	Pocatello, Ida.	George H. Bjorkman	Surgeon	Lava Hot Springs, Ida.
Eugene V. Simison	Oculist and Aurist	Pocatello, Ida.	Don S. Numbers	Surgeon	McCall, Ida.
Frank L. Harms	Surgeon	Aberdeen, Ida.	Carl D. Lusty	Surgeon	Meridian, Ida.
Lowell G. Merrill	Surgeon	American Falls, Ida.	Harry H. King	Surgeon	Montpelier, Ida.
Ivan R. Egbert	Surgeon	Arco, Ida.	R. B. Lindsay	Surgeon	Montpelier, Ida.
LaGrande C. Larsen	Surgeon	Ashton, Ida.	Russell Tigert, Jr.	Surgeon	Montpelier, Ida.
James O. Hampton	Surgeon	Blackfoot, Ida.	J. P. Weber	Surgeon	Mountain Home, Ida.
Norman C. Hedemark	Oculist	Boise, Ida.	Ernest D. Hunsaker	Aurist	Nampa, Ida.
Arthur C. Jones	Oculist and Aurist	Boise, Ida.	Frederick D. Koehne	Surgeon	Nampa, Ida.
William A. Koelsch	Surgeon	Boise, Ida.	John R. Mangum	Surgeon	Nampa, Ida.
Curtis Jones	Oculist and Aurist	Boise, Ida.	Thomas E. Mangum, Jr.	Surgeon	Nampa, Ida.
Warren D. Springer	Surgeon	Boise, Ida.	Joseph J. Sarazin	Surgeon	Nyssa, Ore.
Melvin A. Drake	Surgeon	Buhl, Ida.	Wilfred N. Sanders	Surgeon	Ontario, Ore.
John W. Davis	Surgeon	Burley, Ida.	Ira R. Woodward, Jr.	Surgeon	Payette, Ida.
Chas. A. Terhune	Surgeon	Burley, Ida.	M. F. Rigby	Surgeon	Rexburg, Ida.
John H. Weare	Surgeon	Burns, Ore.	W. L. Sutherland	Surgeon	Rexburg, Ida.
Harvey L. Casebeer	Oculist and Aurist	Butte, Mont.	Aldon Tall	Surgeon	Rigby, Ida.
Robert L. Casebeer	Oculist and Aurist	Butte, Mont.	Otto A. Moellmer	Surgeon	Rupert, Ida.
Richard C. Monahan	Surgeon	Butte, Mont.	Emory L. Soule	Surgeon	St. Anthony, Ida.
Clifford M. Kaley	Surgeon	Caldwell, Ida.	Royal G. Neher	Surgeon	Shoshone, Ida.
Robert T. Whiteman	Surgeon	Cambridge, Ida.	Allen H. Tigert	Surgeon	Soda Springs, Ida.
Dale B. Patterson	Surgeon	Cascade, Ida.	John R. Moritz	Surgeon	Sun Valley, Ida.
John A. Edwards	Surgeon	Council, Ida.	Royal S. Cutler	Surgeon	Sun Valley, Ida.
George L. Routledge	Surgeon	Dillon, Mont.	Charles B. Beymer	Surgeon	Twin Falls, Ida.
Gordon M. Jensen	Surgeon	Driggs, Ida.	Wallace Bond	Oculist and Aurist	Twin Falls, Ida.
A. C. Truxal	Surgeon	Dubois, Ida.	Harwood L. Stowe	Surgeon	Vale, Ore.
R. P. Rawlinson	Surgeon	Emmett, Ida.	Neal E. McCarthy	Surgeon	Wendell, Ida.
Marion J. Kerns	Surgeon	Fairfield, Ida.	Harold F. Holsinger	Surgeon	Weiser, Ida.
Ward A. Rulien	Surgeon	Glenns Ferry, Ida.	Marion S. McGrath	Surgeon	
John H. Cromwell	Surgeon	Gooding, Ida.			

WESTWARD							CONDENSED TIME-TABLE							EASTWARD						
FIRST CLASS							Distance from Granger via Boise	Time-Table No. 11 March 16, 1952	FIRST CLASS											
19 Pgr.	11 Pgr.	105 Streamliner Passenger	403 Pgr.	457 Pgr.	17 Pgr.	25 Mail and Express			12 Pgr.	404 Pgr.	458 Pgr.	106 Streamliner Passenger	18 Pgr.	20 Pgr.	26 Mail and Express					
Daily	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS													
		5.05	2.05			4.05	0.0	GRANGER	A 9.15		A 12.42	A 10.30								
		11.05	5.55			10.35	213.9	POCATELLO	4.10		8.55	5.25		A 9.15						
		2.15	8.25			2.00	373.8	GLENNS FERRY	12.05		6.10	1.50		5.00						
		3.59	9.40			3.45	448.4	BOISE	10.15		5.00	12.10		2.45						
		6.35	11.40			6.25	550.1	M.T. HUNTINGTON P.T.	7.30		3.05	9.40		11.40						
		5.45	10.40			5.35	649.7	M.T. HUNTINGTON P.T.	6.20		2.05	8.30		10.25						
		8.30	1.05			8.20	723.9	LA GRANDE	3.45		11.40	5.50		7.20						
		10.50	3.11			11.00	840.6	PENDLETON	1.10		9.35	3.11		4.50						
	9.00						940.6	SPOKANE						A 7.20						
	11.30						836.7	AYER						4.40						
	12.40						783.4	WALLULA						3.20						
	2.00	11.40	3.55			12.30	755.3	HINKLE	12.20		8.55	2.15	2.40	3.50						
	4.05	1.45	5.35			3.25	855.4	THE DALLES	10.15		7.15	11.50	12.05	12.30						
	A 6.30	A 4.00	A 7.30	8.30	8.00	A 6.00	939.5	PORTLAND	8.10	A 1.45	A 9.15	5.30	9.45	10.00						
				10.59	9.53		1030.6	CENTRALIA		11.05	7.05									
				12.30	11.05		1084.6	TACOMA		9.45	5.52									
				A 1.45	A 11.59		1122.7	SEATTLE		8.30	4.45									
									Daily	Daily	Daily	Daily	Daily	Daily						
	(9.30) 38.9	(23.55) 39.3	(18.25) 51.0	(5.15) 34.9	(3.59) 46.0	(26.55) 34.9	(21.05) 34.4	..... Thru Time .....	(24.05) 39.0	(5.15) 34.9	(4.30) 40.7	(18.12) 51.6	(23.45) 39.6	(9.20) 39.6	(23.05) 32.9					

WESTWARD				CONDENSED TIME-TABLE				EASTWARD			
FIRST CLASS				Distance from McCammon	Time-Table No. 11 March 16, 1952	FIRST CLASS					
29 Passenger	33 Passenger	31 Passenger	32 Passenger			34 Passenger	30 Passenger				
Daily	Daily	Daily	STATIONS								
	10.10	9.35		0.0	McCAMMON		A 6.05	A 4.45			
	11.30	10.40		22.7	POCATELLO		5.35	4.15			
	12.10	11.30		46.9	BLACKFOOT		4.00	2.47			
	1.00	A 12.25	7.00	73.3	IDAHO FALLS	A 2.30	3.15	2.10			
			8.40	124.3	ASHTON	12.55					
			A 10.20	169.9	VICTOR	11.10					
				180.4	WEST YELLOWSTONE						
	A 7.30			285.8	BUTTE			8.00			
						Daily	Daily	Daily			
	(9.20) 30.6	(2.50) 25.9	(3.20) 29.0	..... Thru Time .....	(3.20) 29.0	(2.50) 25.9	(8.45) 32.6				

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

**MILEAGE**  
Main Line..... 848.07  
Branches..... 1379.28  
Grand Total..... 2227.35

WESTWARD					FIRST SUBDIVISION					Time-Table No. 11	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS				FIRST CLASS					STATIONS	
	263	251	257	277	29	11	105	33	17		
	Time Freight	Time Freight	Time Freight	Time Freight	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	March 16, 1952	
144 RCS IPWY	10.00AM		2.45AM			5.05PM	2.05PM		4.05AM	DN-R GRANGER YL GN	
65 P	10.08		2.53			5.09	2.09		4.10	DONOVAN	
112 P	10.14		2.59			5.13	2.12		4.14	MOXA	
73 P	10.21		3.06			5.18	2.16		4.19	HASSETT	
115 P	10.26		3.11			5.21	2.19		4.22	NUTRIA	
80 P	10.34		3.19			5.26	2.23		4.27	COSGRIFF	
121 P	10.41		3.26			5.30	2.27		4.34	DN OPAL OW	
74 P	10.49		3.34			5.35	2.31		4.40	FOLGER	
125 PW	10.56		3.41			5.40	2.35		4.45	WATERFALL	
	11.06		3.51			5.47	2.41		4.53	EAST KEMMERER YL	
CPTWXZ	11.15		4.00			5.54	2.43		5.05	DN KEMMERER YL Z	
WS 70 PXY	11.22		4.07			5.58	2.46		5.10	MOYER JCT. YL	
ES 70 XY	11.47		4.30			6.11	2.57		5.25	DN FOSSIL YL FI	
94 PW	11.57AM		4.40			6.18	3.04		5.33	NUGGET	
74 P	12.05PM		4.48			6.22	3.08		5.37	ORR	
112 P	12.11		4.54			6.25	3.11		5.42	SAGE	
66 P	12.18		5.01			6.29	3.15		5.47	CARLSON	
124 P	12.24		5.07			6.33	3.19		5.51	BECKWITH	
74 P	12.32		5.15			6.38	3.24		5.56	PIXLEY	
120 PW	12.42		5.25			6.46	3.29		6.08	DN COKEVILLE CK	
74 P	12.50		5.33			6.51	3.33		6.15	MARSE	
124 P	12.56		5.39			6.55	3.37		6.20	BORDER	
74 PW	1.04		5.47			7.01	3.42		6.28	PEGRAM	
88 P	1.12		5.55			7.07	3.47		6.36	HARER	
69 P	1.21		6.04			7.13	3.52		6.43	DINGLE	
COPTWYZ	1.45		6.20			7.25	4.00		6.55	DN-R MONTPELIER YL MX	
	2.30		7.30			7.35	4.00		7.05	PESCADERO	
78 P	2.32		7.42			7.43	4.07		7.13	GEORGETOWN	
105 PW	2.40		7.50			7.49	4.13		7.20	CAVANAUGH	
124 P	2.47		7.57			7.55	4.18		7.26	MANSON	
100 P	2.53		8.03			8.00	4.22		7.31	ROSE	
73 P	2.59		8.09			8.04	4.26		7.35	DN SODA SPRINGS SD	
178 PWY	3.08		8.18			8.15	4.32		7.50	ALEXANDER	
108 PW	3.16		8.26			8.23	4.37		7.58	TALMAGE	
112 P	3.23		8.33			8.28	4.41		8.03	DN BANCROFT YL BN	
225 CPWY	3.35		8.45			8.37	4.46		8.12	KINPORT	
127 P	3.41		8.51			8.42	4.50		8.17	PEBBLE	
112 P	3.48		8.58			8.48	4.54		8.22	BROXON	
104 P	3.55		9.05			8.54	4.58		8.27	BLASER	
100 PW	4.01		9.11			8.57	5.01		8.30	DN LAVA HOT SPGS. XY	
27 PX	4.09		9.19			9.03	5.05		8.37	TOPAZ	
CS 157 P	4.17		9.27			9.09	5.10		8.44	DN McCAMMON YL MC	
WS 84 IPWXY	4.30	10.30AM	9.40	1.20AM		10.10PM	9.20	9.35AM	8.57	INKOM KO	
ES 68										PORTNEUF KO	
WS 49 PWX	4.46	10.46	9.56	1.36		10.23	9.33	9.48	9.10	DN-R POCATELLO YL HCA	
ES 88						10.29	9.40	9.54	9.17		
RCS COPTWYZ	A 5.20PM	A 11.20AM	A 10.35AM	A 2.30AM		A 10.45PM	A 10.00PM	A 5.45PM	A 10.10AM	A 9.35AM	

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, 33 and 34, and not less than fifteen minutes by second-class, extra trains and yard engines.

For conditional stops to discharge or pick up revenue passengers.—See page 17.

For stations not shown on schedule pages.—See page 17.

FIRST SUBDIVISION					EASTWARD						
Time-Table No. 11		Mile Post	FIRST CLASS					SECOND CLASS			
March 16, 1952			12	30	106	18	34	262	278	270	264
STATIONS			Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Time Freight	Stock Special	Time Freight	Time Freight
DN-R GRANGER YL GN	0.0	Af 9.15AM		A 12.42PM	A 10.30PM		A 7.30PM			A 6.20AM	
DONOVAN	4.1	9.09		12.37	10.22		7.16			6.07	
MOXA	7.7	9.05		12.34	10.18		7.10			6.00	
HASSETT	12.5	9.00		12.30	10.13		7.03			5.52	
NUTRIA	15.4	8.57		12.27	10.10		6.58			5.47	
COSGRIFF	20.2	8.52		12.23	10.05		6.51			5.39	
DN OPAL OW	24.5	f 8.47		12.19	10.00		6.44			5.32	
FOLGER	29.3	8.41		12.15	9.55		6.37			5.24	
WATERFALL	33.6	8.36		12.11	9.50		6.30			5.16	
EAST KEMMERER YL	39.0	8.29		12.05	9.43		6.20			5.06	
DN KEMMERER YL Z	39.7	s 8.27		f 12.03PM	9.41		6.15			5.01	
MOYER JCT. YL	42.3	8.19		11.58AM	9.33		6.03			4.53	
DN FOSSIL YL FI	50.3	8.04		11.47	9.18		5.40			4.30	
NUGGET	56.0	7.56		11.40	9.10		5.23			4.13	
ORR	59.6	7.51		11.36	9.05		5.15			4.05	
SAGE	63.1	7.47		11.33	9.01		5.08			3.58	
CARLSON	67.3	7.42		11.29	8.56		5.00			3.50	
BECKWITH	71.3	7.38		11.25	8.52		4.53			3.43	
PIXLEY	77.4	7.32		11.20	8.47		4.45			3.35	
DN COKEVILLE CK	83.5	s 7.25		11.15	8.40		4.35			3.25	
MARSE	88.2	7.16		11.10	8.30		4.23			3.15	
BORDER	92.1	7.12		11.07	8.25		4.17			3.09	
PEGRAM	97.7	7.06		11.02	8.18		4.09			3.01	
HARER	102.9	6.59		10.57	8.11		4.01			2.53	
DINGLE	108.0	6.53		10.52	8.04		3.52			2.45	
DN-R MONTPELIER YL MX	115.0	6.45		10.45	7.55		3.35			2.30	
PESCADERO	121.3	6.20		10.33	7.45		3.10			1.55	
GEORGETOWN	126.8	6.13		10.28	7.30		2.50			1.37	
CAVANAUGH	131.9	6.07		10.23	7.23		2.40			1.28	
MANSON	136.1	6.03		10.23	7.17		2.31			1.21	
ROSE	140.0	5.59		10.19	7.13		2.25			1.15	
DN SODA SPRINGS SD	146.0	s 5.50		10.15	7.09		2.19			1.09	
ALEXANDER	151.6	5.38		10.09	7.00		2.07			12.57	
TALMAGE	156.2	5.32		10.03	6.48		1.56			12.46	
DN BANCROFT YL BN	161.8	f 5.24		9.58	6.42		1.45			12.35	
KINPORT	165.6	5.16		9.53	6.34		1.30			12.20	
PEBBLE	170.3	5.11		9.48	6.28		1.19			12.09	
BROXON	174.8	5.06		9.43	6.23		1.11			12.01AM	
BLASER	177.4	5.03		9.38	6.18		1.03			11.53PM	
DN LAVA HOT SPGS. XY	180.0	f 4.58		9.35	6.15		12.56			11.46	
TOPAZ	184.3	4.50		9.31	6.10		12.48			11.38	
DN McCAMMON YL MC	191.2	s 4.41	As 4.45AM	9.26	6.02		12.33			11.23	
INKOM KO	201.9	4.25	f 4.31	9.19	5.53	As 6.05PM	12.15PM	A 2.20PM	A 8.40PM	11.05	
PORTNEUF KO	207.7	4.19	4.24	9.08	5.40	s 5.51	11.55AM	1.55	8.15	10.45	
DN-R POCATELLO YL HCA	213.9	4.10AM	4.15AM	9.02	5.34	5.43					

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, 33 and 34, and not less than fifteen minutes by second-class, extra trains and yard engines.

For conditional stops to discharge or pick up revenue passengers.—See page 17.

For stations not shown on schedule pages.—See page 17.

Car Capacity of Sidings, etc. (See Rule 6(A), Page 23.)	WESTWARD					SECOND SUBDIVISION					EASTWARD													
	FIRST CLASS					Time-Table No. 11 March 16, 1952	Mile Post	FIRST CLASS																
	11 Passenger Daily	105 Streamliner Daily	17 Passenger Daily	49 Mixed Daily	25 Mail and Express Daily			12 Passenger	106 Streamliner Passenger	18 Passenger	26 Mail and Express	50 Mixed												
	COPTWYZ	11.05PM	5.55PM	10.35AM	3.40AM	12.55AM	213.9	A 3.40AM	A 8.45AM	A 5.05PM	A 9.15PM	A 11.00PM												
	CS 153 P	11.20	6.10	10.50	f 3.55	1.10	224.3	3.20	8.30	4.45	8.36	f 10.29												
	118 P	11.26		10.56	4.02	1.16	230.1	3.15		4.40	8.30	10.21												
	145 PW	s 11.36	6.21	s 11.06	s 4.15	f 1.26	238.5	s 3.06	8.19	s 4.31	s 8.20	s 10.10												
	120 P	11.41	6.26	11.11	4.21	1.31	242.3	2.59	8.14	4.24	8.08	10.01												
	119 P	11.48	6.32	11.19	4.31	1.38	250.1	2.52	8.08	4.17	8.00	9.50												
	119 PW	11.53	6.37	11.24	f 4.38	1.43	256.0	2.47	8.03	4.12	7.54	f 9.42												
	119 P	11.56PM	6.40	11.27	4.43	1.46	259.8	2.43	8.00	4.08	7.50	9.36												
	119 P	12.02AM	6.46	11.33	4.52	1.52	267.3	2.36	7.54	4.01	7.42	9.27												
	101 269 COPWY	s 12.10	6.51	s 11.50	A 5.05AM	2.00	272.4	s 2.30	7.49	s 3.55	s 7.35	9.20PM												
	119 P	12.14	6.55	11.54AM		2.04	276.2	2.21	7.44	3.45	7.20													
	119 P	12.21	7.02	12.01PM		2.12 <sup>12</sup>	284.3	2.12 <sup>25</sup>	7.37	3.38	7.12													
	119 PW	12.25	7.06 <sup>20</sup>	12.05		2.18	289.0	2.06	7.33	3.34	f 7.06 <sup>105</sup>													
	119 P	12.31	7.12	12.11		2.25	295.7	2.00	7.27	3.28	6.51													
	122 P	12.38	7.18	12.17		2.32	303.5	1.53	7.21	3.21	6.44													
	119 P	12.43		12.22		2.37	309.3	1.48		3.16	6.39													
	116 P	12.47	7.26	12.26		2.44	313.9	1.43	7.13	3.11	6.33													
	WS 121-115 COP ES 111-130 WY	s 1.00	s 7.35	s 12.40		3.10	321.5	s 1.30	s 7.05	s 3.00	s 6.20													
	118 P	1.11 <sup>12</sup>	7.44	12.51		3.21	330.8	1.11 <sup>11</sup>	6.53	2.45	5.59													
	117 60 PW	s 1.20	7.50	s 1.00		3.31	337.5	s 12.55	6.47	s 2.37	s 5.52													
	120 P	1.27	7.56	1.06		3.38	344.2	12.45	6.41	2.28	5.42													
	118 120 PWY	1.33	8.01	s 1.13		3.47	350.5	12.38	6.36	2.22	s 5.35													
	CS 120 WS 99 PY	1.39	8.07	1.20		3.54	357.3	12.31	6.30	2.15	5.25													
	CS 139 PWX	1.51	8.16	1.36		4.11	366.8	12.15	6.19	1.59	f 5.10													
	COPTWYZ	A 2.05AM	A s 8.25PM	A 1.50PM		4.30AM	373.8	12.05AM	6.10AM	1.50PM	5.00PM													
		(3.00) 53.3	(2.30) 64.0	(3.15) 49.2	(1.25) 41.4	(3.35) 44.6		Thru Time.....	(3.35) 44.6	(2.35) 61.9	(3.15) 49.2	(4.15) 37.6	(1.40) 35.1											

Car Capacity of Sidings, etc. (See Rule 6(A), Page 23.)	WESTWARD		KUNA LINE		EASTWARD	
	SECOND CLASS		Time-Table No. 11 March 16, 1952	Mile Post	SECOND CLASS	
	257 Time Freight Daily				262 Time Freight	
	122 IPWY		5.05AM	DN ORCHARD YL OD	423.0	A 9.40PM
	80 P		5.17	ELY	430.8	9.25
	101 PW		5.22	OWYHEE	434.7	9.16
	73 P		5.32	MORA	442.6	8.58
	112 P		5.37	KUNA KA	446.7	8.48
	80 P		5.44	COLLOPY	451.8	8.34
	COPTWYZ		A 6.00AM	DN-R NAMPA YL AU-Q-D	456.6	8.20PM
			(0.55) 36.6	Thru Time.....	(1.20) 25.2	Average speed per hour.....

On Kuna Line, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. Between Orchard and Nampa, all extra trains will run via Kuna Line unless otherwise instructed. For conditional stops to discharge or pick up revenue passengers.—See page 17. For stations not shown on schedule pages.—See page 17.

Car Capacity of Sidings, etc. (See Rule 6(A), Page 23.)	WESTWARD					THIRD SUBDIVISION					EASTWARD													
	SECOND CLASS					Time-Table No. 11 March 16, 1952	Mile Post	FIRST CLASS																
	257 Time Freight Daily	105 Streamliner Daily	17 Passenger Daily	25 Mail and Express Daily	11 Passenger Daily			106 Streamliner Passenger	18 Passenger	26 Mail and Express	12 Passenger	262 Time Freight												
	COPTWYZ	3.20AM	8.25PM	2.00PM	4.45AM	2.15AM	373.8	As 6.10AM	A 1.40PM	A 4.45PM	A 1.55PM	A 1.15PM												
	CS110 PW	3.40	8.35	2.12	s 4.59	2.27	382.7	5.59	1.27	s 4.18	11.37	10.55												
	CS123 PY	4.10	8.49	2.30	5.18	2.43	393.3	5.48	1.12	3.59	11.22	10.35												
	71 177 PWY	4.25	8.56	s 2.42	s 5.41 <sup>100</sup>	2.56	401.6	5.41 <sup>25</sup>	s 1.02	s 3.48	s 11.12	10.20												
	149 P	4.33	9.01	2.48	5.50	3.01	407.5	5.36	12.55	3.37	11.03	10.12												
	136 P	4.40	9.05	2.52	5.56	3.05	412.7	5.32	12.50	3.31	10.59	10.05												
	122 IPWY	A 4.55AM	9.13	3.01	s 6.10	3.14	423.0	5.24	12.40	s 3.20	10.50	9.50PM												
	73 P		9.20	3.09 <sup>20</sup>	6.19	3.22	B-430.3	5.17	12.31	3.09 <sup>17</sup>	10.41													
	73 P		9.25	3.15	6.26	3.28	B-435.9	5.12	12.25	3.00	10.34													
	59 P		9.31	3.21	6.32	3.34	B-441.7	5.06	12.18	2.53	10.27													
	67 PWY	VIA KUNA LINE	s 9.40	3.35 3.45	6.45 7.05	3.50 3.59	B-448.4	s 5.00	12.10 12.05PM	2.45 2.35	10.15 10.05	VIA KUNA LINE												
	P		9.43	3.48	7.15	4.02	B-450.7	4.54	11.59AM	2.29	9.58													
	31 P		9.44	3.49	7.16	4.03	B-451.4	4.53	11.58	2.28	9.57													
	29 P		9.47	3.52	7.19	4.06	B-454.6	4.50	11.55	2.25	9.54													
	74 P		9.50 <sup>12</sup>	f 3.56	s 7.24	s 4.09	B-457.3	4.47	11.52	s 2.22	9.50 <sup>105</sup>													
	22 P		9.53	4.00	7.28	4.13	B-460.7	4.44	11.49	2.15	9.37													
	OPTWYZ	6.00AM	s 10.08	4.15 4.25	7.40 7.50	4.25 <sup>100</sup> 4.36	B-466.6	s 4.36 <sup>11</sup>	11.40 11.30	2.05 1.55	9.27 9.17	A 8.20PM												
	55 P	6.06	10.12	4.30	7.55	4.45	B-468.8	4.24	11.22	1.45	9.10	8.10												
	204 PW	6.14	10.17	s 4.40	s 8.06	s 4.55	B-469.2	4.20	s 11.17	s 1.40	s 9.05	8.02												
	122 P	6.19	10.20	4.44	8.10	5.00	B-472.5	4.16	11.08	1.29	8.57	7.57												
	127 P	6.23	10.23	s 4.47	f 8.14	5.03	B-477.5	4.13	11.05	s 1.25	8.54	7.53												
	160 P	6.34	10.30	s 5.00	s 8.25	5.10	B-480.8	4.06	f 10.57 <sup>*</sup>	s 1.15	8.47	7.42												
	155 PWY	6.44	10.37	s 5.09	s 8.36	5.19	B-488.4	3.59	s 10.49	s 1.05	s 8.39	7.32												
	PY	6.56		5.17	8.44	5.28	B-496.8		10.38	12.53	8.28	7.20												
	ES 170 WS 252 COPY	7.01	10.48	s 5.25	s 8.53	5.35	B-498.7	3.49	s 10.35	s 12.50	s 8.25	7.15												
	92 PW	7.08	10.54	s 5.33	s 9.03	5.43	B-502.5	3.43	s 10.25	s 12.33	s 8.15	7.01												
	80 P	7.18	11.00	5.40	9.10	5.50	B-509.3	3.37	10.17	12.22	8.07	6.51												
	107 130 PWY	7.28	11.08	s 5.50	s 9.22	6.00	B-515.9	3.31	s 10.10	s 12.15	s 8.00	6.41												
	77 P	7.37	11.14	5.57	9																			

WESTWARD				FOURTH SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 11 March 16, 1952	Mile Post	FIRST CLASS		SECOND CLASS		
	251 Time Freight	277 Time Freight	29 Passenger	33 Passenger			30 Passenger	34 Passenger	252 Time Freight	278 Stock Special	
	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	
	COPTWYZ	3:15PM	3:30AM	11:30PM	10:40AM	133.9	A 3:30AM	A 4:45PM	A 8:00PM	A 10:40AM	
	P	3:30	3:45	11:40	10:50	136.7	3:15	4:28	6:58	10:13	
124	P	3:36	3:51	11:44	10:54	140.4	3:10	4:24	6:51	10:06	
72	PW	3:44	3:59	11:50	11:02	145.7	3:03	4:17	6:43	9:58	
71	P	4:08 <sup>34</sup>	4:08	11:56PM	11:08	151.0	2:56	4:08 <sup>251</sup>	6:35	9:50	
ES 66 WS 80	CPWY	4:20	4:20	12:10AM	11:30	158.1	2:47	4:00	6:20	9:35	
72	P	4:30	4:30	12:17	11:38	164.0	2:34	3:46	6:05	9:20	
72	PW	4:38	4:38	12:24	11:47	169.4	2:29	3:39	5:55	9:10	
	PY					169.8					
105	P	4:48	4:48	12:32	11:58AM	175.5	2:22	3:30	5:45	9:00	
71	P	4:54	4:54	12:37	12:03PM	179.3	2:17	3:23	5:38	8:53	
97	P	5:00	5:00	12:41	12:07	183.1	2:13	3:19	5:30	8:45	
	COPTWYZ	5:25 <sup>252</sup>	6:10	1:00	12:25PM	184.5	2:10	3:15PM	5:25 <sup>251</sup>	8:40	
51	P	5:45	6:30	1:13		191.2	1:56		4:40	7:50	
54	P	5:53	6:40	1:19		196.5	1:50		4:30	7:40	
54	PW	6:02	6:50	1:28		202.0	1:43		4:20	7:30	
54	P	6:11	7:00	1:35 <sup>30</sup>		207.0	1:35 <sup>29</sup>		4:10	7:20	
49	P	6:20	7:10 <sup>278</sup>	1:41		212.1	1:28		4:00	7:10 <sup>277</sup>	
51	P	6:29	7:20	1:48		217.5	1:22		3:50	6:55	
50	PY	6:39	7:32	1:56		223.1	1:14		3:40	6:45	
49	P	6:48	7:45	2:03		228.2	1:08		3:28	6:33	
51 106	CPWY	7:15	8:20	2:23		234.9	1:00		3:15	6:20	
49	P	7:33	8:38	2:34		242.9	12:45		2:50	5:55	
57	PW	7:45	8:50	2:44		248.5	12:37		2:35	5:40	
55 52	PW	8:11	9:16	3:05		258.0	12:18		2:10	5:12	
61	PY	8:30	9:35	3:19		264.7	12:08AM		1:50	4:45	
50	PW	8:47	9:52	3:32		272.8	11:55PM		1:30	4:25	
	COPWY	9:15 10:25	10:15 11:30	3:50 <sup>278</sup> 4:00		279.9	11:45 11:35		1:00 12:15PM	4:00 <sup>29</sup> 3:00	
47	P	10:45	11:50AM	4:12		288.0	11:20		11:50AM	2:15	
48	P	11:11 <sup>30</sup>	12:05PM	4:20		294.0	11:11 <sup>251</sup>		11:30	2:00	
78	P	11:33	12:27	4:42		307.0	10:55		11:00	1:30	
48	P	11:47PM	12:42	4:51		312.9	10:40		10:45	1:15	
64	P	12:02AM	12:57	5:01		320.4	10:29		10:30	1:00	
64	CPW	12:40 <sup>278</sup>	2:30	5:11		328.0	10:18		10:10	12:40	
36	P	12:55	2:43	5:26		334.4	10:01		9:26	12:16	
45	P	1:11	3:00	5:34		340.3	9:53		9:15	12:05AM	
47	PY	1:40	3:25	5:50		348.7	9:37		8:57	11:47PM	
61	CPW	2:10	3:55	6:05		358.9	9:22		8:35	11:25	
37	P	2:30	4:15	6:16		364.9	9:05		8:16	11:06	
39	P	2:45	4:30	6:26		370.1	8:55		8:03	10:53	
65	P	2:55	4:40	6:36		374.3	8:47		7:52	10:42	
17	P	3:15	5:00	6:48		380.7	8:37		7:37	10:27	
50	P	3:26	5:12	6:57		384.6	8:29		7:25	10:15	
	PWY	A 4:00AM	A 5:30PM	As 7:10AM		390.0	8:20PM		7:10AM <sup>29</sup>	10:00PM	

Between Silver Bow and Butte, trains will be governed by time-table and rules of Northern Pacific Ry. Time shown at Butte is for information only.

WESTWARD	STATIONS	EASTWARD	STATIONS	WESTWARD	STATIONS	EASTWARD	STATIONS
A 5:00 AM		A 9:00 PM		A 7:30 AM		DN BUTTE YL BY	397.0
							8:00 PM
							6:30 AM
							9:30 PM
							(263.1)
							Daily
							Daily
							Daily
							Daily

(13.45) (17.30) (8.00) (1.45) ..... Thru Time ..... (7.30) (1.30) (13.30) (13.10)  
 19.1 15.0 32.9 28.9 ..... Average speed per hour ..... 35.1 33.7 19.4 20.0

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
 Between Idaho Falls and Silver Bow, second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.  
 No. 33 will reduce speed to 30 miles per hour passing shelter at Wapello for dispatch of newspapers.  
 For stations not shown on schedule pages.—See page 17.

WESTWARD KEMMERER BRANCH EASTWARD			WESTWARD CUMBERLAND BRANCH EASTWARD			WESTWARD ELKOL BRANCH EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 11 March 16, 1952		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 11 March 16, 1952		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 11 March 16, 1952		Mile Post
	STATIONS				STATIONS				STATIONS		
		CPTWZ			DN-R KEMMERER YL Z	0.0			WS 71 ES 70 PY	MOYER JCT. YL	
		NO. KEMMERER JCT. YL	1.0	53	GLENCUE JCT. YL	4.8		ELKOL	3.9		
		NO. KEMMERER YL	2.4		BLAZON JCT.	9.3		(3.9)			
		PHOSPHATE YL	5.1	16	MINE NO. 8 YL	13.0					
		QUEALY YL	9.2		(13.0)						
		(9.2)									

  

WESTWARD GLENCOE BRANCH EASTWARD			WESTWARD BLAZON BRANCH EASTWARD			WESTWARD CONDA BRANCH EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 11 March 16, 1952		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 11 March 16, 1952		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 11 March 16, 1952		Mile Post
	STATIONS				STATIONS				STATIONS		
					GLENCUE JCT. YL	0.0				BLAZON JCT.	
		GLENCUE	1.9		RADIANT	1.4	6	FORMATION (Spur)	2.8		
		(1.9)			(1.4)		6	PANTING	5.6		
							19 Y	CONDA	7.0		
								(7.0)			

  

WESTWARD GRACE BRANCH EASTWARD			WESTWARD GAY BRANCH EASTWARD			WESTWARD GOSHEN BRANCH EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 11 March 16, 1952		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 11 March 16, 1952		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 11 March 16, 1952		Mile Post
	STATIONS				STATIONS				STATIONS		
		113 PW			ALEXANDER YL	0.0			73 PW	DN FORT HALL FH	
	16	GRACE	6.0	42	M.P. 9.1	9.1	19	GOSHEN	4.8		
		(6.0)		132 YZ	GAY	20.8	22	GERRARD	10.6		
					(20.8)		11	INDIAN	12.4		
							14	HACKMAN	15.2		
							P	LINCOLN JCT.	21.6		
								(21.6)			

  

WESTWARD ANNIS BRANCH EASTWARD			WESTWARD GARDNER BRANCH EASTWARD			WESTWARD THOMAS BRANCH EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 11 March 16, 1952		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 11 March 16, 1952		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 11 March 16, 1952		Mile Post
	STATIONS				STATIONS				STATIONS		
		4			ANNIS JCT.	0.0				GARDNER JCT.	
	7	GRAYS (Spur)	0.5	23	PETERSON	3.2	12	THOMAS (Spur)	4.4		
		ANNIS (Spur)	2.6		END OF TRACK	3.4		END OF TRACK	4.6		
		(2.6)			(3.4)			(4.6)			

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

WESTWARD				YELLOWSTONE BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS	Time-Table No. 11 March 16, 1952	Mile Post	FIRST CLASS	SECOND CLASS		Mile Post	FIRST CLASS	SECOND CLASS		
	477	491	31			32	492	478					
	Local Freight	Mixed	Passenger			Passenger	Mixed	Local Freight					
	Daily Except Sunday	Daily Except Sunday	Daily										
	COPTWYZ	9.15AM	7.55AM		7.00AM	DN-R	IDAHO FALLS YL	AK	0.0	A 2.30PM		A 2.00PM	A 7.00PM
17	PY	9.25	8.05AM		7.06		ORVIN YL		3.0			f 1.50	5.45
60	PW	9.40			7.14	D	UCON UN		4.6			f 1.40PM	5.35
54	P	10.05			7.25	D	RIGBY RG		6.2				5.20
36	W	10.20			7.31		LORENZO		4.3				4.40
27	P	10.40			7.36		THORNTON		2.6				4.30
67	P	11.10			7.46	D	REXBURG RX		5.3				4.10
51	P	11.25			7.53	D	SUGAR CITY SC		3.8				3.10
36	PY						HART		1.1				
118	PWY	11.40AM			8.05	D	ST. ANTHONY YL SH		5.9			A 10.50AM	2.40
	P						BELT YL		1.5			10.40AM	
43	P	12.05PM			8.15		CHESTER		4.5				1.55
46	COPWY	A 12.30PM			8.35AM	DN-R	ASHTON YL HN		8.2				1.30PM
							INGLING		1.5				
28	P						WARM RIVER		5.7				
15	P						GERRIT		8.7				
22							ECCLES		8.8				
15	P						ISLAND PARK		4.9				
29	P						TRUDE		4.8				
26	PWY						BIG SPRINGS		5.3				
22	PY						REAS PASS		6.5				
29	COPWY						WEST YELLOWSTONE YL	WS	9.9				
							(107.1)			Daily		Daily Except Sunday	Daily Except Sunday
		(3.15) 15.7	(0.10) 18.0		(1.35) 32.2		..... Thru Time .....		(1.35) 32.2		(3.20) 14.3	(5.30) 9.3	..... Average speed per hour .....

WESTWARD				TETON VALLEY BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS	Time-Table No. 11 March 16, 1952	Mile Post	FIRST CLASS	SECOND CLASS		Mile Post	FIRST CLASS	SECOND CLASS	
	481	31	32			482						
	Local Freight	Passenger	Passenger			Local Freight						
	Daily Except Sunday	Daily										
46	COPWY	6.30AM	8.40AM	DN-R	ASHTON YL HN	0.0	A 12.50PM		A 12.30PM			
19		6.40	8.44		MARYSVILLE YL	1.8	f 12.40		12.15			
33		6.55	8.52		GRAINVILLE	6.0	f 12.32		12.01PM			
19	PW	7.10	8.58	D	DRUMMOND MD	8.6	s 12.27		11.50AM			
11		7.25	9.06		FRANCE	12.8	f 12.19		11.33			
33	P	7.35	9.13		LAMONT	15.8	s 12.13PM		11.23			
20		8.08	9.37		FELT	26.3	s 11.50AM		10.50			
22	PWY	8.23	9.47	D	TETONIA NA	30.3	s 11.42		10.35			
			9.52		DWIGHT	32.7	f 11.36					
31		8.42	10.02	D	DRIGGS DI	37.2	s 11.28		10.02			
19	PWY	A 9.05AM	A 10.20AM	DN-R	VICTOR YL VR	45.6	f 11.10AM		9.30AM			
					(45.6)		Daily		Daily Except Sunday			
		(2.35) 17.6	(1.40) 27.3		..... Thru Time .....		(1.40) 27.3		(3.00) 15.2		..... Average speed per hour .....	

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

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

WESTWARD				MACKAY BRANCH				EASTWARD				WESTWARD EAST BELT BRANCH EASTWARD						
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 11 March 16, 1952	Mile Post	SECOND CLASS		Mile Post	SECOND CLASS		Mile Post	Mile Post	SECOND CLASS	Time-Table No. 11 March 16, 1952	Mile Post	Mile Post			
	421	409			422	410												
	Mixed	Mixed			Mixed	Mixed												
	Daily Except Sunday	Daily Except Sunday			Daily Except Sunday	Daily Except Sunday			Daily Except Sunday									
	CPWY	8.15AM	7.30AM	DN-R	BLACKFOOT YL BF	0.0	A 2.20PM	A 3.55PM						17	PY	8.05AM	ORVIN	0.0
					GARDNER JCT.	2.6							21	P	8.15	LINCOLN	2.3	
9		f 8.25	f 7.42		CLARKSON	4.3	f 2.00	f 3.42								LINCOLN JCT.	3.1	
30		f 8.30	f 7.47		MORELAND	5.7	f 1.55	f 3.37					46	P	8.27	IONA	5.7	
					THOMAS JCT.	5.9							21	PW	9.05	RIRIE RK	16.4	
	P	A 8.35AM	f 7.51		ABERDEEN JCT. YL	7.1	1.45PM	f 3.33					13	P	9.18	BYRNE	21.4	
32	PW		f 8.24		TABER	20.1		f 3.00					11	P	9.30	JENSON	25.6	
20	PY		f 9.15		SCOVILLE	39.7		f 2.10					23	P	9.40	WALKER	28.2	
37	PWY		s 10.05	D	ARCO YL RO	59.1		s 1.20					40	P	9.52	PARKINSON	32.4	
21	P		s 10.27		MOORE	68.7		s 12.48					10	P	9.58	MOODY	34.3	
10			s 10.45		DARLINGTON	72.6		s 12.30					12	P	10.20	NEWDALE NE	38.1	
5			s 11.00		LESLIE	77.3		s 12.15PM						P	A 10.40AM	BELT YL	44.4	
68	PWY		A 11.25AM	D-R	MACKAY YL MY	85.3		11.50AM								(44.4)		
					(85.3)					Daily Except Sunday								
		(0.20) 21.3	(3.55) 21.7		..... Thru Time .....		(0.35) 12.2	(4.05) 20.9		..... Average speed per hour .....				(2.35) 17.2		..... Thru Time .....		..... Average speed per hour .....

..... Thru Time .....

..... Average speed per hour .....

WESTWARD				ABERDEEN BRANCH				EASTWARD				WESTWARD WEST BELT BRANCH EASTWARD							
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 11 March 16, 1952	Mile Post	SECOND CLASS		Mile Post	SECOND CLASS		Mile Post	Mile Post	Mile Post	SECOND CLASS	Time-Table No. 11 March 16, 1952	Mile Post	Mile Post			
	421	422			492														
	Mixed	Mixed			Mixed														
	Daily Except Sunday	Daily Except Sunday			Daily Except Sunday	Daily Except Sunday			Daily Except Sunday										
	P	8.35AM	ABERDEEN JCT. YL	0.0	A 1.45PM								60	PW	DN-R	UCON UN	0.0	A 1.40PM	
32		f 8.48	ROCKFORD	4.3	f 1.30								21	P		LEWISVILLE	8.8	f 1.10	
17		f 8.53	LIBERTY	5.9	f 1.20								50	P	D	MENAN MN	10.5	s 1.00	
29	P	s 9.13	PINGREE PG	10.2	f 12.58											ANNIS JCT.	11.5		
31	P	f 9.33	SPRINGFIELD	16.5	f 12.40								52	PW		PLANO	25.0	f 12.12	
17	P	s 9.50	STERLING	19.7	s 12.25PM								18			EDMONDS	26.7	f 12.05PM	
6		f	STRANG	23.6									11	P		EGIN	29.3	f 11.56AM	
9		f	FINGAL	26.0									30			HEMAN	31.6	f 11.46	
32	PWY	A 10.25AM	ABERDEEN YL BN	28.2	11.50AM								14	P		PARKER	33.5	f 11.40	
			(28.2)							Daily Except Sunday			118	PWY	D-R	ST. ANTHONY YL SH	38.7	11.15AM	
		(1.50) 15.4	..... Thru Time .....		(1.55) 14.7		..... Average speed per hour .....									(38.7)		Daily Except Sunday	
			..... Thru Time .....				..... Average speed per hour .....											..... Thru Time .....	(2.25) 16.0

..... Thru Time .....

..... Average speed per hour .....

..... Thru Time .....

..... Average speed per hour .....

..... Thru Time .....

..... Average speed per hour .....

..... Thru Time .....

..... Average speed per hour .....

WESTWARD				TWIN FALLS BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 11 March 16, 1952	Mile Post	FIRST CLASS		SECOND CLASS			
	439	475	573	49			574	50	440	476		
	Freight	Time Freight	Motor Passenger	Mixed			Motor Passenger	Mixed	Freight	Time Freight		
	Daily Except Sunday	Daily Except Sunday	Daily	Daily	STATIONS							
469 COPWY	12.20PM	3.00AM	4.10PM	5.20AM	DN-R	MINIDOKA YL	RT	0.0	A 3.10PM	A 9.05PM	A 11.00AM	A 1.30AM
75 P	12.35	3.17	f 4.25	f 5.33		ACEQUIA		8.2	f 2.45	f 8.43	10.35	11.10PM
206 PWY	12.50	3.40	s 4.40	s 5.55	DN-R	RUPERT YL	MS	13.5	s 2.35	s 8.35	10.20	10.55
32 P	1.01	3.52	s 4.48	s 6.03		HEYBURN		19.6	s 2.20	f 8.25	10.05	10.40
94 OPWY	1.15	4.10	s 5.00	s 6.23	DN	BURLEY YL	BU	21.7	s 2.15	s 8.20	10.00	10.35
76 P	1.25	4.20	f 5.08	f 6.31		STARRH'S FERRY		25.8	f 2.02	f 8.11	9.45	10.15
58 P	1.50	4.35	f 5.19	f 6.41		MILNER		33.5	f 1.50	f 7.59	9.30	10.00
18 P			f 5.23	f 6.44		PARSONS		35.5	f 1.45	f 7.56		
73 PW	2.05	4.50	s 5.33	s 6.54	D	MURTAUGH	MU	41.4	s 1.35	s 7.47	9.15	9.45
53 P	2.15	4.59	5.39	7.00		BICKEL		45.1	1.27	7.39	9.05	9.35
30						BILLS		49.0				
41 P	2.30	5.10	s 5.48	s 7.08	D	HANSEN	NS	49.7	s 1.19	s 7.32	8.55	9.25
60 P	2.43	5.18	s 5.57	s 7.16	D	KIMBERLY	KY	53.3	s 1.08	s 7.22	8.45	9.15
29 P			6.02	7.21		McMILLAN YL		56.4				
COPWYZ	A 4.00PM	A 7.00AM	6.10	7.30	DN-R	TWIN FALLS YL	NA	58.9	12.55	7.10	8.30AM	9.00PM
42			f 6.23	f 7.57		CURRY		63.3	f 12.40	f 6.43		
60 P			s 6.28	s 8.02	D	FILER	FR	65.9	s 12.35	s 6.38		
45			f 6.33	f 8.06		PEAVEY		68.5	f 12.28	f 6.33		
41			f 6.38	f 8.10		CEDAR		71.3	f 12.24	f 6.26		
OPWY			A 6.50PM	A 8.20AM	DN-R	BUHL YL	BO	73.8	12.20PM	6.20PM		
						(73.8)			Daily	Daily	Daily Except Sunday	Daily Except Sunday
	(3.40)	(4.00)	(2.40)	(3.00)	Thru Time				(2.50)	(2.45)	(2.30)	(4.30)
	16.1	14.7	27.7	24.6	Average speed per hour				26.0	27.0	23.6	13.1

WESTWARD		OAKLEY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 11 March 16, 1952				Mile Post
	STATIONS				
	94 OPWY	DN-R	BURLEY YL	BU	
30		BEEVILLE		4.3	
25		PELLA		5.2	
25		TROUT		16.3	
60		MARION		17.8	
12		WARR		19.4	
20 Y	D-R	OAKLEY	OA	21.8	
		(21.8)			

WESTWARD		RAFT RIVER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 11 March 16, 1952				Mile Post
	STATIONS				
	94 OPWY	DN-R	BURLEY YL	BU	
36		UNITY		3.1	
22		SPRINGDALE		6.0	
16		DECLO		9.1	
		END OF TRACK		9.6	
		(9.6)			

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
 Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.  
 For stations not shown on schedule pages.—See page 17.

WESTWARD				NORTH SIDE BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 11 March 16, 1952		Mile Post	SECOND CLASS		Time-Table No. 11 March 16, 1952		Mile Post	SECOND CLASS	
	471	465	466	472		466	472					
	Local Freight	Mixed	Mixed	Local Freight		Mixed	Local Freight					
	Daily Except Sunday	Daily Except Sunday	STATIONS						Daily Except Sunday	Daily Except Sunday		
206 PWY		9.00PM	5.55AM	DN-R	RUPERT YL	MS	0.0	A 1.55PM	A 8.00PM			
34 P					MYERS YL		4.4					
73 P		9.35	6.07	D	PAUL YL	DJ	5.9	s 12.35	7.30			
20			f 6.11		BUDGE		7.9	f 12.26				
54		10.05	f 6.27		SCHODDE		15.9	f 12.10	6.40			
21			f 6.36		McHENRY		19.8	f 12.02PM				
22		11.01	s 6.46	D	HAZELTON	AZ	24.0	s 11.55AM	6.10			
63 W		11.45PM	s 6.56	D	EDEN	DX	28.1	s 11.45	5.40			
54		12.10AM	f 7.11		PERRINE		34.8	f 11.28	5.00			
27			f 7.24		FALLS CITY		40.6	f 11.17				
54 CWY		A 1.00AM	s 7.50	DN	JEROME YL	JO	47.9	s 11.01	4.00PM			
54			s 8.10	D	WENDELL	ND	56.7	s 10.36				
54			s 8.30		TUTTLE		66.2	s 10.15				
250 PWY		A 8.45AM		DN-R	BLISS YL	IS	73.6	10.00AM				
					(73.6)			Daily Except Sunday	Daily Except Sunday			
		(4.00)	(2.50)	Thru Time				(3.55)	(4.00)			
		12.0	26.0	Average speed per hour				18.8	12.0			

WESTWARD				WELLS BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 11 March 16, 1952		Mile Post	SECOND CLASS		Time-Table No. 11 March 16, 1952		Mile Post	SECOND CLASS	
	439	440	440	440								
	Mixed	Mixed	Mixed	Mixed								
	Daily Except Sunday	Daily Except Sunday	STATIONS						Daily Except Sunday	Daily Except Sunday		
COPWYZ		7.00PM		DN-R	TWIN FALLS YL	NA	0.0	A 8.00AM				
31		f 7.25			BERGER		10.9	f 7.15				
31		s 7.45			HOLLISTER		19.4	s 6.55				
21 PWY		s 8.10		D	ROGERSON	RG	28.8	s 6.30				
38		f 8.35			METEOR		38.7	f 6.03				
34		f 9.05			IDAVADA		50.1	f 5.36				
34 PW		f 9.19			DELAPLAIN		56.1	f 5.22				
34		f 9.35			SAN JACINTO		60.7	f 5.12				
34 P		s 9.55		D	CONTACT	CN	68.8	s 4.55				
33 CPW		f 10.10			HENRY		75.1	f 4.38				
33		f 10.40			SHORES		86.7	f 4.14				
48 PWY		f 11.00			WILKINS		93.6	f 3.59				
37		f 11.10			HERRELL		97.3	f 3.49				
44 PY		s 11.30			SUMMER CAMP		102.5	s 3.33				
44		f 11.50PM			MELANDCO		108.9	f 3.04				
35		f 12.05AM			TOWN CREEK		116.1	f 2.47				
PWY		A 12.30AM		DN-R	WELLS YL	HU	123.4	2.30AM				
					(123.4)			Daily Except Monday				
		(5.30)		Thru Time				(5.30)				
		22.4		Average speed per hour				22.4				

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

WESTWARD				KETCHUM BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 11 March 16, 1952	Mile Post	SECOND CLASS					
			441 Mixed					442 Mixed			
			Monday Wednesday Friday								
STATIONS											
420	COPWY			6:00AM	DN-R	SHOSHONE YL	X	0.0	A	12:45PM	
						10.9 MARLEY		10.9	f		
39	PWY			6:35	D-R	RICHFIELD YL	FK	15.3	s	12:05PM	
						6.4 PAGARI		21.7	f	11:45AM	
29				6:50		8.0 TIKURA		29.7	f	11:25	
27				7:10		7.6 PICABO	XN	37.3	s	11:05	
59	PW			7:30	D	HAY		41.8	f	10:50	
6				7:40		2.5 GANNETT		44.3	f	10:45	
10				7:45		7.8 BELLEVUE	V	52.1	s	10:25	
30				8:05	D	HAILEY	RI	57.2	s	10:05	
17	W			8:16	D	BARITE		60.0	f	9:52	
12				8:22		7.6 TRIUMPH		67.6	f	9:35	
16				8:40		1.8 KETCHUM YL	KU	69.4	D-R	9:30AM	
33	WY			8:45AM	D-R						
(69.4)											
				(2.45)	..... Thru Time .....				(3.15)		
				25.2	..... Average speed per hour .....				21.4		

(2.45) ..... Thru Time ..... (3.15)  
25.2 ..... Average speed per hour ..... 21.4

WESTWARD				HILL CITY BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 11 March 16, 1952	Mile Post	SECOND CLASS					
			483 Mixed					484 Mixed			
			Daily Except Sunday					Daily Except Sunday			
STATIONS											
39	PWY				D-R	RICHFIELD YL	FK	0.0			
13						4.5 RAWSON		4.5			
30						4.9 BURMAH		9.4			
42	P					12.1 MAGIC		21.5			
31						9.7 MACON		31.2			
31	P					2.8 BLAINE		34.0			
9						2.8 RANDS		36.8			
17						4.1 SELBY		39.7			
43	PW				D	FAIRFIELD	FD	43.8			
32						7.9 CORRAL		51.7			
57	WY				D-R	HILL CITY YL	HC	57.8			
(57.8)											

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

WESTWARD				HOMESTEAD BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 11 March 16, 1952	Mile Post	SECOND CLASS					
			441 Mixed					442 Mixed			
			Monday Wednesday Friday								
STATIONS											
P						BLAKES JCT.		0.0			
34	PT				D-R	ROBINETTE YL	RQ	32.9			
(32.9)											

WESTWARD				HOMEDALE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 11 March 16, 1952	Mile Post	SECOND CLASS					
			441 Mixed					442 Mixed			
			Monday Wednesday Friday								
STATIONS											
155	PWY				DN-R	NYSSA YL	SY	0.0			
19						8.1 OVERSTREET		8.1			
20						2.5 ADRIAN		10.6			
32						6.3 NAPTON		16.9			
54	PWY				D	HOMEDALE	HR	24.4			
19						6.6 CLAYTONIA		31.0			
19	OPY				D-R	MARSING YL	MR	33.1			
(33.1)											

WESTWARD				PAYETTE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 11 March 16, 1952	Mile Post	SECOND CLASS					
			483 Mixed					484 Mixed			
			Daily Except Sunday					Daily Except Sunday			
STATIONS											
190	OPW			7:00AM	DN-R	PAYETTE YL	AY	0.0	A	2:45PM	
20				7:10		3.9 EFFIE		3.9	f	2:30	
43	P			7:30	D	FRUITLAND	FU	5.1	s	2:25	
20				7:40		1.2 BUCKINGHAM		6.8	f	2:06	
33	P			8:00	D	NEW PLYMOUTH	NP	11.1	s	1:55	
13				8:27		10.5 LETHA		21.6	f	1:23	
96	PWY			8:50AM	D-R	EMMETT YL	MF	29.7		1:00PM	
(29.7)											
				(1.50)	..... Thru Time .....				(1.45)		
				16.2	..... Average speed per hour .....				16.8		

(1.50) ..... Thru Time ..... (1.45)  
16.2 ..... Average speed per hour ..... 16.8

WESTWARD				STODDARD BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 11 March 16, 1952	Mile Post	SECOND CLASS					
			483 Mixed					484 Mixed			
			Daily Except Sunday					Daily Except Sunday			
STATIONS											
OPTWYZ					DN-R	NAMPA YL	AU-Q	0.0			
20						4.4 DEAL		4.4			
46						4.5 BOWMONT		8.9			
28						5.7 MELBA		14.6			
60						2.5 STODDARD		17.1			
END OF TRACK											
(20.0)											

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



Westward IDAHO NORTHERN BRANCH Eastward				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 11 March 16, 1952	Mile Post	SECOND CLASS
	485 Mixed			486 Mixed
STATIONS				
OPTWYZ	8:30AM	DN-R NAMPA YL AU-Q	0.0	A 2:35PM
		IDA. NOR. JCT. YL	0.7	
25	f 8:40	FISCHER	2.4	2:25
14	s 9:00	MIDDLETON	9.3	s 2:10
15	f 9:20	JENNESS	18.9	f 1:40
96 PWY	s 10:20	D-R EMMETT YL MF	27.0	s 1:10
42	f 10:40	PLAZA	31.8	f 12:45
43 P	s 11:20	MONTOUR	41.1	s 12:20PM
32 P	s 11:55AM	D HORSESHOE BEND HB	49.7	s 11:55AM
32	f 12:20PM	GARDENA	55.1	f 11:35
35 OPTW	s 1:20	D BANKS YL AB	64.1	s 11:10
25 PW	f 2:10	BIG EDDY	75.4	f 10:25
31 PWY	s 3:00	SMITHS FERRY YL	83.0	s 9:55
15 P	f 3:35	CABARTON	92.7	f 9:20
32 W	f 3:45	BELVIDERE	95.5	f 9:11
32 PY	s 4:30	D CASCADE YL CD	99.2	s 9:00
31	f 5:00	ARLING	111.0	f 8:00
33 W	s 5:30	D DONNELLY FY	119.4	s 7:35
14	f 5:45	NORWOOD	124.7	f 7:22
53 OPWY	A 6:15PM	D-R McCALL YL NE	132.8	7:00AM
		(132.8)		Daily Except Sunday
	(9.45) Thru Time.....			(7.35)
	13.6 .....Average speed per hour.....			17.5

Westward NEW MEADOWS BRANCH Eastward			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 11 March 16, 1952	Mile Post	STATIONS
12	REBECCA	6.0	
48	CONCRETE	19.1	
26 P	D MIDVALE MI	31.8	
35 P	D CAMBRIDGE RA	40.5	
3 W	GOODRICH	49.8	
18	MESA	56.6	
42 OPWY	D-R COUNCIL YL CN	60.2	
7	HOOVER YL	61.6	
6	GLENDALE	72.0	
15	WOODLAND	80.0	
43	RUBICON YL	84.1	
146 PWY	D-R NEW MEADOWS YL	89.7	
	(89.7)		

WESTWARD OREGON EASTERN BRANCH EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 11 March 16, 1952	Mile Post	SECOND CLASS
	459 Mixed			460 Mixed
STATIONS				
444 COP WY	1:00PM	DN-R ONTARIO YL ON	0.0	A 4:00PM
PY	f 1:10	MALHEUR JCT. YL	1.9	3:40
14	f 1:15	CAIRO	3.7	f 3:35
38	f 1:25	LUSE	6.9	f 3:25
24	f 1:35	MALLETT	10.0	f 3:15
134 PWY	s 1:55	D-R VALE YL VA	15.5	s 3:00
46	f 2:20	HOPE	23.5	f 2:20
52	f 2:50	LITTLE VALLEY	34.8	f 1:50
53 P	s 3:15	HARPER	42.0	s 1:25
50	f 3:40	NAMORF	51.2	f 12:55
27	f 4:07	JONESBORO	62.2	f 12:28PM
53 PWY	s 4:40	D JUNTURA JN	73.6	s 11:50AM
50	f 5:25	LONG	86.6	f 11:10
49 PW	s 5:50	RIVERSIDE	92.7	s 10:50
31	f 6:15	DUNNEAN	102.8	f 10:25
32 PW	f 6:40	VENATOR	110.2	f 10:05
32	f 7:00	CIRCLE BAR	117.9	f 9:45
31 PW	s 7:30	CRANE	126.6	s 9:15
31	f 8:20	REDESS	143.5	f 8:32
23 OP WY	A 9:00PM	D-R BURNS YL BR	156.8	8:00AM
		(156.8)		Daily Except Sunday
	(8.00) Thru Time.....			(8.00)
	19.6 .....Average speed per hour.....			19.6

WESTWARD BROGAN BRANCH EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 11 March 16, 1952	Mile Post	STATIONS
29	JAMIESON	17.3	
31 PWY	BROGAN YL	23.3	
	(23.3)		

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

STATIONS NOT SHOWN ON SCHEDULE PAGES							
Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 23	Switch Connection	Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 23	Switch Connection
<b>First Subdivision</b>				<b>Ketchum Branch</b>			
Leefe.....	64.8	Spur 2.4 Mi. Y	Both	Priest..... (7).....	33.9	{ 6	East
Onyx.....	197.5	14 P	West	Gimlet..... (7).....	63.2	6	West
Inkom Ballast Quarry...	202.9	140 P	East			30	East
<b>Second Subdivision</b>				<b>Homestead Branch</b>			
Don.....	219.6	43 PX	Both	Home.....	14.0	4 P	East
Schiller.....	226.5	11	Both	Mineral.....	15.3	10 W	East
Coates.....	369.5	8 P	West	Still.....	16.2	2	East
Sand Bank.....	370.9	42 PX	Both	Sturgill.....	27.1	15	East
<b>Third Subdivision</b>				<b>Payette Branch</b>			
Hillcrest.....	B-445.1	14 P	Both	Ingard.....	3.3	8	Both
Apple Valley.....	485.9	26	Both	Falks..... (8).....	17.2	5	East
Arcadia.....	491.7	45 P	Both	Little Rock.....	18.9	10	Both
Washoe Spur.....	500.9	32	West	<b>Wilder Branch</b>			
Wood.....	506.2	10	Both	Greenleaf.....	7.0	9	West
Feltham.....	512.7	23	Both	<b>Stoddard Branch</b>			
<b>Fourth Subdivision</b>				Westma.....	11.6	5	East
Chubbuck.....	138.2	40	Both	<b>Boise Branch</b>			
Kimball.....	166.6	20	Both	Penitentiary Spur.....	5.0	10	East
Mitchell.....	176.9	22	Both	Vernon.....	6.3	10	West
Red Rock..... (1).....	302.8	28 W	Both	<b>Idaho Northern Branch</b>			
Rock.....	314.6	62	Both	Maddens..... (9).....	6.1	5	East
Dalys..... (1).....	316.4	19 P	Both	Amsco.....	13.6	12	Both
Glen..... (1).....	347.8	8	West	Bramwell..... (9).....	22.2	5	East
Lavon..... (1).....	351.7	None	None	Black Canyon..... (9).....	33.0	5	East
Maiden Rock... (1).....	366.0	{ 18	Both	Archabal..... (9).....	127.4	9	Both
		{ 19	Both	<b>Oregon Eastern Branch</b>			
<b>Goshen Branch</b>				Lawen..... (10).....	138.4	3	East
Cox.....	9.2	11	West	<b>New Meadows Branch</b>			
Ammon.....	18.1	34	West	Presley.....	11.7	9	Both
Wilkinson.....	21.0	3	West	Diamond.....	26.7	4 W	West
<b>Yellowstone Branch</b>				Fruitvale.....	66.5	3	Both
St. Leon.....	3.7	16	East	Tamarack.....	81.9	29	Both
Mark.....	22.2	24	Both	<b>Brogan Branch</b>			
Jolley.....	27.6	10	Both	Lancaster.....	11.4	4	East
Pineview.....	72.5	5 P	Both				
<b>Teton Valley Branch</b>							
Judkins..... (2).....	22.3	{ 6	East				
Fox Creek..... (2).....	42.3	{ 6	Both				
		{ 12	Both				
<b>Mackay Branch</b>							
Collins..... (3).....	2.1	10	West				
Aiken..... (3).....	3.8	{ 10	Both				
		{ 10	East				
Cerro Grande... (3).....	35.5	None	None				
<b>West Belt Branch</b>							
Coltman..... (4).....	2.8	19 P	East				
Grant..... (4).....	4.8	18 P	East				
Barlow.....	7.0	17	East				
Midway.....	9.4	{ 31	Both				
		{ 19	West				
Pyke..... (4).....	35.3	5	West				
<b>East Belt Branch</b>							
Gale Spur.....	27.5	10	East				
<b>Twin Falls Branch</b>							
Amalga.....	17.3	12	West				
Stowe.....	52.1	12	West				
<b>North Side Branch</b>							
Travers..... (5).....	3.5	18	Both				
Black.....	26.9	30	Both				
Hunt..... (5).....	31.5	8	Both				
Sugar Loaf.....	38.3	12	Both				
Barrymore..... (5).....	42.6	13	Both				
Haytown.....	44.7	7	Both				
Hydra.....	45.8	7	Both				
Appleton..... (5).....	52.9	12	Both				
King.....	58.1	17	Both				
<b>Raft River Branch</b>							
Evans.....	4.7	{ 5	East				
		{ 10	East				
<b>Wells Branch</b>							
Knoll..... (6).....	5.6	7	Both				
Godwin..... (6).....	7.0	8	Both				
Amsterdam..... (6).....	23.2	9	West				

- (1) Flag stop for Nos. 29-30. (6) Flag stop for Nos. 439-440.  
 (2) Flag stop for Nos. 31-32. (7) Flag stop for Nos. 441-442.  
 (3) Flag stop for Nos. 409-410. (8) Flag stop for Nos. 483-484.  
 (4) Flag stop for No. 492. (9) Flag stop for Nos. 485-486.  
 (5) Flag stop for Nos. 465-466. (10) Flag stop for Nos. 459-460.

**CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS**

Train	At	Discharge Passengers From	Pick up Passengers Destined To
12	Any station First Sub-division.	Pocatello or beyond.	Green River or beyond.
17	Any station First Sub-division.	Green River or beyond.	Pocatello or beyond.
17	Any station Second and Third Subdivisions.	Ogden, Cheyenne or beyond.	Pendleton or beyond.
18	Any station First Sub-division.	Pendleton or beyond.	Cheyenne or beyond.
18	Any station Second and Third Subdivisions.	Pendleton or beyond.	Ogden, Cheyenne or beyond.
105	Minidoka, Gooding, Caldwell, Nyssa, Ontario, Payette, Weiser.	Omaha or beyond.	Portland or beyond.
106	Weiser, Payette, Ontario, Nyssa, Caldwell, Gooding, Minidoka.	Portland or beyond.	Omaha or beyond.

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

**Designation "Str."** —Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.  
**Designation "Psgr."**—Train with steam locomotive and all passenger train equipment; train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.  
**Designation "Frt."** —Train with freight cars; train with caboose only; locomotive without cars.  
 When Diesel-electric passenger locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified under "Psgr." trains will govern.  
 On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.  
 When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.  
 Where rules, special rules, special instructions or bulletins require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and to 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.	79	79	50	Trains handling company roadway machines on their own wheels, except wrecking derricks— On main line and Twin Falls Branch: On straight track. 30 On curves. 25 Between Idaho Falls and Ashton. 20 On other branch lines. 15			
Inspection bus cars.		40	40	Jordan spreaders and other machines of spreader type, when in operation.			15
Battery motor car 01886.		50		Trains handling scale test cars— On main line, Twin Falls Branch and between Idaho Falls and Ashton. 30 On other branch lines. 20			
When caboose is handled in train consisting of passenger train equipment.		55		Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines			20
Within yard limits— Protected by continuous block signal system. 60 50 25 Not protected by continuous block signal system. 50 40 25 On branch lines. 30 30 15				Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. 20 Through truss bridges. 6			
Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Passing fueling stations— On main lines. 50 40 25 On branch lines. 30 15			
Diesel-electric locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern). Backing up pulling train. Backing up light. 40 40 40				When using cross-overs and turn-outs: 9000 class engines; Forward movement. 10 10 Back-up movement. 6 6 All other class engines; Forward movement. 15 15 15 Back-up movement. 10 10 10			
Diesel-electric road and road switch locomotives with 12 tooth pinion gear, gear ratio 65-12.	50	50	50	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement. 20 20 20			
Diesel-electric freight and road switch locomotives.	65	65	50	Over spring switches, where movement is over facing point switch, except at Reverse. 20 20 20			
Diesel-electric yard switch locomotives in road service.	35	35	35	When using No. 14 turn-outs at power operated switches or at end of double track. 25 20 20			
Diesel-electric helper locomotive.	60	60		Tracks other than main tracks. 15 15 15			
Steam engines running backward.	20	20	20	On wye tracks. 6 6 6			
7000-7800 class engines.		70	50	Through tunnels, branch lines. 10 10			
MacArthur type engines with 63-inch drivers.		55	50	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. 25 On branch lines. 15 (Slower speed must be observed where conditions require.)			
MacArthur type engines with 57-inch drivers.		35	35				
3900 class engines.		65	50				
3800 class engines.		60	50				
4000, 9000 and 2-10-2 type engines.		50	50				
Ten Wheeler type engines 1573, 1575, 1577 to 1580.		55	40				
Other Ten Wheeler and Consolidation type engines.		35	35				
Mallet type engines, 3500 to 3599, incl., and 3670 to 3674, incl.		35	35				
0-6-0 and 0-8-0 type yard engines.		20	20				
Trains handling wrecking derricks: Derricks with 6-wheel trucks. 40 Derricks with 4-wheel trucks. 35 (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)							

**FIRST SUBDIVISION**

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	75	75	50	<b>Cokeville</b> Over streets and alleys. 30 30 30				Between M.P. 148.0 and 148.3. 70 60 50			
<b>Granger</b> Between M.P. 3.4 and 3.7. 70 60 50				Between M.P. 87.4 and 87.7. 60 50 40				<b>Alexander</b> Between M.P. 152.1 and 152.4. 60 50 40			
<b>Moxa</b> Between M.P. 12.2 and 12.3. 70 60 50				<b>Border</b> Between M.P. 92.9 and 93.1. 60 50 40				<b>Bancroft</b> Over streets and alleys. 25 25 25			
<b>Hassett</b> Between M.P. 14.4 and 14.6. 70 60 50				Between M.P. 96.5 and 96.9. 70 60 50				Between M.P. 164.2 and 164.6. 70 60 50			
<b>Nutria</b> Between M.P. 16.1 and 16.5. 70 60 50				<b>Pegram</b> Between M.P. 98.3 and 99.2. 60 50 40				<b>Kinport</b> Between M.P. 167.5 and 168.1. 70 60 50			
Between M.P. 18.2 and 18.3. 60 50 40				Between M.P. 99.5 and 99.7. 70 60 50				Between M.P. 168.9 and 169.3. 60 50 40			
<b>Cosgriff</b> Between M.P. 21.2 and 21.5. 70 60 50				Between M.P. 102.6 and 104.9. 60 50 40				<b>Pebble</b> Between M.P. 171.2 and 171.7. 60 50 40			
Between M.P. 23.6 and 23.8. 70 60 50				<b>Harer</b> Between M.P. 105.2 and 105.4. 70 60 50				Between M.P. 171.9 and 174.8. 70 60 50			
<b>Opal</b> Between M.P. 28.7 and 29.6. 70 60 50				Between M.P. 120.6 and 123.4. 60 50 40				<b>Broxon</b> Between M.P. 176.4 and 176.7. 70 60 50			
Between M.P. 31.3 and 32.3. 50 40 30				Between M.P. 125.0 and 125.3. 70 60 50				<b>Blaser</b> Between M.P. 177.4 and 178.5. 60 50 40			
Between M.P. 33.0 and 33.1. 70 60 50				Between M.P. 125.8 and 126.8. 60 50 40				M.P. 179.0 to 180.0 (Westward). 45 35 20			
<b>Waterfall</b> Between M.P. 34.6 and 34.8. 60 50 40				<b>Georgetown</b> Between M.P. 127.6 and 127.9. 70 60 50				M.P. 180.0 to 179.0 (Eastward). 50 40 25			
Between M.P. 35.5 and 38.8. 50 40 25				Between M.P. 128.2 and 128.6. 60 50 40				<b>Lava Hot Springs</b> Between M.P. 180.1 and 181.6. 70 60 50			
<b>Kemmerer</b> 7000 and heavier type engines, turntable lead. 30 30 5 Passing coal chute. 30 30 25				Between M.P. 129.5 and 130.0. 60 50 40				Between M.P. 181.8 and 183.1. 60 50 40			
Between M.P. 43.2 and 44.0, watch for rocks. 25 20 20				Between M.P. 131.6 and 132.2. 70 60 50				Between M.P. 183.2 and 184.8. 70 60 50			
Between M.P. 44.0 and 49.2. 50 40 30				<b>Cavanaugh</b> Between M.P. 135.5 and 135.7. 70 60 50				<b>Topaz</b> Between M.P. 185.5 and 185.7. 70 60 50			
Between M.P. 49.2 and 49.4. 40 35 25				Between M.P. 138.6 and 139.2. 60 50 40				Between M.P. 186.0 and 187.3. 50 40 30			
<b>Fossil</b> Between M.P. 54.5 and 58.0. 40 35 25				<b>Manson</b> Between M.P. 141.0 and 141.9. 60 50 40				Between M.P. 187.5 and 187.9. 60 50 40			
<b>Nugget</b> Between M.P. 58.0 and 59.6. 70 60 50				Between M.P. 142.4 and 143.4. 70 60 50				Between M.P. 188.2 and 190.2. 70 60 50			
<b>Orr</b> Between M.P. 60.8 and 61.2. 70 60 50				Between M.P. 143.7 and 143.9. 60 50 40				<b>McCannon</b> Between M.P. 192.4 and 192.6. 60 50 40			
<b>Sage</b> Between M.P. 63.6 and 65.4. 60 50 40				Between M.P. 144.5 and 145.3. 60 50 40				Between M.P. 195.0 and 195.4. 60 50 40			
Between M.P. 66.5 and 68.2. 70 60 50				<b>Rose</b> Between M.P. 141.0 and 141.9. 60 50 40				<b>Onyx</b> Between M.P. 197.7 and 200.3. 70 60 50			
<b>Soda Springs</b> Over streets and alleys. 30 30 30				Between M.P. 142.4 and 143.4. 70 60 50				Between M.P. 200.3 and 201.1. 60 50 40			
				Between M.P. 143.7 and 143.9. 60 50 40				<b>Inkom</b> Between M.P. 202.3 and 202.6. 60 50 40			
				Between M.P. 144.5 and 145.3. 60 50 40				Between M.P. 207.1 and 208.4. 70 60 50			
				<b>Soda Springs</b> Over streets and alleys. 30 30 30				<b>Pocatello</b> Within platform limits of passenger depot. 6 6 6			
								Between passenger depot and M.P. 216.9. 20 20 20			

**SECOND SUBDIVISION**

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frts.		Str.	Psgr.	Frts.		Str.	Psgr.	Frts.
<b>Pocatello</b> Within platform limits of passenger depot.	6	6	6	<b>Minidoka</b> Between M.P. 272.4 and 273.0.	20	20	20	<b>Ticeska</b> Between M.P. 357.3 and 360.2.	70	60	50
Between passenger depot and M.P. 216.9.	20	20	20	<b>Adelaide</b> Between M.P. 285.8 and 286.2.	70	60	50	Between M.P. 360.2 and 360.8.	60	50	40
On enginehouse lead and tracks.			6	<b>Dietrich</b> M.P. 316.3 to 315.7 (Eastward).	70	60	50	Between M.P. 360.8 and 365.8.	70	60	50
<b>American Falls</b> Between M.P. 238.0 and 239.4.	70	60	50	<b>Shoshone</b> Over Greenwood Street.	15	15	15	<b>King Hill</b> Between M.P. 367.5 and 368.2.	70	60	50
Bridge 239.75.	40	25	25	Between M.P. 320.7 and 322.2.	20	20	20	Between M.P. 369.0 and 370.9.	60	50	40
Between M.P. 240.0 and 240.3.	40	40	25	Between M.P. 323.2 and 323.8.	70	60	50	<b>Sand Bank</b> Engines using west switch to Sand Bank set-out track.			5
Between M.P. 240.4 and 241.3.	70	60	50	Between M.P. 325.0 and 326.5.	70	60	50	Between M.P. 371.1 and 373.3.	45	40	25
<b>Borah</b> Between M.P. 244.5 and 244.8.	70	60	50	<b>Gooding</b> Over streets and alleys.	30	30	30	Between M.P. 373.3 and 373.8.	20	20	20
<b>Wapi</b> Between M.P. 258.8 and 259.2.	70	60	50	Between M.P. 340.7 and 341.1.	60	50	40	<b>Glenns Ferry</b>			
				Between M.P. 342.2 and 343.3.	60	50	40				

**THIRD SUBDIVISION**

<b>Glenns Ferry</b> Eastward, over Commercial Street Crossing.	20	20	20	Between M.P. B-439.5 and B-440.3.	50	40	25	Between M.P. 482.8 and 483.0.	70	60	50
Between M.P. 376.5 and 377.6.	60	50	40	Between M.P. B-440.4 and B-446.2.	60	50	40	Between M.P. 484.6 and 485.2.	70	60	50
Between M.P. 378.7 and 379.3.	45	40	25	<b>Boise</b> Between M.P. B-448.4 and B-449.2.	50	40	25	<b>Washoe Spur</b> With 5000 class engines.			5
<b>Hammett</b> Between Hammett and Reverse.	65	60	40	Between M.P. B-450.4 and B-450.9.	70	60	50	<b>Ontario</b> No. 106, to exchange mail.	10		
Between M.P. 385.6 and 387.0.	60	50	40	<b>Meridian</b> No. 17, to exchange mail. No. 18, to dispatch mail.	20	40		Between Payette and Weiser, trains handling logs.			30
Between M.P. 389.8 and 390.8.	60	50	40	<b>Sonna</b> Between M.P. B-467.0 and B-467.7.	40	25	25	<b>Eaton</b> Between M.P. 523.0 and 526.0.	70	60	50
<b>Mountain Home</b> Over street crossings.	25	25	25	<b>Nampa</b> Between passenger depot and M.P. 456.3.	15	15	15	Between M.P. 526.4 and 535.8.	60	50	40
<b>Orchard</b> Between M.P. B-429.1 and B-430.0.	60	50	40	<b>Caldwell</b> Over streets and alleys.	25	25	25	Between M.P. 536.0 and 538.9.	40	25	25
<b>Leone</b> Between M.P. B-431.0 and B-433.8.	70	60	50	<b>Parma</b> Over streets and alleys.	30	30	30	<b>Huntington</b>			
Between M.P. B-433.9 and B-434.2.	60	50	40					<b>Kuna Line Orchard</b> Between M.P. 428.4 and 428.9.	60	50	40
<b>Black's Creek</b> Between M.P. B-435.8 and B-436.2.	70	60	50					<b>Kuna</b> Between M.P. 447.3 and 450.8.	60	50	40
Between M.P. B-438.5 and B-438.8.	70	60	50					Between M.P. 456.3 and passenger depot, Nampa.	15	15	15

**FOURTH SUBDIVISION**

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.		Psgr.	Frts.
Maximum speed. Between Pocatello and Idaho Falls.....	70	50	<b>Hamer</b> Between M.P. 218.4 and 218.6.	50	40	<b>Dillon</b> Over streets and alleys.	20	20
Between Idaho Falls and Silver Bow.	60	40	<b>Dubois</b> Between M.P. 236.0 and 236.6.	35	25	Between M.P. 328.6 and 329.2.	35	25
Between Idaho Falls and Silver Bow. MacArthur type engines with 63 inch drivers.	50	40	Between M.P. 237.8 and 238.0.	40	30	<b>Bond</b> Between M.P. 337.0 and 337.2.	40	30
<b>Pocatello</b> Within platform limits of passenger depot.	6	6	Between M.P. 239.0 and 239.2.	40	30	<b>Apex</b> Between M.P. 341.1 and 341.4.	40	30
Between passenger depot and M.P. 216.9.	20	20	<b>Highbridge</b> Between M.P. 244.5 and 246.6.	40	30	Between M.P. 342.7 and 346.3.	35	25
<b>Chubbuck</b> Between M.P. 139.9 and 140.2.	60	50	<b>Spencer</b> Between M.P. 248.5 and 248.9.	45	35	<b>Glen</b> Between M.P. 347.9 and 348.2.	40	30
<b>Tyhee</b> Between M.P. 142.3 and 142.5.	50	40	Between M.P. 249.5 and 249.6.	40	30	<b>Navy</b> Between M.P. 351.0 and 354.4.	35	25
Between M.P. 143.4 and 143.5.	50	40	Between M.P. 251.0 and 251.4.	40	30	Between M.P. 357.2 and 357.7.	40	30
<b>Gibson</b> Between M.P. 152.6 and 152.9.	50	40	Between M.P. 252.7 and 257.5.	25	20	<b>Melrose</b> Between M.P. 361.8 and 366.4, watch for rocks.	25	20
<b>Blackfoot</b> Over streets and alleys.	20	20	<b>Humphrey</b> Between M.P. 258.2 and 258.4.	35	25	<b>Maiden Rock</b> Between M.P. 366.4 and 366.6.	20	20
<b>Wapello</b> Between M.P. 166.8 and 167.0.	60	50	Between M.P. 258.6 and 259.2.	45	35	Curve M.P. 366.5 with 5000 and 5300 class engines.	10	10
<b>Firth</b> Between M.P. 169.7 and 170.0.	60	50	Between M.P. 262.9 and 267.6.	35	25	Between M.P. 366.7 and 367.8.	35	25
<b>Shelley</b> Over streets and alleys.	30	30	Between M.P. 269.7 and 269.9.	40	30	Between M.P. 367.8 and 368.2.	30	20
<b>Idaho Falls</b> Over streets and alleys.	12	12	Between M.P. 271.0 and 271.7.	40	30	<b>Divide</b> Between M.P. 373.5 and 374.6.	40	30
Between M.P. 185.5 and 185.9.	15	5	<b>Snowline</b> Between M.P. 277.4 and 279.1.	35	25	<b>Woodin</b> Between M.P. 375.2 and 377.8.	35	25
Between M.P. 187.4 and 188.7.	40	30	<b>Lima</b> Over Center Street east of depot.	20	15	Between M.P. 379.0 and 381.1.	35	25
Between M.P. 190.7 and 190.9.	45	35	Westward within yard limits.	25	15	<b>Feely</b> Between M.P. 382.4 and 383.9.	25	20
<b>Roberts</b> Between M.P. 205.5 and 206.2.	50	40	<b>Armstead</b> Between M.P. 307.7 and 308.0.	40	30	Between M.P. 384.5 and 385.2.	35	25
<b>Tenno</b> Between M.P. 208.4 and 210.1.	50	40	Between M.P. 308.9 and 310.2.	35	25	<b>Buxton</b> Between M.P. 386.6 and 388.1.	35	25
<b>Hawgood</b> Between M.P. 213.7 and 214.0.	50	40	Between M.P. 310.4 and 310.6.	25	20	Between M.P. 389.9 and 390.2.	20	20
			Between M.P. 311.0 and 311.8.	45	35	<b>Silver Bow</b> On interchange tracks beyond N. P. crossing, with 3500, 3600, 5000 and 7000 class engines.	5	5
			<b>Grayling</b> Between M.P. 316.0 and 316.5, watch for rocks.	25	20			
			<b>Dalys</b> Between M.P. 316.5 and 318.7.	35	25			

**BRANCHES**

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

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
<b>Mackay Branch</b> Between Blackfoot and M.P. 60.0.		25	<b>West Belt Branch</b> Maximum speed.		25	Between Hailey and Ketchum, over truss bridges.	15	15
Between M.P. 60.0 and Mackay.		20	Truss bridges.		15	Between M.P. 63.1 and 64.6.	30	20
<b>Mackay</b> On curve on low line smelter.		6	<b>Annis Branch</b>		15	<b>Hill City Branch</b> Maximum speed.		25
<b>Gardner Branch.</b>		15	<b>Teton Valley Branch</b> Maximum speed.	35	25	Over trestles 21.6 and 23.40 with snow plows.		15
<b>Thomas Branch.</b>		15	Bridges 4.48, 6.96 and 19.97.	12	12	<b>Boise Branch</b> Between Boise Jct. and Boise Freight.		25
<b>Aberdeen Branch</b>		25	Between M.P. 19.1 and 19.4.	15	15	Between Boise Freight and Barber.		15
<b>Goshen Branch</b> Maximum speed.		25	Between M.P. 25.0 and 25.4.	15	15	<b>Stoddard Branch</b>		15
Light MacArthur type engines.		20	<b>Twin Falls Branch</b> Maximum speed.	50	40	<b>Idaho Northern Branch</b> Maximum speed.		30
<b>Yellowstone Branch</b> Between Idaho Falls and Ashton.	50	35	3500 and 3800 class engines.	30	30	Between Jenness and Bramwell.		20
Between Idaho Falls and Ashton with MacArthur type engines.	40	30	Bridge 20.10.	25	25	Trains handling high cars between Jenness and Bramwell.		12
Between Ashton and Gerrit, watch for rocks.	35	25	Rupert, on west leg of wye.	10	10	Between Plaza and Banks. Watch for rocks between Black Canyon and Banks.		25
Between Gerrit and Big Springs.	50	35	Rupert, over streets and alleys.	12	12	Banks, westward around curve east of east passing track switch, to east switch.		5
Between Big Springs and West Yellowstone, watch for rocks.	35	25	Burley, within city limits.		20	Between Banks and Smiths Ferry, watch for rocks.		15
Rexburg, Sugar City and St. Anthony, over streets and alleys.	20	20	Burley, over street crossings.		12	Trains handling logs or high cars between Banks and M.P. 81.0.		12
St. Anthony, over highway crossing just west of depot.	8	8	McMillan, on tracks leading to sugar factory, with 3500 and 3800 class engines.	10	10	Between Smiths Ferry and Cabarton, watch for rocks.		20
Between M.P. 55.4 and 55.6.	20	15	Buhl, on mill and elevator track with MacArthur type engines.		5	M.P. 31.4.		20
Between M.P. 59.4 and 66.0.	20	15	<b>North Side Branch</b> Maximum speed.		30	Between M.P. 33.0 and 35.4.		10
Between M.P. 72.9 and 73.3.	35	25	Heavy MacArthur type engines.		15	Bridge 36.61.		20
Between M.P. 74.0 and 74.3.	30	25	Between M.P. 30.0 and 30.5.		20	Between M.P. 99.6 and 113.6 on curves.		20
Between M.P. 85.2 and 85.5.	35	25	<b>Raft River Branch</b>		20	Between M.P. 128.2 and 128.5.		15
Between M.P. 86.4 and 87.0.	20	15	<b>Oakley Branch</b>		25	McCall, over street crossings.		10
Between M.P. 92.0 and 95.0.	20	15	Light MacArthur type engines.		20	<b>Wilder Branch</b>		15
Between M.P. 100.0 and 101.0.	20	15	<b>Wells Branch</b> Maximum speed.		30	<b>Homedale Branch</b>		25
<b>East Belt Branch</b> Maximum speed.		25	Between M.P. 31.0 and 36.2.		25	<b>Oregon Eastern Branch</b> Maximum speed.		25
Light MacArthur type engines between Lincoln Jct. and Orvin.		20	Between M.P. 45.8 and 53.3.		25	<b>Hope</b> Between M.P. 29.5 and 33.5, watch for rocks.		20
Truss bridges.		15	Between M.P. 69.6 and 71.6.		25	<b>Little Valley</b> Between M.P. 36.5 and 37.6, watch for rocks.		20
			Between M.P. 91.2 and 91.5.		25			
			Between Herrell and Melanco.		20			
			Wells yard.		15			
			<b>Ketchum Branch</b> Maximum speed.	40	30			
			Bridge 16.04 with MacArthur type engines.	15	15			
			Bellevue, over streets and alleys.	12	12			

BRANCHES (Continued)

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

SYMBOLS AND ABBREVIATIONS

(Rules 6 and 6(A))

Rule 6

The following letters placed before figures of a schedule indicate:

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

Rule 6(A)

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

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

The following letters placed in 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.

Standard clocks are located as shown below:

Kemmerer.....	Telegraph Office	Nampa.....	Central Yard Switch Shanty
Montpelier.....	Engineers' Register Room	Nampa.....	Roundhouse Office
Montpelier.....	Telegraph Office	Nampa.....	Train Dispatcher's Office
Blackfoot.....	Telegraph Office	Nampa.....	East End Switch Shanty
Idaho Falls.....	Telegraph Office	Nampa.....	West End Switch Shanty
Idaho Falls.....	Yard Office	Nyssa.....	Telegraph Office
Idaho Falls.....	Enginemen's Register Room	Marsing.....	Telegraph Office
Lima.....	Telegraph Office	Ontario.....	Telegraph Office
Silver Bow.....	Telegraph Office	Payette.....	Telegraph Office
Ashton.....	Telegraph Office	Weiser.....	Telegraph Office
West Yellowstone.....	Telegraph Office	Boise Freight.....	Yard Telegraph Office
Pocatello.....	Train Dispatcher's Office	Boise Freight.....	Roundhouse Office
Pocatello.....	Passenger Conductors' Register Room, Passenger Station	Jerome.....	Telegraph Office
Pocatello.....	Yard Telegraph Office	Wells.....	Telegraph Office
Pocatello.....	Switchmen's Locker Room	Ketchum.....	Telegraph Office
Pocatello.....	Engine Crew Dispatcher's Office	Emmett.....	Telegraph Office
Pocatello.....	Train Crew Dispatcher's Office	Banks.....	Telegraph Office
Pocatello.....	West End Yardmaster's Office	McCall.....	Telegraph Office
Pocatello.....	Tower Locker Room	Burns.....	Telegraph Office
Minidoka.....	Telegraph Office	Council.....	Telegraph Office
Shoshone.....	Telegraph Office	Burley.....	Telegraph Office
Glenns Ferry.....	Telegraph Office	Twin Falls.....	Telegraph Office
Glenns Ferry.....	Roundhouse Register Room	Twin Falls.....	Freight Office
Glenns Ferry.....	Yard Office	Buhl.....	Telegraph Office
Nampa.....	Telegraph Office	Huntington.....	Yard Office
		Huntington.....	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' 45"	21.8
31"	116.1	42"	85.7	53"	67.9	1' 4"	56.2	1' 25"	42.3	3'	20.
32"	112.5	43"	83.7	54"	66.6	1' 5"	55.3	1' 30"	40.	3' 30"	17.1
33"	109.1	44"	81.8	55"	65.4	1' 6"	54.5	1' 35"	37.9	4'	15.
34"	105.9	45"	80.	56"	64.2	1' 7"	53.7	1' 40"	36.	5'	12.
35"	102.9	46"	78.3	57"	63.1	1' 8"	52.9	1' 45"	34.3	6'	10.
36"	100.	47"	76.6	58"	62.	1' 9"	52.1	1' 50"	32.7	7'	8.6
37"	97.3	48"	75.	59"	61.	1' 10"	51.4	1' 55"	31.3	8'	7.5
38"	94.7	49"	73.5	1'	60.	1' 11"	50.7	2'	30.	10'	6.
39"	92.3	50"	72.	1' 1"	59.	1' 12"	50.	2' 15"	26.6		
40"	90.	51"	70.6	1' 2"	58.	1' 15"	48.	2' 30"	24.		