



UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



IDAHO DIVISION
TIME-TABLE
No. 17

Effective Monday
June 21, 1954
At 12:01 A.M. Mountain Time

Careful Handling
Prevents Damage

FOR EMPLOYEES ONLY

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

A. McALLISTER
General Manager

D. F. WENGERT
General Superintendent

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

H. E. SHUMWAY
General Supt. Transportation

First, Second and Fourth Subdivisions and Branches
W. H. Powers, Chief Train Dispatcher.....Pocatello, Ida.
R. R. Johnson, Assistant Chief Train Dispatcher...Pocatello, Ida.
H. L. Crawford, Assistant Chief Train Dispatcher...Pocatello, Ida.
W. P. Helsley, Assistant Chief Train Dispatcher....Pocatello, Ida.
K. A. Leger, Assistant Chief Train Dispatcher.....Pocatello, Ida.
L. W. Seamons, 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.
E. F. Logan, Assistant Chief Train Dispatcher.....Nampa, Ida.

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

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

WESTWARD							CONDENSED TIME-TABLE							EASTWARD						
FIRST CLASS							Time-Table No. 17 June 21, 1954	FIRST CLASS												
19	11	105	457	17	25	12		458	106	26	18	20								
Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Mail and Express	Passenger		Passenger	Streamliner Passenger	Mail and Express	Passenger	Passenger								
Daily	Daily	Daily	Daily	Daily	Daily	STATIONS														
		5.25	2.05		4.25		GRANGER	A 9.05		A12.42		A10.30								
		10.20	5.45		9.45	1.15	POCATELLO	3.50		8.55	A 3.30	5.20								
		11.15	5.55		10.35			3.00		8.45		4.45								
		2.15	8.25		2.00	4.55	GLENN'S FERRY	11.40		6.10	11.45	1.30								
		3.59	9.40		3.45	7.45	BOISE	9.55		5.00	9.45	11.50								
		6.25	11.40		6.25	10.35	M.T. HUNTINGTON	7.10		3.05	6.25	9.25								
		5.35	10.40		5.35	9.45	P.T.	6.00		2.05	5.15	8.15								
		8.15	1.05		8.20	12.35	LA GRANDE	3.25		11.40	2.35	5.35								
		10.30	3.10		10.50	3.00	PENDLETON	1.05		9.38	12.05	2.50								
		9.00					SPOKANE					A 6.30								
		11.27					AYER					4.05								
		12.30					WALLULA					2.55								
	1.50	11.25	3.55		12.20	4.00	HINKLE	12.15		9.00	11.15	2.00	2.20							
	3.50	1.45	5.30		3.00	6.25	THE DALLES	10.10		7.20	9.00	11.35	12.02							
	A 6.10	A 4.00	A 7.30		8.00	A 9.30	PORTLAND	8.05	A 9.15	5.30	6.55	9.30	10.00							
					11.05		TACOMA			5.52										
					A1 1.59		SEATTLE			4.45										
								Daily	Daily	Daily	Daily	Daily	Daily							
	(9.10)	(23.35)	(18.25)	(3.59)	(26.05)	(21.15) Thru Time.....					(24.00)	(4.30)	(18.12)	(19.35)	(24.00)	(8.30)			
	40.4	39.8	51.0	46.0	35.0	34.1	..Average speed per hour..					39.1	40.7	51.6	37.0	39.1	43.5			

WESTWARD					CONDENSED TIME-TABLE					EASTWARD				
FIRST CLASS					Time-Table No. 17 June 21, 1954	FIRST CLASS								
29	33	47	35	34		30	36	48						
Passenger	Passenger	Passenger	Passenger	Passenger		Passenger	Passenger	Passenger						
Daily	Daily	Daily	Daily	STATIONS	Daily	Daily	Daily	Daily						
				McCAMMON	A 5.40	A 4.30	A 2.55							
				POCATELLO	5.10	3.55	2.25							
				IDAHO FALLS	3.00	1.25	12.15							
				ASHTON			10.05	A 9.55						
				VICTOR				8.15						
				WEST YELLOWSTONE			7.30							
				BUTTE		7.15								
					Daily	Daily	Daily	Daily						
	(9.00)	(2.50)	(1.45)	(7.25) Thru Time.....					(2.40)	(9.15)	(7.25)	(1.40)	
	31.8	25.9	26.1	24.3 Average speed per hour.....					27.5	30.9	24.3	27.4	

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. 17 June 21, 1954	STATIONS		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS				FIRST CLASS					Passenger	Passenger			Passenger	Passenger
	263 Time Freight Daily	279 Time Freight Daily	251 Time Freight Daily	257 Time Freight Daily	29 Passenger Daily	11 Passenger Daily	105 Streamliner Passenger Daily	33 Passenger Daily	17 Passenger Daily							35 Passenger Daily
144	RCS-IPWY	5.30PM			2.45AM						5.25PM	2.05PM			4.25AM
65	P	5.37			2.53						5.29	2.09			4.30
112	P	5.42			2.59						5.33	2.12			4.34
73	P	5.48			3.06						5.38	2.16			4.39
115	P	5.53			3.11						5.41	2.19			4.42
80	P	6.00			3.19						5.46	2.24			4.47
121	P	6.07			3.26						5.50	2.28			4.53
74	P	6.14			3.34						5.55	2.32			4.58
125	P	6.21 ²⁶²			3.41						6.00	2.37			5.03
		6.31			3.51						6.07 ²⁶²	2.44			5.10 ²⁶⁴
	PTWXZ	6.40			4.00						6.15	2.47			5.20
	PXY	6.47			4.07						6.19	2.50			5.25
	WS 70 PW ES 70 X	7.05			4.30 ²⁶⁴						6.32	3.02		f 5.40	
94	PW	7.15			4.40						6.40	3.09			5.48
74	P	7.22			4.48						6.44	3.13			5.52
112	P	7.28			4.54						6.47	3.16		s 5.57	
66	P	7.35			5.01						6.51	3.20			6.02
124	P	7.41			5.07						6.55	3.24			6.06
74	P	7.48			5.15						7.00	3.29			6.11
120	PW	7.58			5.25						7.08	3.34		s 6.21	
74	P	8.06			5.33						7.13	3.38			6.26
124	P	8.20 ¹⁸			5.39						7.17	3.42			6.31
74	PW	8.28			5.47						7.23	3.47		s 6.38 ¹²	
88	P	8.36			5.55						7.30	3.52			6.45
69	P	8.44			6.04						7.37	3.57 ²⁶²			6.52
	DOPTWYZ	9.00 10.00			6.20 ¹⁷ 7.30						7.50 8.00	4.05			7.05 ²⁵⁷ 7.15
78	P	10.12			7.42						8.08	4.12			7.23
105	PW	10.20			7.50						8.14	4.18			7.30
124	P	10.27			7.57						8.20	4.23			7.36
100	P	10.33			8.03						8.25	4.27			7.40
73	P	10.39			8.09						8.29	4.31			7.44
178	PWY	10.48			8.18						8.40	4.37		s 7.59	
108	P	10.56			8.26						8.48	4.42			8.07
112	P	11.03			8.33						8.53	4.46			8.12
225	PWY	11.15			8.45						f 9.01	4.52		f 8.21	
112	P	11.21			8.51						9.06	4.55			8.26
112	P	11.28			8.58						9.11	4.59			8.31
103	P	11.35			9.05						9.16	5.03			8.36
100	P	11.41 ²⁶⁴			9.11						9.19	5.06			8.39
27	PX	11.49			9.19						f 9.25	5.10		f 8.46	
CS 148	P	11.57PM			9.27						9.31	5.14			8.53
90	IPWXY	12.10AM	11.40PM	10.30AM	9.40	10.10PM	9.42	5.21	9.35AM	f 9.06	12.05AM				
WS 49 ES 88	PWX					10.23	9.55	5.31	f 9.48	f 9.19	12.18				
						10.29	10.01	5.36	9.54	9.25	12.24				
RCS-DOPTWYZ	A 1.00AM	A 12.15AM	A 1.20AM	A 10.35AM	A 10.45PM	A 10.20PM	A 5.45PM	A 10.10AM	A 9.45AM	A 12.40AM					
		(7.30) 28.9	(0.35) 38.9	(0.50) 27.2	(7.50) 27.3	(0.35) 38.9	(4.55) 43.5	(3.40) 58.3	(0.35) 38.9	(5.20) 40.1	(0.35) 38.9				Thru Time Average speed per hour

FIRST SUBDIVISION		EASTWARD															
Time-Table No. 17 June 21, 1954	STATIONS	Mile Post	FIRST CLASS					SECOND CLASS									
			36 Passenger	12 Passenger	30 Passenger	106 Streamliner Passenger	34 Passenger	18 Passenger	280 Time Freight	262 Time Freight	278 Stock Special	270 Time Freight	264 Time Freight				
DN-R	GRANGER YL GN	0.0			Af 9.05AM			A 12.42PM			A 10.30PM			A 7.30PM			A 6.20AM
	DONOVAN	4.1			8.52			12.37			10.22			7.10			6.10
	MOXA	7.7			8.48			12.34			10.18			7.04			6.03
	HASSETT	12.5			8.43			12.30			10.13			6.57			5.55
	NUTRIA	15.4			8.40			12.27			10.10			6.52			5.50
	COSGRIFF	20.2			8.35			12.23			10.05			6.44			5.42
DN	OPAL OW	24.5			8.30			12.18			10.00			6.37			5.35
	FOLGER	28.3			8.25			12.13			9.55			6.29			5.27
	WATERFALL	33.6			8.20			12.08			9.50			6.21 ²⁶³			5.20
	EAST KEMMERER YL	39.0			8.13			12.01PM			9.43			6.07 ¹¹			5.10 ¹⁷
DN	KEMMERER YL Z	39.7			8.11			11.59AM			9.41			6.00			5.01
	MOYER JCT. YL	42.3			8.01			11.55			9.32			5.50			4.53
DN	FOSSIL YL FI	50.3			7.45			11.44			9.16			5.28			4.30 ²⁵⁷
	NUGGET	56.0			7.35			11.37			9.07			5.16			4.13
	ORR	59.6			7.30			11.33			9.02			5.09			4.05
	SAGE	63.1			7.25			11.30			8.57			5.03			3.58
	CARLSON	67.3			7.20			11.26			8.52			4.56			3.50
	BECKWITH	71.3			7.16			11.22			8.48			4.49			3.43
	PIXLEY	77.4			7.09			11.17			8.42			4.41			3.35
DN	COKEVILLE CK	83.5			7.02			11.12			8.35			4.32			3.25
	MARSE	88.2			6.50			11.06			8.25			4.25			3.15
	BORDER	92.1			6.45			11.03			8.20 ²⁶³			4.19			3.09
	PEGRAM	97.7			6.38 ¹⁷			10.58			8.14			4.11			3.01
	HARER	102.9			6.33			10.53			8.08			4.04			2.53
	DINGLE	108.0			6.28			10.48			8.02			3.57 ¹⁰⁵			2.45
DN-R	MONTPELLIER YL MX	115.0			6.20 6.10			10.40			7.50 7.40			3.35 3.10			2.30 1.55
	PESCADERO	121.3			5.56			10.30			7.25			2.50			1.32
	GEORGETOWN	126.8			5.49			10.25			7.18			2.40			1.23
	CAVANAUGH	131.9			5.43			10.20			7.12			2.31			1.16
	MANSON	136.1			5.39			10.16			7.08			2.25			1.10
	ROSE	140.0			5.35			10.12			7.04			2.19			1.04
DN	SODA SPRINGS YL SD	146.0			5.27			10.06			6.55			2.07			12.52
	ALEXANDER	151.6			5.15			10.00			6.43			1.56			12.41
	TALMAGE	156.2			5.09			9.55			6.37			1.45			12.30
DN	BANCROFT YL BN	161.8			5.01			9.50			f 6.29			1.30			12.15
	KINPORT	165.6			4.55			9.45			6.23			1.19			12.04AM
	PEBBLE	170.3			4.50			9.40			6.18			1.11			11.56PM
	BROXON	174.8			4.45			9.35			6.13			1.03			11.48
	BLASER	177.4			4.42			9.32			6.10			12.56			11.41 ²⁶³
DN	LAVA HOT SPGS. XY	180.0			4.37			9.29			f 6.05			12.48			11.33
	TOPAZ	184.3			4.29			9.24			5.57			12.33			11.18
DN	McCAMMON YL MC	191.2			A 2.55AM			A 4.30AM			A 5.40PM			A 1.35AM			A 12.15PM
	INKOM KO	201.9			2.41			4.05			s 4.13			9.07			s 5.26
	PORTNEUF	207.7			2.33			3.59			4.03			9.02			5.18
DN-R	POCATELLO YL H-CA PO	213.9			2.25AM			3.50AM			3.55AM			8.55AM			5.10PM
		(213.9)			Daily			Daily			Daily			Daily			Daily
					Thru Time			(0.30)	(5.15)	(0.35)	(3.47)	(0.30)	(5.10)	(0.35)	(8.00)	(0.50)	(8.00)
					Average speed per hour			45.4	40.7	38.9	56.6	45.4	41.4	38.9	26.7	27.2	26.7

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 by Nos. 11, 12, 17, 18, 29, 30, 33, 34, 35 and 36 as provided by Operating Rules 86 and S-89.
For conditional stops to discharge or pick up revenue passengers.—See page 17.
For stations not shown on schedule pages.—See page 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 by Nos. 11, 12, 17, 18, 29, 33, 34, 35 and 36 as provided by Operating Rules 86 and S-89.
For conditional stops to discharge or pick up revenue passengers.—See page 17.
For stations not shown on schedule pages.—See page 17.

WESTWARD

SECOND SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	FIRST CLASS									Time-Table No. 17 June 21, 1954	STATIONS
	29	11	105	33	17	49	25	35			
	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Mixed	Mail and Express	Passenger			
DOPTWYZ	11.30PM	11.15PM	5.55PM	10.40AM	10.35AM	3.40AM	1.15AM	1.05AM			
P	A11.35PM			A10.45AM				A 1.10AM			
CS 153 P						f 3.55					
118 P											
145 PW		s11.43PM	6.17		s11.03	s 4.15	f 1.43				
120 P											
119 P											
119 PW						f 4.38					
119 P											
119 P											
101 PWY		s12.18AM	6.46		s11.45AM	A 5.05AM	2.18				
119 P											
119 P											
119 PW											
119 P											
122 P											
119 P											
116 P							s 3.00				
WS 121-115 ES 111-130 PWY		s 1.05	s 7.32		s12.40PM	s 3.25					
118 P											
117 60 PW		s 1.23	7.48		s 1.00	s 3.45					
120 P											
118 120 PWY					s 1.13	s 4.00					
CS 120 PY WS 99											
CS 139 PWX		1.50	8.14		1.36	s 4.25					
DOPTWY		A 2.05AM	A s8.25PM		A 1.50PM	A 4.45AM					
		(0.05) 28.8	(2.50) 56.4	(2.30) 64.0	(0.05) 28.8	(3.15) 49.2	(1.25) 41.4	(3.30) 39.9	(0.05) 29.8	Thru Time	
										Average speed per hour	

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

SECOND SUBDIVISION

EASTWARD

Time Table No. 17 June 21, 1954	Mile Post	FIRST CLASS								STATIONS	
		36	12	30	106	34	26	18	50		
		Passenger	Passenger	Passenger	Streamliner Passenger	Passenger	Mail and Express	Passenger	Mixed		
DN-R POCATELLO YL	213.9	A 1.55AM	A 3.00AM	A 3.05AM	A 8.45AM	A 4.30PM	A 3.30PM	A 4.45PM	A 11.00PM		
POCATELLO JCT. YL	216.3	1.40AM		2.50AM		4.15PM					
MICHAUD	224.3										
BANNOCK	230.1								f10.12		
DN AMERICAN FALLS	238.5		s 2.22		8.19		s 2.35	s 4.11	s 9.55		
BORAH	242.3										
QUIGLEY	250.1										
WAPI	256.0								f 9.30		
DEWOFF	259.8										
HAWLEY	267.3										
DN MINIDOKA	272.4		s 1.45		7.49		s 2.00	s 3.35	9.10PM		
MAX	276.2										
ADELAIDE	284.3										
KIMAMA	289.0							f 1.40			
SENER	295.7										
OWINZA	303.5										
BESSLEN	309.3										
DIETRICH	313.9							s 1.15			
DN SHOSHONE X	321.8		s12.50		s 7.05		s 1.00	s 2.40			
TUNUPA	330.8										
DN GOODING	337.5		s12.25		6.47		s12.35	s 2.17			
FULLER	344.2										
BLISS	350.5		s12.10AM					s12.20PM			
TICESKA	357.3										
KING HILL	367.1							f11.55AM			
DN-R GLENN'S FERRY YL	373.8		11.40PM		6.10AM		11.45AM	1.30PM			
	(159.9)	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
		(0.15) 9.6	(3.20) 47.9	(0.15) 9.6	(2.35) 61.9	(0.15) 9.6	(3.45) 42.6	(3.15) 49.2	(1.50) 31.8	Thru Time	
										Average speed per hour	

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

WESTWARD						THIRD SUBDIVISION					EASTWARD									
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS			Time-Table No. 17 June 21, 1954	Mile Post	FIRST CLASS				SECOND CLASS								
	257	105	17	25	11			106	26	18	12	262								
	Time Freight Daily	Streamliner Passenger Daily	Passenger Daily	Mail and Express Daily	Passenger Daily			Streamliner Passenger	Mail and Express	Passenger	Passenger	Time Freight								
STATIONS																				
DOPTWY	9.15AM	8.25PM	2.00PM	4.55AM	2.15AM	373.8	As 6.10AM	A 11.30AM	A 1.20PM	A 11.30PM	A 11.10PM									
CS 110 PW	9.35	8.35	2.12	5.08	2.27	382.7	5.59	11.10	1.06	11.13	10.45									
CS 123 PY	10.05	8.47	2.30	5.25	2.43	393.3	5.48	10.56	12.51	10.58	10.25									
71 PWY	10.17	8.56	2.42	5.41 ¹⁰⁶	2.56	401.6	5.41 ²⁵	10.48	12.41	10.48	10.10									
149 P	10.35 ²⁶	9.01	2.48	5.53	3.01	407.5	5.36	10.35 ²⁵⁷	12.33	10.39	10.02									
136 P	10.43	9.05	2.52	6.00	3.05	412.7	5.32	10.30	12.29	10.35	9.55									
122 IPWY	10.56	9.13	3.01	6.15	3.14	423.0	5.24	10.20	12.20	10.26	9.40									
150 PW	11.10	VIA BOISE	VIA BOISE	VIA BOISE	VIA BOISE	434.7	VIA BOISE	VIA BOISE	VIA BOISE	VIA BOISE	9.16									
150 P	11.30					446.7					8.48									
73 P		9.20	3.09	6.25	3.22	B-430.3	5.17	10.08	12.11	10.17										
73 P		9.25	3.15	6.33	3.28	B-435.9	5.12	10.00	12.05PM	10.10										
59 P		9.31	3.21	6.41	3.34	B-441.7	5.06	9.53	11.58AM	10.03										
67 PWY	VIA KUNA	9.40 ¹²	3.35	7.00	3.50	B-448.4	5.00	9.45	11.50	9.55 ¹⁰⁵	VIA KUNA									
P			3.45	7.45	3.59	B-450.7		9.35	11.45	9.40										
31 P		9.44	3.49	7.49	4.03	B-451.4	4.52	9.23	11.38	9.23										
29 P		9.47	3.52	7.52	4.06	B-454.6	4.49	9.20	11.35	9.20										
74 P		9.50	3.56	7.57	4.09	B-457.3	4.46	9.15	11.32	9.17										
22 P		9.53	4.00	8.02	4.13	B-460.7	4.43	9.10	11.29	9.14										
DOPTWYZ	11.45	10.08	4.15	8.15 ²⁶	4.25 ¹⁰⁶	B-466.6	4.36 ¹¹	9.00 ²⁵	11.20	9.05	8.20									
55 P	11.51	10.12	4.30	8.35	4.41	B-468.8	4.24	8.10	11.03	8.48	8.10									
204 PW	11.58AM	10.17	4.40	8.43	4.50	B-469.2	4.16	7.58	10.50	8.35	7.57									
122 P	12.03PM	10.20	4.44	8.47	4.54	B-472.5	4.13	7.55	10.47	8.32	7.53									
127 P	12.07	10.23	4.47	8.50	4.57	B-480.8	4.06	7.48	10.40	8.25	7.42									
160 P	12.18	10.30	4.58	8.59	5.06	B-488.4	3.59	7.40	10.33	8.18	7.32									
168 PWY	12.28	10.37	5.09	9.08	5.15	B-496.8		7.27	10.23	8.08	7.20									
PY	12.37		5.17	9.16	5.23	B-498.7	3.47	7.24	10.20	8.05	7.15									
ES 170 WS 252 PY	12.40	10.48	5.25	9.25	5.30	B-502.5	3.41	7.13	10.10	7.55	7.01									
150 PWY	12.47	10.54	5.33	9.35	5.38	B-509.3	3.35	7.07	10.02	7.47	6.51									
150 P	12.56	11.00	5.40	9.42	5.45	B-515.9	3.29	7.00	9.55 ²⁵	7.40	6.41									
107 PWY	1.05	11.08	5.50	9.55 ¹⁸	5.54	B-525.7	3.20	6.43	9.43	7.28	6.27									
150 P	1.18	11.18	6.01	10.09	6.05	B-534.0	3.12	6.34	9.34	7.19	6.11 ¹⁷									
160 P	1.30	11.28	6.11 ²⁶²	10.20	6.15	B-537.1														
DOPTWYZ	A 1.45PM	A 1.40PM	A 6.25PM	A 10.35AM	A 6.25AM	B-538.8	3.05AM	6.25AM	9.25AM	7.10PM	5.50PM									
VIA KUNA (165.0)											Daily	Daily	Daily	Daily	Daily					
VIA BOISE (176.3)																				
(4.30) 36.7											(3.15) 54.3	(4.25) 39.9	(5.40) 34.1	(4.10) 42.3 Thru Time	(3.05) 57.2	(5.05) 34.6	(3.55) 45.0	(4.20) 40.7	(5.20) 30.9
(3.15) 54.3											(4.25) 39.9	(5.40) 34.1	(4.10) 42.3 Average speed per hour	(3.05) 57.2	(5.05) 34.6	(3.55) 45.0	(4.20) 40.7	(5.20) 30.9	

WESTWARD					FOURTH SUBDIVISION										EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS			Time-Table No. 17 June 21, 1954	Mile Post	FIRST CLASS					SECOND CLASS						
	251	277	29	33	35			36	30	34	252	278							
	Time Freight Daily	Time Freight Daily	Passenger Daily	Passenger Daily	Passenger Daily			Passenger	Passenger	Passenger	Time Freight	Stock Special							
STATIONS																			
P						135.1	A 1.40AM	A 2.50AM	A 4.15PM	A 7.10PM	A 10.25AM								
P	3.25PM	3.45AM	11.40	10.50	1.15	136.7	1.35	2.45	4.10	6.58	10.13								
124 P	3.31	3.51	11.45	10.54	1.19	140.4	1.31	2.40	4.06	6.51	10.06								
150 PW	3.39	3.59	11.50	11.02	1.24 ³⁶	145.7	1.24 ³⁵	2.32	4.00	6.43	9.58								
71 P	3.53 ³⁴	4.08	11.55PM	11.08	1.30	151.0	1.09	2.24	3.53 ²⁵¹	6.35	9.50								
ES 66 WS 110 PWY	4.10	4.20	12.02AM	11.16	1.37	158.1	1.09	2.24	3.53 ²⁵¹	6.35	9.50								
72 P	4.20	4.30	12.18	11.38	1.44	164.0	1.09	2.24	3.53 ²⁵¹	6.35	9.50								
123 PWY	4.28	4.38	12.23	11.47	1.49 ³⁰	169.4	1.09	2.24	3.53 ²⁵¹	6.35	9.50								
105 P	4.38	4.48	12.29 ³⁰	11.58AM	1.55	175.5	1.09	2.24	3.53 ²⁵¹	6.35	9.50								
71 P	4.44	4.54	12.34	12.03PM	1.59	179.3	1.09	2.24	3.53 ²⁵¹	6.35	9.50								
97 P	4.50	5.00	12.38	12.07	2.03	183.1	1.09	2.24	3.53 ²⁵¹	6.35	9.50								
DOPTWYZ	5.25 ²⁵²	6.10	12.55	12.25PM	2.20AM	184.5	1.09	2.24	3.53 ²⁵¹	6.35	9.50								
51 P	5.45	6.30	1.04 ³⁰			191.2	1.09	2.24	3.53 ²⁵¹	6.35	9.50								
54 P	5.53	6.40	1.11			196.5	1.09	2.24	3.53 ²⁵¹	6.35	9.50								
54 PW	6.02	6.50	1.18			202.0	1.09	2.24	3.53 ²⁵¹	6.35	9.50								
54 P	6.11	7.00	1.24			207.0	1.09	2.24	3.53 ²⁵¹	6.35	9.50								
49 P	6.20	7.10 ²⁷⁸	1.30			212.1	1.09	2.24	3.53 ²⁵¹	6.35	9.50								
51 P	6.29	7.20	1.37			217.5	1.09	2.24	3.53 ²⁵¹	6.35	9.50								
50 PY	6.39	7.32	1.44			223.1	1.09	2.24	3.53 ²⁵¹	6.35	9.50								
49 P	6.48	7.45	1.51			228.2	1.09	2.24	3.53 ²⁵¹	6.35	9.50								
51 PWY	7.15	8.20	2.00			234.9	1.09	2.24	3.53 ²⁵¹	6.35	9.50								
49 P	7.33	8.38	2.11			242.9	1.09	2.24	3.53 ²⁵¹	6.35	9.50								
57 P	7.45	8.50	2.22			248.5	1.09	2.24	3.53 ²⁵¹	6.35	9.50								
55 PW	8.11	9.16	2.40			258.0	1.09	2.24	3.53 ²⁵¹	6.35	9.50								
61 PY	8.30	9.35	2.52			264.7	1.09	2.24	3.53 ²⁵¹	6.35	9.50								
50 P	8.47	9.52	3.06			273.7	1.09	2.24	3.53 ²⁵¹	6.35	9.50								
DPWY	9.15 ³⁰	10.15	3.20 ²⁷⁸			279.9	1.09	2.24	3.53 ²⁵¹	6.35	9.50								
47 P	11.15	11.50 ²⁵²	3.45			288.0	1.09	2.24	3.53 ²⁵¹	6.35	9.50								
48 P	11.30	12.05PM	3.53			294.0	1.09	2.24	3.53 ²⁵¹	6.35	9.50								
78 P	11.50PM	12.27	4.15			307.0	1.09	2.24	3.53 ²⁵¹	6.35	9.50								
48 P	12.04AM	12.42	4.25			312.9	1.09	2.24	3.53 ²⁵¹	6.35	9.50								
64 P	12.19	12.57	4.36			320.4	1.09	2.24	3.53 ²⁵¹	6.35	9.50								
64 P	12.40 ²⁷⁸	1.30	4.50			328.0	1.09	2.24	3.53 ²⁵¹	6.35	9.50								
36 P	12.55	1.43	5.00			334.4	1.09	2.24	3.53 ²⁵¹	6.35	9.50								
45 P	1.11	2.00	5.09			340.3	1.09	2.24	3.53 ²⁵¹	6.35	9.50								
47 PY	1.40	2.25	5.25			348.7	1.09	2.24	3.53 ²⁵¹	6.35	9.50								

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. 17 June 21, 1954		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 17 June 21, 1954		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 17 June 21, 1954		Mile Post
	STATIONS				STATIONS				STATIONS		
PTWZ	DN-R	KEMMERER YL	Z 0.0	70 PY	MOYER JCT. YL	0.0	53		GLENCOE JCT. YL	0.0	
		1.0 NO. KEMMERER JCT. YL	1.0	53	4.8 GLENCOE JCT. YL	4.8			3.9 ELKOL	3.9	
		1.4 NO. KEMMERER YL	2.4		4.5 BLAZON JCT.	9.3			(3.9)		
		2.7 PHOSPHATE YL	5.1	16	3.7 MINE NO. 8 YL	13.0					
22		4.1 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. 17 June 21, 1954		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 17 June 21, 1954		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 17 June 21, 1954		Mile Post
	STATIONS				STATIONS				STATIONS		
53		GLENCOE JCT. YL	0.0		BLAZON JCT.	0.0	178 PWY	DN	SODA SPRINGS YL SD	0.0	
55		1.9 GLENCOE	1.9		0.8 RADIANT	0.8	80		1.8 MONSANTO YL (Spur)	1.8	
		(1.9)			(0.8)		6		1.0 FORMATION (Spur)	2.8	
							6		2.8 PANTING	5.6	
							19 Y		1.4 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. 17 June 21, 1954		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 17 June 21, 1954		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 17 June 21, 1954		Mile Post
	STATIONS				STATIONS				STATIONS		
108 PW		ALEXANDER YL	0.0	150 PW	D	FORT HALL	FH 0.0	123 PWY	D	FIRTH	FR 0.0
16	D	6.0 GRACE	6.0	42		9.1 M.P. 9.1	9.1	19		5.2 GOSHEN	5.2
		(6.0)		182 YZ		11.7 GAY	20.8	22		5.8 GERRARD	11.0
						(20.8)		11		1.8 INDIAN	12.8
								14		2.8 HACKMAN	15.6
								P		6.4 LINCOLN JCT.	22.0
										(22.0)	

WESTWARD ANNIS BRANCH EASTWARD			WESTWARD THOMAS BRANCH EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 17 June 21, 1954		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 17 June 21, 1954		Mile Post
	STATIONS				STATIONS		
		ANNIS JCT.	0.0			THOMAS JCT.	0.0
9		2.6 ANNIS (Spur)	2.6	12		4.4 THOMAS (Spur)	4.4
		(2.6)				0.2 END OF TRACK	4.6
						(4.6)	

WESTWARD		YELLOWSTONE BRANCH				EASTWARD						
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 17 June 21, 1954	Mile Post	FIRST CLASS		SECOND CLASS			
	477 Local Freight Daily Except Sunday	491 Mixed Daily Except Sunday	35 Passenger Daily				36 Passenger	492 Mixed	478 Local Freight			
DOPTWYZ		4.30AM	7.55AM		2.45AM	DN-R	AK	IDAHO FALLS YL	0.0	A1 1.55PM	A 2.00PM	A 6.00PM
17 PY		4.40	Af 8.05AM		2.51			ORVIN YL	3.0	11.38	f 1.50	4.30
60 PW		4.55			3.01	D	UN	UCON	7.6	s 11.28	1.40PM	4.20
54 P		5.20			3.17	D	RG	RIGBY	13.8	s 11.16	Via West Belt Branch	4.05
36 W		5.35			3.26			LORENZO	18.1	s 11.05		3.45
25 P		5.55			3.33			THORNTON	20.7	s 10.58		3.35
67 P		6.25			3.53	D	RX	REXBURG	26.0	s 10.48		3.15
51 P		6.40			4.03	D	SC	SUGAR CITY	29.8	s 10.40		2.30
36 PY								HART	30.9			
110 PWY		6.55			4.24	D	SH	ST. ANTHONY YL	36.8	s 10.30	A 10.50AM	2.05
P								BELT YL	38.3		10.40AM	
43 P		7.20			4.35			CHESTER	42.8	s 10.17		1.30
46 PWY		A 7.45AM			5.10	DN-R	HN	ASHTON YL	51.0	s 10.05		1.05PM
								INGLING	52.5	9.30		
28 P					5.19			WARM RIVER	58.2	f 9.18		
22 P					5.48			GERRIT	66.9	f 8.55		
22					6.04			ECCLES	75.7	f 8.41		
15 P					6.13			ISLAND PARK	80.6	f 8.33		
26 P					6.26			TRUDE	85.4	s 8.26		
25 PWY					6.41			BIG SPRINGS	90.7	s 8.12		
22 PY					6.58			REAS PASS	97.2	f 7.52		
29 PWY					A 7.30AM	D-R	WS	WEST YELLOWSTONE YL	107.1	7.30PM		
								(107.1)		Daily	Daily Except Sunday	Daily Except Sunday
		(3.15) 15.7	(0.10) 18.0		(4.45) 22.5			..... Thru Time	(4.25) 24.2		(3.20) 14.3	(4.55) 10.4
								..... 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. 17 June 21, 1954	Mile Post	FIRST CLASS		SECOND CLASS	
	481 Local Freight Daily Except Sunday	47 Passenger Daily	48 Passenger				482 Local Freight			
46 PWY		6.30AM		5.30AM	DN-R	HN	ASHTON YL	0.0	A 9.55PM	A 12.30PM
19		6.40	f	5.34			MARYSVILLE YL	1.8	f 9.45	12.15
33		6.55	f	5.42			GRAINVILLE	6.0	f 9.37	12.01PM
22 PW		7.10	s	5.48	D	MD	DRUMMOND	8.6	s 9.32	11.50AM
12		7.25	f	5.56			FRANCE	12.8	f 9.24	11.33
33 P		7.35	s	6.04			LAMONT	16.8	s 9.18	11.23
21		8.08	s	6.29			FELT	26.3	s 8.55	10.50
22 PWY		8.23	s	6.40	D	NA	TETONIA	30.3	s 8.47	10.35
			f	6.45			DWIGHT	32.7	f 8.41	
31		8.42	s	6.55	D	DI	DRIGGS	37.2	s 8.33	10.02
19 PWY		A 9.05AM	A	7.15AM	D-R	VR	VICTOR YL	45.6	8.15PM	9.30AM
							(45.6)		Daily	Daily Except Sunday
		(2.35) 17.6	(1.45) 26.1				..... 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.
 Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.
 No. 35 stop daily, except Sunday and holidays, to dispatch mail at Chester.
 For stations not shown on schedule pages.—See page 17.

WESTWARD				MACKAY BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 17 June 21, 1954	Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 17 June 21, 1954	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	Daily Except Sunday	
66 110 PWY	8.15AM	7.30AM	DN-R BLACKFOOT YL BF	0.0	A 2.20PM	A 3.55PM	17 PY	8.05AM	ORVIN	0.0	
7	f 8.25	f 7.42	4.3 CLARKSON	4.3	f 2.00	f 3.42	22	f 8.15	2.3 LINCOLN	2.3	
31	f 8.30	f 7.47	1.4 MORELAND	5.7	f 1.55	f 3.37			0.8 LINCOLN JCT.	3.1	
			0.2 THOMAS JCT.	5.9			46 P	s 8.27	2.6 IONA	5.7	
P	A 8.35AM	f 7.51	1.2 ABERDEEN JCT. YL	7.1	1.45PM	f 3.33	21 PW	s 9.05	10.7 RIRIE RK	16.4	
33 PW	f 8.24		13.0 TABER	20.1			11 P	f 9.18	5.0 BYRNE	21.4	
35 PY	f 9.15		19.6 SCOVILLE	39.7	f 2.10		11 P	f 9.30	4.2 JENSON	25.6	
37 PWY	s 10.05		18.4 ARCO YL RO	59.1	s 1.20		23 P	f 9.40	2.6 WALKER	28.2	
21 P	s 10.27		7.6 MOORE	66.7	s 12.48		40 P	f 9.52	4.2 PARKINSON	32.4	
10	s 10.45		5.9 DARLINGTON	72.6	s 12.30		11 P	f 9.58	1.9 MOODY	34.3	
5	s 11.00		4.7 LESLIE	77.3	s 12.15PM		12 P	s 10.20	3.8 D NEWDALE NE	38.1	
68 PY	A 11.25AM	D-R MACKAY YL MY	8.0	85.3	11.50AM		P	A 10.40AM	6.3 BELT YL	44.4	
			(85.3)		Daily Except Sunday	Daily Except Sunday			(44.4)		
(0.20)	(3.55)	..... Thru Time	(0.35)	(4.05)	(2.35)	..... Thru Time					
21.3	21.7	..... Average speed per hour.....	12.2	20.9	17.2	..... Average speed per hour.....					

WESTWARD				ABERDEEN BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 17 June 21, 1954	Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 17 June 21, 1954	Mile Post
	421	422			421	422					
	Mixed	Mixed			Mixed	Mixed					
	Daily Except Sunday	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	D-R UCON UN	0.0	A 1.40PM	
32	f 8.48		4.3 ROCKFORD	4.3	f 1.30		22 P	8.8 LEWISVILLE	8.8	f 1.10	
17	f 8.53		1.6 LIBERTY	5.9	f 1.20		50 P	1.7 D MENAN MN	10.5	s 1.00	
32 P	s 9.13		4.3 PINGREE PG	10.2	f 12.58			1.0 ANNIS JCT.	11.5		
31 P	f 9.33		6.3 SPRINGFIELD	16.5	f 12.40		51 PW	13.5 PLANO	25.0	f 12.12	
17 P	s 9.50		3.2 STERLING	19.7	s 12.25PM		18	1.7 EDMONDS	26.7	f 12.05PM	
8			6.3 FINGAL	26.0			11 P	2.6 EGIN	29.3	f 11.56AM	
37 PWY	A 10.25AM	D-R ABERDEEN YL BN	2.2	28.2	11.50AM		32	2.3 HEMAN	31.6	f 11.46	
			(28.2)		Daily Except Sunday		19 P	1.9 PARKER	33.5	f 11.40	
(1.50)	..... Thru Time	(1.55)			..... Thru Time	(2.25)	110 PWY	5.2 D-R ST. ANTHONY YL SH	38.7	11.15AM	
15.4	..... Average speed per hour.....	14.7			..... Average speed per hour.....	16.0				Daily Except Sunday	
									(38.7)		

WESTWARD				WEST BELT BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 17 June 21, 1954	Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 17 June 21, 1954	Mile Post
	421	492			422	492					
	Mixed	Mixed			Mixed	Mixed					
	Daily Except Sunday	Daily Except Sunday			Daily Except Sunday	Daily Except Sunday			Daily Except Sunday	Daily Except Sunday	
60 PW	D-R	UCON UN	0.0	A 1.40PM							
22 P		8.8 LEWISVILLE	8.8	f 1.10							
50 P	D	1.7 MENAN MN	10.5	s 1.00							
		1.0 ANNIS JCT.	11.5								
51 PW		13.5 PLANO	25.0	f 12.12							
18		1.7 EDMONDS	26.7	f 12.05PM							
11 P		2.6 EGIN	29.3	f 11.56AM							
32		2.3 HEMAN	31.6	f 11.46							
19 P		1.9 PARKER	33.5	f 11.40							
110 PWY	D-R	5.2 ST. ANTHONY YL SH	38.7	11.15AM							
		(38.7)		Daily Except Sunday							
..... Thru Time		(2.25)		..... Thru Time							
..... Average speed per hour.....		16.0		..... 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.

WESTWARD				TWIN FALLS BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 17 June 21, 1954	Mile Post	FIRST CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	FIRST CLASS		Time-Table No. 17 June 21, 1954	Mile Post
	439	475			49	50		440	476		
	Freight	Time Freight			Mixed	Mixed		Freight	Time Freight		
	Daily Except Sunday	Daily Except Sunday			Daily	Daily			Daily	Daily	
101 269 PWY	12.20PM	3.00AM		5.20AM	DN-R	MINIDOKA YL RT	0.0	A 9.00PM		A 11.00AM	A 1.30AM
73 P	12.35	3.17		f 5.33		8.2 ACEQUIA	8.2	f 8.43		10.35	11.10PM
94 PWY	12.50	3.40		s 6.05	DN-R	5.3 RUPERT YL MS	13.5	s 8.35		10.20	10.55
13						3.8 AMALGA	17.3				
32 P	1.01	3.52		s 6.15		2.3 HEYBURN	19.6	f 8.19		10.05	10.40
59 68 PWY	1.15	4.10		s 6.32	DN	2.1 BURLEY YL BU	21.7	s 8.15		10.00	10.35
76 P	1.37	4.20		f 6.39		4.1 STARH'S FERRY	25.8	f 8.01		9.45	10.15
58 P	1.50	4.35		f 6.51		7.7 MILNER	33.5	f 7.49		9.30	10.00
16 P				f 6.54		2.0 PARSONS	35.5	f 7.46			
71 PW	2.05	4.50		s 7.04	D	5.9 MURTAUGH MU	41.4	s 7.37		9.15	9.45
53 P	2.15	4.59		7.10		3.7 BICKEL	45.1	7.29		9.05	9.35
23						3.9 BILLS	49.0				
41 P	2.30	5.10		s 7.18	D	0.7 HANSEN NS	49.7	s 7.22		8.55	9.25
60 P	2.43	5.18		s 7.26	D	3.6 KIMBERLY KY	53.3	s 7.12		8.45	9.15
31 P				7.31		3.1 McMILLAN YL	56.4				
	DOPWYZ	A 4.00PM	A 7.00AM	7.40 7.50	DN-R	4.4 TWIN FALLS YL NA	58.9	7.00 6.45		8.30AM	9.00PM
42				f 7.57		4.4 CURRY	63.3	f 6.35			
60 P				s 8.02	D	2.6 FILER FR	65.9	s 6.30			
45				f 8.06		2.6 PEAVEY	68.5	f 6.25			
41				f 8.10		2.8 CEDAR	71.3	f 6.20			
PWY				A 8.20AM	DN-R	2.5 BUHL YL BO	73.8	6.15PM			
						(73.8)		Daily		Daily Except Sunday	Daily Except Sunday
(3.40)	(4.00)	(3.00)	..... Thru Time	(2.45)	(2.80)	(4.30)		..... Thru Time	(2.45)	(2.80)	(4.30)
16.1	14.7	24.6	..... Average speed per hour.....	27.0	23.6	13.1		..... Average speed per hour.....	27.0	23.6	13.1

WESTWARD				OAKLEY BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 17 June 21, 1954	Mile Post	FIRST CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	FIRST CLASS		Time-Table No. 17 June 21, 1954	Mile Post
	439	475			49	50		440	476		
	Freight	Time Freight			Mixed	Mixed		Freight	Time Freight		
	Daily Except Sunday	Daily Except Sunday			Daily	Daily			Daily	Daily	
59 68 PWY	DN-R	BURLEY YL BU	0.0								
28		4.3 BEETVILLE	4.3								
23		0.9 PELLA	5.2								
11		8.3 CHURCHILL	13.5								
23		2.8 TROUT	16.3								
60		1.5 MARION	17.8								
12		1.6 WARR	19.4								
20 Y	D-R	2.4 OAKLEY OA	21.8								
		(21.8)		Daily Except Sunday							

WESTWARD				RAFT RIVER BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 17 June 21, 1954	Mile Post	FIRST CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	FIRST CLASS		Time-Table No. 17 June 21, 1954	Mile Post
	439	475			49	50		440	476		
	Freight	Time Freight			Mixed	Mixed		Freight	Time Freight		
	Daily Except Sunday	Daily Except Sunday			Daily	Daily			Daily	Daily	
59 68 PWY	DN-R	BURLEY YL BU	0.0								
34		3.1 UNITY	3.1								
15		1.6 EVANS (Spur)	4.7								
22		1.3 SPRINGDALE	6.0								
16		3.1 DECLO	9.1								
		(9.1)		Daily							

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.

WESTWARD		WELLS BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 17 June 21, 1954	Mile Post	SECOND CLASS	Mile Post	
	439					440
	Mixed					Mixed
STATIONS						
DOPWYZ	7:00PM	DN-R	TWIN FALLS YL NA	0.0	A 8:00AM	
31	f 7:25		10.9 BERGER	10.9	f 7:15	
26	s 7:45		8.5 HOLLISTER	19.4	s 6:55	
9	f 7:54		3.8 AMSTERDAM (Spur)	23.2	f 6:44	
21	s 8:10	D	5.0 ROGERSON RG	28.8	s 6:30	
38	f 8:35		9.9 METEOR	38.7	f 6:03	
24	f 9:05		11.4 IDAVADA	50.1	f 5:36	
34	f 9:19		6.0 DELAPLAIN	56.1	f 5:22	
34	f 9:35		4.6 SAN JACINTO	60.7	f 5:12	
34	s 9:55		8.1 CONTACT	68.8	s 4:55	
33	f 10:10		6.3 HENRY	75.1	f 4:38	
33	f 10:40		11.6 SHORES	86.7	f 4:14	
48	f 11:00		6.9 WILKINS	98.6	f 3:59	
37	f 11:10		3.7 HERRELL	97.3	f 3:49	
44	s 11:30		5.2 SUMMER CAMP	102.5	s 3:33	
44	f 11:50PM		6.4 MELANDCO	108.9	f 3:04	
35	f 12:05AM		7.2 TOWN CREEK	116.1	f 2:47	
		PWY	7.3 WELLS YL HU	123.4	2:30AM	
(123.4)						
(5.30) Thru Time (5.30)						
22.4 Average speed per hour 22.4						

WESTWARD		KETCHUM BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 17 June 21, 1954	Mile Post	SECOND CLASS	Mile Post	
	441					442
	Mixed					Mixed
STATIONS						
WS 121-115 ES 111-130	6:00AM	DN-R	SHOSHONE YL X	0.0	A 12:45PM	
3	f		10.9 MARLEY	10.9	f	
39	s 6:35	D-R	4.4 RICHFIELD YL FK	15.3	s 12:05PM	
29	f 6:50		6.4 PAGARI	21.7	f 11:45AM	
27	f 7:10		8.0 TIKURA	29.7	f 11:25	
59	s 7:30	D	7.6 PICABO XN	37.8	s 11:05	
6	f 7:40		4.5 HAY	41.8	f 10:50	
10	f 7:45		2.5 GANNETT	44.3	f 10:45	
30	s 8:05		7.8 BELLEVUE	52.1	s 10:25	
17	s 8:16	D	5.1 HAILEY RI	57.2	s 10:05	
22	f 8:22		2.8 BARITE	60.0	f 9:52	
13	f 8:40		7.9 TRIUMPH	67.6	f 9:35	
30	A 8:45AM	D-R	1.8 KETCHUM YL KU	69.4	9:30AM	
(69.4)						
(2.45) Thru Time (3.15)						
25.2 Average speed per hour 21.4						

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 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. 17 June 21, 1954	Mile Post	SECOND CLASS	Mile Post	
	439					440
	Mixed					Mixed
STATIONS						
P			BLAKES JCT.	0.0		
4	P		14.0 HOME (Spur)	14.0		
10			1.3 MINERAL (Spur)	15.3		
2			0.9 STILL (Spur)	16.2		
15			10.9 STURGILL (Spur)	27.1		
34	PT		5.8 D-R ROBINETTE YL RQ	32.9		
(32.9)						

WESTWARD		PAYETTE BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 17 June 21, 1954	Mile Post	SECOND CLASS	Mile Post	
	483					484
	Mixed					Mixed
STATIONS						
92	PWY	6:00AM	DN-R	PAYETTE YL AY	0.0	
18	f	6:20		3.9 EIFFIE	3.9	
27	P	s 6:30	D	1.2 FRUITLAND FU	5.1	
19	f	6:40		1.7 BUCKINGHAM	6.8	
30	P	s 7:00	D	4.3 NEW PLYMOUTH NP	11.1	
11	f	7:27		10.5 LETHA	21.6	
96	PWY	A 7:50AM	D-R	8.1 EMMETT YL MF	29.7	
(29.7)						
(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. 17 June 21, 1954	Mile Post	SECOND CLASS	Mile Post	
	483					484
	Mixed					Mixed
STATIONS						
DOPWYZ			DN-R	NAMPA YL AU-Q	0.0	
17				4.4 DEAL	4.4	
44				4.5 BOWMONT	8.9	
28				5.7 MELBA	14.6	
54				2.5 STODDARD	17.1	
(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		HOMEDALE BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 17 June 21, 1954	Mile Post	SECOND CLASS	Mile Post	
	439					440
	Mixed					Mixed
STATIONS						
168	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	
62	PWY		D	7.5 HOMEDALE YL HR	24.4	
19				6.6 CLAYTONIA	31.0	
19	PY		D-R	2.1 MARSING YL MR	33.1	
(33.1)						

WESTWARD		WILDER BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 17 June 21, 1954	Mile Post	SECOND CLASS	Mile Post	
	483					484
	Mixed					Mixed
STATIONS						
204	PW		DN-R	CALDWELL YL CW	0.0	
40				2.5 SIMPLOT YL	2.5	
21				1.2 WEITZ YL	3.7	
26				1.4 DOLES YL	5.1	
9				1.9 GREENLEAF (Spur)	7.0	
13				2.7 ALLENDALE	9.7	
43				1.8 WILDER YL WR	11.5	
(11.5)						

WESTWARD		BOISE BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 17 June 21, 1954	Mile Post	SECOND CLASS	Mile Post	
	483					484
	Mixed					Mixed
STATIONS						
P				BOISE JCT.	0.0	
22				1.1 FAIR GROUNDS YL	1.1	
	PTWZ		D-R	2.1 BOISE FREIGHT YL BD	3.2	
10				1.8 PENITENTIARY SPUR	5.0	
10				1.3 VERNON (Spur)	6.3	
(8.4)						

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 IDAHO NORTHERN BRANCH Eastward

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 17 June 21, 1954	Mile Post	SECOND CLASS
	485 Mixed Daily Except Sunday			486 Mixed
		STATIONS		
DOPWYZ	8:30AM	DN-R NAMPA YL AU-Q	0.0	A 2:35PM
		IDA. NOR. JCT. YL	0.7	
49	f 8:40	FISCHER YL	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 12:55
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 PTW	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
32 PWY	A 6:15PM	D-R McCALL YL NE	132.8	7:00AM
		(132.8)		Daily Except Sunday
	(9.45)	Thru Time	(7.35)	
	13.6	Average speed per hour	17.5	

Westward NEW MEADOWS BRANCH Eastward

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 17 June 21, 1954	Mile Post
107 P	DN-R WEISER YL SR	0.0
130 TWY	REBECCA	6.0
12	CONCRETE	19.1
48	MIDVALE MI	31.8
23 P	D CAMBRIDGE RA	40.5
35 P	GOODRICH	49.8
3 W	MESA	56.6
12	COUNCIL YL CN	60.2
59 PWY	D-R HOOVER YL	61.6
7	GLENDALE	72.0
6	WOODLAND	80.0
15 W	RUBICON YL	84.1
43	D-R NEW MEADOWS YL	89.7
45 PWY	DS	
	(89.7)	

WESTWARD OREGON EASTERN BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 17 June 21, 1954	Mile Post	SECOND CLASS
	459 Mixed Daily Except Sunday			460 Mixed
		STATIONS		
ES 170 P	1:00PM	DN-R ONTARIO YL ON	0.0	A 4:00PM
WS 252 WY	f 1:10	MALHEUR JCT. YL	1.9	3:40
PY	f 1:15	CAIRO	3.7	f 3:35
14	f 1:25	LUSE	6.9	f 3:25
38	f 1:35	MALLETT	10.0	f 3:15
24	s 1:55	D-R VALE YL VA	15.5	s 3:00
134 PWY	f 2:20	HOPE	23.5	f 2:20
46	f 2:50	LITTLE VALLEY	34.8	f 1:50
52	s 3:15	HARPER	42.0	s 1:25
53 P	f 3:40	NAMORF	51.2	f 12:55
50	f 4:07	JONESBORO	62.2	f 12:28PM
27	s 4:40	D JUNTURA JN	73.6	s 11:50AM
53 PWY	f 5:25	LONG	86.6	f 11:10
50	s 5:50	RIVERSIDE	92.7	s 10:50
49 PW	f 6:15	DUNNEAN	102.8	f 10:25
31	f 6:40	VENATOR	110.2	f 10:05
30 PW	f 7:00	CIRCLE BAR	117.9	f 9:45
30	s 7:30	CRANE	126.6	s 9:15
31 PW	f 8:20	REDESS	143.5	f 8:32
31	A 9:00PM	D-R BURNS YL BR	156.8	8:00AM
23 P				Daily Except Sunday
WYZ		(156.8)		
	(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. 17 June 21, 1954	Mile Post
134 PWY	D-R VALE YL VA	0.0
20	LANCASTER (Spur)	11.4
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
First Subdivision				Ketchum Branch			
Leefe.....	64.8	Spur 2.4 Mi. PY	Both	Priest.....(5).....	33.9	{ 7	East
Onyx.....	197.5	13 P	West	Gimlet.....(5).....	63.2	7	West
Inkom Ballast Quarry....	202.9	140 P	East			32	East
Second Subdivision				Payette Branch			
Don.....	219.6	{43 PX	Both	Ingard.....	3.3	8	Both
Schiller.....	226.5	{72 PX	Both	Falks.....(6).....	17.2	5	East
Coates.....	369.5	11 P	Both	Little Rock.....	18.9	9	Both
Sand Bank.....	370.9	8 P	West	Stoddard Branch			
		42 PX	Both	Westma.....	11.6	9	East
Third Subdivision				Idaho Northern Branch			
Hillcrest.....	B-445.1	14 P	Both	Maddens.....(7).....	6.1	5	East
Apple Valley.....	485.9	26	Both	Josephson.....(7).....	12.6	12	Both
Arcadia.....	491.7	45 P	Both	Amsco.....	13.6	12	Both
Washoe Spur.....	500.9	32	West	Bramwell.....(7).....	22.2	5	East
Wood.....	506.2	10	Both	Black Canyon.....(7).....	33.0	5	East
Feltham.....	512.7	23	Both	Archabal.....(7).....	127.4	9	Both
Fourth Subdivision				Oregon Eastern Branch			
Chubbuck.....	138.2	36	Both	Lawen.....(8).....	138.4	3	East
Mitchell.....	176.9	17	Both	New Meadows Branch			
Red Rock.....(1).....	302.8	25	Both	Presley.....	11.7	9	Both
Rock.....	314.6	62 P	Both	Diamond.....	26.7	4 W	West
Dalys.....(1).....	316.4	14 P	Both	Tamarack.....	81.9	29	Both
Glen.....(1).....	347.8	8	West				
Maiden Rock.....(1).....	366.0	{12	Both				
		{12	Both				
Goshen Branch							
Cox.....	9.2	11	West				
Ammon.....	18.1	30	West				
Wilkinson.....	21.0	3	West				
Yellowstone Branch							
St. Leon.....	3.7	16	East				
Mark.....	22.2	24	Both				
Jolley.....	27.6	10	Both				
Pineview.....	72.5	5 P	Both				
Teton Valley Branch							
Judkins.....(2).....	22.3	{ 6	East				
Fox Creek.....(2).....	42.3	{ 6	Both				
		12	Both				
Mackay Branch							
Collins.....(3).....	2.1	10	West				
Aiken.....(3).....	3.8	{10	Both				
		{10	East				
Cerro Grande.....(3).....	35.5	None	None				
West Belt Branch							
Coltman.....(4).....	2.8	19 P	East				
Grant.....(4).....	4.8	18 P	East				
Barlow.....	7.0	17	East				
Midway.....	9.4	{31	Both				
Pyke.....(4).....	35.3	{19	West				
		5	West				
East Belt Branch							
Gale Spur.....	27.5	10	East				
North Side Branch							
Travers.....	3.5	18	Both				
Hunt.....	31.5	8	Both				
Haytown.....	44.7	4	Both				
Hydra.....	45.8	7	Both				
Appleton.....	52.9	12	Both				

- (1) Flag stop for Nos. 29-30.
- (2) Flag stop for Nos. 47-48.
- (3) Flag stop for Nos. 409-410.
- (4) Flag stop for No. 492.
- (5) Flag stop for Nos. 441-442.
- (6) Flag stop for Nos. 483-484.
- (7) Flag stop for Nos. 485-486.
- (8) Flag stop for Nos. 459-460.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Train	At	Discharge Passengers From	Pick up Passengers Destined To
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 a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.

GENERAL

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

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	75	75	50	Cokeville Over streets and alleys.	30	30	30	Alexander Between M.P. 152.1 and 152.4.	60	50	40
Granger Between M.P. 0.0 and 0.8.	40	35	25	Between M.P. 87.4 and 87.7.	60	50	40	Bancroft Over streets and alleys.	25	25	25
Between M.P. 3.4 and 3.7.	70	60	50	Border Between M.P. 92.9 and 93.1.	60	50	40	Between M.P. 164.2 and 164.7.	70	60	50
Moza Between M.P. 12.1 and 12.3.	70	60	50	Between M.P. 96.7 and 96.9.	70	60	50	Kinport Between M.P. 167.5 and 168.1.	70	60	50
Hassett Between M.P. 14.4. and 14.6.	70	60	50	Pegram Between M.P. 98.3 and 99.2.	60	50	40	Between M.P. 168.9 and 169.3.	60	50	40
Nutria Between M.P. 16.1 and 16.4.	70	60	50	Between M.P. 99.5 and 99.7.	70	60	50	Pebble Between M.P. 171.2 and 171.7.	60	50	40
Between M.P. 18.1 and 18.3.	60	50	40	Between M.P. 102.6 and 104.9.	60	50	40	Between M.P. 171.9 and 174.7.	70	60	50
Cosgriff Between M.P. 21.1 and 21.5.	70	60	50	Harer Between M.P. 105.2 and 105.4.	70	60	50	Broxon Between M.P. 176.3 and 176.7.	70	60	50
Between M.P. 23.6 and 23.8.	70	60	50	Between M.P. 114.9 and 115.2.	50	40	25	Blaser Between M.P. 177.4 and 178.5.	60	50	40
Opal Between M.P. 28.7 and 29.6.	70	60	50	Montpelier Between M.P. 115.9 and 116.2.	50	40	25	M.P. 179.0 to 180.0 (Westward).	45	35	20
Between M.P. 31.3 and 32.3.	50	40	30	Between M.P. 120.6 and 123.4.	60	50	40	M.P. 180.0 to 179.0 (Eastward).	50	40	35
Between M.P. 33.0 and 33.1.	70	60	50	Between M.P. 125.1 and 125.3.	70	60	50	Lava Hot Springs Between M.P. 180.1 and 181.7.	70	60	50
Waterfall Between M.P. 34.6 and 34.8.	60	50	40	Between M.P. 125.8 and 126.7.	60	50	40	Between M.P. 181.8 and 183.1.	60	50	40
Between M.P. 35.5 and 36.5.	50	40	25	Georgetown Between M.P. 127.6 and 127.9.	70	60	50	Between M.P. 183.2 and 184.8.	70	60	50
Between M.P. 36.5 and 38.9.	40	35	25	Between M.P. 128.2 and 128.7.	60	50	40	Topaz Between M.P. 185.5 and 185.7.	70	60	50
Kemmerer 7000 and heavier type engines, turntable lead. Passing coal chute.	30	30	5	Between M.P. 129.5 and 130.0.	60	50	40	Between M.P. 186.1 and 187.3.	50	40	30
Between M.P. 43.1 and 44.0, watch for rocks.	25	20	20	Between M.P. 131.6 and 132.2.	70	60	50	Between M.P. 187.4 and 187.9.	60	50	40
Between M.P. 44.0 and 49.2.	50	40	30	Cavanaugh Between M.P. 135.5 and 135.8.	70	60	50	Between M.P. 188.1 and 190.3.	70	60	50
Between M.P. 49.2 and 49.4.	40	35	25	Manson Between M.P. 138.6 and 139.3.	60	50	40	McCammon Between M.P. 195.0 and 195.4.	60	50	40
Fossil Between M.P. 54.5 and 57.8.	40	35	25	Rose Between M.P. 141.0 and 141.9.	60	50	40	Onyx Between M.P. 197.7 and 200.3.	70	60	50
Nugget Between M.P. 58.0 and 59.5.	70	60	50	Between M.P. 142.4 and 143.5.	70	60	50	Between M.P. 200.4 and 201.1.	60	50	40
Orr Between M.P. 60.9 and 61.2.	70	60	50	Between M.P. 143.7 and 143.9.	60	50	40	Inkom Between M.P. 202.3 and 202.5.	60	50	40
Sage Between M.P. 63.6 and 65.4.	60	50	40	Between M.P. 144.6 and 145.2.	60	50	40	Between M.P. 207.2 and 208.4.	70	60	50
Between M.P. 66.5 and 68.2.	70	60	50	Soda Springs Over streets and alleys.	30	30	30	Pocatello Within platform limits of passenger depot.	6	6	6
				Between M.P. 148.0 and 148.3.	70	60	50				

SECOND SUBDIVISION

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

THIRD SUBDIVISION

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

FOURTH SUBDIVISION

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

BRANCHES

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

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
Mackay Branch Between Blackfoot and M.P. 60.0: Diesel engines. Steam engines.		30 25	Teton Valley Branch Maximum speed.	35	25	Between Hailey and Ketchum, over truss bridges.	15	15
Between M.P. 60.0 and Mackay, All engines.		20	Bridges 4.48, 6.96 and 19.97.	12	12	Between M.P. 63.1 and 64.6.	30	20
Mackay On curve on low line smelter.		6	Between M.P. 19.1 and 19.4.	15	15	Between M.P. 68.4 and 68.5.	10	10
Thomas Branch Maximum speed.		15	Between M.P. 25.0 and 25.4.	15	15	Hill City Branch Maximum speed.		25
Aberdeen Branch Maximum speed.		25	Twin Falls Branch Maximum speed.	50	40	Over trestles 21.6 and 23.40 with snow plows.		15
Goshen Branch Maximum speed.		25	No. 49 and No. 50, within yard limits.	30		Boise Branch Between Boise Jct. and Boise Freight.		25
Light MacArthur type engines.		20	3800 class engines.	30	30	Between Boise Freight and Barber.		15
Yellowstone Branch Between Idaho Falls and Ashton.	50	35	Rupert, on west leg of wye.	10	10	Stoddard Branch Maximum speed.		20
Between Idaho Falls and West Yellowstone with MacArthur type engines.	40	30	Rupert, over streets and alleys.	12	12	Between Stoddard and end of track.		15
Between Ashton and Gerrit, watch for rocks.	35	25	Bridge 20.10.	25	25	Idaho Northern Branch Maximum speed.		30
Between Gerrit and Big Springs	50	35	Burley, within city limits.	20	20	Between Jenness and Bramwell.		20
Between Big Springs and West Yellowstone, watch for rocks.	35	25	Burley, over street crossings.	12	12	Trains handling high cars between Jenness and Bramwell.		12
Rexburg, Sugar City and St. Anthony, over streets and alleys.	20	20	Kimberly, within city limits.	40	40	Between Plaza and Banks. Watch for rocks between Black Canyon and Banks.		25
St. Anthony, over highway crossing just west of depot.	8	8	McMillan, on tracks leading to sugar factory, with 3800 class engines.	10	10	Banks, westward around curve east of east passing track switch, to east switch.		5
Between M.P. 55.4 and 55.7.	20	15	Buhl, on mill and elevator track with MacArthur type engines.		5	Between Banks and Smiths Ferry, watch for rocks.		15
Between M.P. 59.6 and 65.9.	20	15	North Side Branch Maximum speed.		30	Trains handling logs or high cars between Banks and M.P. 81.0.		12
Between M.P. 72.9 and 73.2.	35	25	Heavy MacArthur type engines.		15	Between Smiths Ferry and Cabarton, watch for rocks.		20
Between M.P. 74.0 and 74.2.	30	25	Between M.P. 30.0 and 30.5.		20	M.P. 31.4.		20
Between M.P. 85.2 and 85.5.	35	25	Raft River Branch Maximum speed.		20	Between M.P. 33.0 and 35.4.		10
Between M.P. 86.4 and 87.0.	20	15	Burley, within city limits.		20	Bridge 36.61.		20
Between M.P. 92.1 and 95.0.	20	15	Burley, over street crossings.		12	Between M.P. 99.6 and 113.6 on curves.		20
Between M.P. 99.9 and 100.8.	20	15	Oakley Branch Maximum speed.		25	Between M.P. 103.75 and 103.90.	10	10
East Belt Branch Maximum speed.		25	Light MacArthur type engines.		20	Between M.P. 128.2 and 128.5.		15
Light MacArthur type engines between Lincoln Jct. and Orvin.		20	Burley, within city limits.		20	McCall, over street crossings.		10
Light MacArthur type engines between Lincoln Jct. and Ririe.		15	Burley, over street crossings.		12	Wilder Branch Maximum speed.		25
Truss bridges.		15	Wells Branch Maximum speed.		30	Between M.P. 91.1 and 91.4.		25
West Belt Branch Maximum speed.		25	Between M.P. 31.1 and 36.1.		25	Between Herrell and Melandco.		20
Truss bridges.		15	Between M.P. 45.9 and 53.3.		25	Wells yard.		15
Annis Branch Maximum speed.		15	Between M.P. 69.6 and 71.6.		25	Ketchum Branch Maximum speed.	40	30
			Between M.P. 91.1 and 91.4.		25	Bridge 16.04 with MacArthur type engines.	15	15
			Wells yard.		15	Bellevue, over streets and alleys.	12	12
			Ketchum Branch Maximum speed.		40			
			Between M.P. 29.5 and 33.5, watch for rocks.		20			
			Little Valley Between M.P. 36.5 and 37.6, watch for rocks.		20			

BRANCHES (Continued)

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

SYMBOLS AND ABBREVIATIONS

(Rules 6 and 6(A))

Rule 6
The following letters placed before figures of a schedule indicate:

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

Rule 6(A)

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

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

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

- D—diesel oil;
- I—interlocking;
- O—fuel 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:

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

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.		