



**UNION PACIFIC RAILROAD COMPANY  
NORTHWESTERN DISTRICT**



**IDAHO DIVISION**

**TIME-TABLE  
No. 16**

**Effective Sunday  
January 10, 1954  
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 MAY 1, 1953.  
SCALE OF MILES**





**E. H. BAILEY**  
General Manager

**A. McALLISTER**  
General Superintendent

**C. C. Larkin, Superintendent**.....Pocatello, Ida.  
C. H. Burnett, 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.  
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.  
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.  
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
Spencer Wright.....	Medical Director	Salt Lake City, Utah.	R. H. Wright.....	Surgeon	Hailey, Ida.
E. R. Merrell.....	District Surgeon	Pocatello, Ida.	Simeon Hopper.....	Surgeon	Hazelton, Ida.
H. H. Hughart.....	Asst. to District Surgeon	Pocatello, Ida.	R. George Wolf.....	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.....	Surgeon	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.	Harry H. King.....	Surgeon	Montpelier, Ida.
Ivan R. Egbert.....	Surgeon	Arco, Ida.	R. B. Lindsay.....	Surgeon	Montpelier, Ida.
L. Spencer Parkinson.....	Surgeon	Ashton, 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.	Joseph J. Sarazin.....	Surgeon	Nyssa, Ore.
Roy L. Peterson.....	Oculist and Aurist	Boise, Ida.	Wilfred N. Sanders.....	Surgeon	Ontario, Ore.
Warren D. Springer.....	Surgeon	Boise, Ida.	W. S. Kotas.....	Surgeon	Payette, Ida.
Melvin A. Drake.....	Surgeon	Buhl, Ida.	Ira R. Woodward, Jr.....	Surgeon	Payette, Ida.
John W. Davis.....	Surgeon	Burley, Ida.	Murland F. Rigby.....	Surgeon	Rexburg, Ida.
Chas. A. Terhune.....	Surgeon	Burley, Ida.	A. C. Truxal.....	Surgeon	Rexburg, Ida.
John H. Weare.....	Surgeon	Burns, Ore.	Aldon Tall.....	Surgeon	Rigby, Ida.
Harvey 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.
John V. Plett.....	Oculist and Aurist	Butte, Mont.	Royal G. Neher.....	Surgeon	Shoshone, Ida.
Lester Shupe.....	Surgeon	Caldwell, Ida.	Allen H. Tigert.....	Surgeon	Soda Springs, Ida.
Robert T. Whiteman.....	Surgeon	Cambridge, Ida.	Russell Tigert, Jr.....	Surgeon	Soda Springs, Ida.
Dale B. Patterson.....	Surgeon	Cascade, Ida.	John R. Moritz.....	Surgeon	Sun Valley, Ida.
John A. Edwards.....	Surgeon	Council, Ida.	George B. Saviers.....	Surgeon	Sun Valley, Ida.
Bernard P. Strouth.....	Surgeon	Council, Ida.	Charles B. Beymer.....	Surgeon	Twin Falls, Ida.
George L. Routledge.....	Surgeon	Dillon, Mont.	Wallace Bond.....	Oculist and Aurist	Twin Falls, Ida.
LaGrande C. Larsen.....	Surgeon	Driggs, 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.

**WESTWARD CONDENSED TIME-TABLE EASTWARD**

FIRST CLASS							Distance from Granger via Boise	Time-Table No. 16 January 10, 1954	FIRST CLASS						
401	19	11	105	457	17	25			12	458	106	26	18	20	402
Passenger	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Mail and Express			Passenger	Passenger	Streamliner Passenger	Mail and Express	Passenger	Passenger	Passenger
Daily	Daily	Daily	Daily	Daily	Daily	Daily									
			5.25	2.05		4.25	0.0	GRANGER	A 9.05		A12.42		A10.30		
			10.20	5.45		9.45	1.15	POCATELLO	3.50		8.55	A 7.00	5.20		
			11.15	5.55		10.35			3.00		8.45		4.45		
			2.15	8.25		2.00	5.30	GLENN'S FERRY	11.40		6.10	3.00	1.30		
			3.59	9.40		3.45	7.45	BOISE	9.55		5.00	12.45	11.50		
			6.35	11.40		6.25	10.35	M.T. HUNTINGTON	7.10		3.05	6.35	9.25		
			5.45	10.40		5.35	9.50	P.T. HUNTINGTON	6.00		2.05	5.20	8.15		
			8.25	1.05		8.20	12.35	LA GRANDE	3.25		11.40	2.35	5.35		
			10.43	3.11		10.50	3.00	PENDLETON	1.05		9.38	12.05	2.52		
								SPOKANE						A 6.30	
								AYER							4.05
								WALLULA							2.55
								HINKLE	12.15		9.00	11.15	2.00	2.20	
								THE DALLES	10.10		7.20	9.00	11.35	12.02	
								PORTLAND	8.05	A 9.15	5.30	6.55	9.30	10.00	A 6.45
								TACOMA			5.52				1.15
								SEATTLE			4.45				11.45
									Daily	Daily	Daily	Daily	Daily	Daily	Daily

(7.00) (9.10) (23.35) (18.25) (3.59) (26.05) (21.15) ..... Thru Time ..... (24.00) (4.30) (18.12) (23.05) (24.00) (8.30) (7.00)  
26.2 40.4 39.8 51.0 46.0 35.0 34.1 ..... Average speed per hour.. 39.1 40.7 51.6 31.4 39.1 43.5 26.2

**WESTWARD CONDENSED TIME-TABLE EASTWARD**

FIRST CLASS				Distance from McCammon	Time-Table No. 16 January 10, 1954	FIRST CLASS		
	29	33	31			32	34	30
	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger
	Daily	Daily	Daily					
				0.0	McCAMMON		A 5.40	A 4.30
				22.7	POCATELLO		5.10	3.55
				73.3	IDAHO FALLS	A 2.30	4.30	3.05
				124.3	ASHTON	12.55	3.00	1.25
				169.9	VICTOR	11.10		
				180.4	WEST YELLOWSTONE			
				285.8	BUTTE			7.15
						Daily	Daily	Daily

(9.00) (2.50) (3.20) ..... Thru Time ..... (3.20) (2.40) (9.15)  
31.8 25.9 29.0 ..... Average speed per hour..... 29.0 27.5 30.9

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. 16	
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 Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily	Passenger Daily	Passenger Daily	Streamliner Passenger Daily	Passenger Daily	Passenger Daily		
144 RCS-IPWY	5.30PM		2.45AM			5.25PM	2.05PM			4.25AM	DN-R GRANGER YL GN
65 P	5.37		2.53			5.29	2.09			4.30	DONOVAN
112 P	5.42		2.59			5.33	2.12			4.34	MOXA
73 P	5.48		3.06			5.38	2.16			4.39	HASSETT
115 P	5.53		3.11			5.41	2.19			4.42	NUTRIA
80 P	6.00		3.19			5.46	2.24			4.47	COSGRIFF
121 P	6.07		3.26			5.50	2.28			4.53	OPAL
74 P	6.14		3.34			5.55	2.32			4.58	FOLGER
125 P	6.21 <sup>262</sup>		3.41			6.00	2.37			5.03	WATERFALL
	6.31		3.51			6.07 <sup>262</sup>	2.44			5.10 <sup>264</sup>	EAST KEMMERER YL
COPTWXZ	6.40		4.00			6.15	2.47			5.20	KEMMERER YL Z
PXY	6.47		4.07			6.19	2.50			5.25	MOYER JCT. YL
WS 70 PW ES 70 X	7.05		4.30 <sup>264</sup>			6.32	3.02		f	5.40	FOSSIL YL FI
94 PW	7.15		4.40			6.40	3.09			5.48	NUGGET
74 P	7.22		4.48			6.44	3.13			5.52	ORR
112 P	7.28		4.54			6.47	3.16		s	5.57	SAGE
66 P	7.35		5.01			6.51	3.20			6.02	CARLSON
124 P	7.41		5.07			6.55	3.24			6.06	BECKWITH
74 P	7.48		5.15			7.00	3.29			6.11	PIXLEY
120 PW	7.58		5.25		s	7.08	3.34			6.21	COKEVILLE
74 P	8.06		5.33			7.13	3.38			6.26	MARSE
124 P	8.20 <sup>18</sup>		5.39			7.17	3.42			6.31	BORDER
74 PW	8.28		5.47			7.23	3.47		s	6.38	PEGRAM
88 P	8.36		5.55			7.30	3.52			6.45 <sup>12</sup>	HARER
89 P	8.44		6.04			7.37	3.57 <sup>262</sup>			6.52	DINGLE
OPTWYZ	9.00		6.20 <sup>17</sup>			7.50	4.05			7.05 <sup>257</sup>	MONTPELIER YL
	9.30		7.30		s	8.00	4.12			7.15	PESCADERO
78 P	9.42		7.42			8.08	4.18			7.23	GEORGETOWN
105 PW	9.50		7.50			8.14	4.23			7.30	CAVANAUGH
124 P	9.57		7.57			8.20	4.27			7.36	MANSON
100 P	10.03		8.03			8.25	4.31			7.40	ROSE
73 P	10.09		8.09			8.29	4.37			7.44	SODA SPRINGS YL SD
178 PWY	10.18		8.18		s	8.40	4.42			7.59	ALEXANDER
108 PW	10.26		8.26			8.48	4.46			8.07	TALMAGE
112 P	10.33		8.33			8.53	4.52			8.12	BANCROFT YL BN
225 CPWY	10.45		8.45		f	9.01	4.55			8.21	KINFORT
127 P	10.51		8.51			9.06	4.59			8.26	PEBBLE
112 P	10.58		8.58			9.11	5.03			8.31	BROXON
103 P	11.05		9.05			9.16	5.06			8.36	BLASER
100 PW	11.11		9.11			9.19	5.10			8.39	LAVA HOT SPGS. XY
27 PX	11.19		9.19		f	9.25	5.14			8.46	TOPAZ
CS 150 P	11.27		9.27			9.31	5.21			8.53	McCAMMON YL MC
90 IPWXY	11.40	10.30AM	9.40	1.20AM		9.42	5.31		f	9.06	INKOM KO
WS 49 ES 88 PWX	11.56PM	10.46	9.56	1.36		10.23	5.36		f	9.19	PORTNEUF
						10.29	5.45			9.26	POCATELLO YL PO

BLOCK SIGNALS

Double Track

..... Thru Time .....  
 (7.00) (0.50) (7.50) (1.10) (0.35) (4.55) (3.40) (0.35) (5.20)  
 30.6 27.2 27.3 19.5 38.9 49.5 38.3 38.9 40.1 ..... Average speed per hour.....

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 106 is superior to westward trains of the same class.—See Rule S-72.  
 The time of No. 105 and No. 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 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. 16		FIRST CLASS					SECOND CLASS			
January 10, 1954		12	30	106	34	18	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	9.05AM	12.42PM	10.30PM		7.30PM			6.20AM
	DONOVAN	4.1	8.59	12.37	10.22		7.10			6.10
	MOXA	7.7	8.55	12.34	10.18		7.04			6.03
	HASSETT	12.5	8.50	12.30	10.13		6.57			5.55
	NUTRIA	15.4	8.47	12.27	10.10		6.52			5.50
	COSGRIFF	20.2	8.42	12.23	10.05		6.44			5.42
DN	OPAL OW	24.5	8.37	12.18	10.00		6.37			5.35
	FOLGER	29.3	8.31	12.13	9.55		6.29			5.27
	WATERFALL	33.6	8.26	12.08	9.50		6.21 <sup>263</sup>			5.20
	EAST KEMMERER YL	39.0	8.19	12.01PM	9.43		6.07 <sup>11</sup>			5.10 <sup>17</sup>
DN	KEMMERER YL Z	39.7	8.17	11.59AM	9.41		6.00			5.01
	MOYER JCT. YL	42.3	8.07	11.55	9.32		5.50			4.63
DN	FOSSIL YL FI	50.3	7.52	11.44	9.16		5.28			4.30 <sup>257</sup>
	NUGGET	56.0	7.44	11.37	9.07		5.16			4.13
	ORR	59.6	7.39	11.33	9.02		5.09			4.05
	SAGE	63.1	7.34	11.30	8.57		5.03			3.58
	CARLSON	67.3	7.29	11.26	8.52		4.56			3.50
	BECKWITH	71.3	7.24	11.22	8.48		4.49			3.43
	PIXLEY	77.4	7.18	11.17	8.42		4.41			3.35
DN	COKEVILLE CK	83.5	7.11	11.12	8.35		4.32			3.25
	MARSE	88.2	7.02	11.06	8.25		4.25			3.15
	BORDER	92.1	6.58	11.03	8.20 <sup>263</sup>		4.19			3.09
	PEGRAM	97.7	6.52	10.58	8.14		4.11			3.01
	HARER	102.9	6.45 <sup>17</sup>	10.53	8.08		4.04			2.53
	DINGLE	108.0	6.33	10.48	8.02		3.57 <sup>105</sup>			2.45
DN-R	MONTPELIER YL MX	115.0	6.25	10.40	7.50		3.35			2.30
	PESCADERO	121.3	6.15	10.30	7.40		3.10			1.55
	GEORGETOWN	126.8	6.00	10.25	7.25		2.50			1.37
	CAVANAUGH	131.9	5.53	10.20	7.18		2.40			1.28
	MANSON	136.1	5.47	10.16	7.12		2.31			1.21
	ROSE	138.1	5.43	10.12	7.08		2.25			1.16
DN	SODA SPRINGS YL SD	140.0	5.39	10.10	7.04		2.19			1.09
	ALEXANDER	146.0	5.30	10.06	6.55		2.07			1.00
	TALMAGE	151.6	5.18	10.00	6.43		1.56			1.00
	BANCROFT YL BN	156.2	5.12	9.55	6.37		1.45			1.00
DN	KINFORT	161.8	5.04	9.50	6.29		1.30			1.00
	PEBBLE	165.6	4.57	9.45	6.23		1.19			1.00
	BROXON	170.3	4.52	9.40	6.18		1.11			1.00
	BLASER	174.8	4.47	9.35	6.13		1.03			1.00
DN	LAVA HOT SPGS. XY	177.4	4.44	9.32	6.10		1.00			1.00
	TOPAZ	180.0	4.39	9.29	6.05		1.00			1.00
DN	McCAMMON YL MC	184.3	4.31	9.24	5.57		1.00			1.00
	INKOM KO	191.2	4.22	As 4.30AM	9.17	As 5.40PM	5.48			1.00
D	PORTNEUF	201.9	4.04	s 4.13	9.07	s 5.26	5.35			1.00
DN-R	POCATELLO YL PO	207.7	3.58	4.03	9.02	5.18	5.29			1.00
	(213.9)	213.9	3.50AM	3.55AM	8.55AM	5.10PM	5.20PM			1.00

BLOCK SIGNALS

Double Track

..... Thru Time .....  
 (5.15) (0.35) (3.47) (0.30) (5.10)  
 40.7 38.9 56.6 45.4 41.4  
 ..... Average speed per hour.....

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

**WESTWARD**

**SECOND SUBDIVISION**

Car Capacity of Seating, etc. (See Rule 6(A), Page 23.)	FIRST CLASS								Time-Table No. 16 January 10, 1954	
	29	11	105	33	17	49	25	STATIONS		
	Passenger Daily	Passenger Daily	Streamliner Passenger Daily	Passenger Daily	Passenger Daily	Mixed Daily	Mail and Express Daily			
COPTWYZ	11.30PM	11.15PM	5.55PM	10.40AM	10.35AM	3.40AM	1.15AM	POCATELLO YL 2.4 POCATELLO JCT. YL 8.0 MICHAUD 5.8 BANNOCK 8.4 DN AMERICAN FALLS AF 3.8 BORAH 7.8 QUIGLEY 5.9 WAPI 3.8 DEWOFF 7.5 HAWLEY 5.1	H-CA PO DOUBLE TRACK	
P	A11.35PM			A10.45AM						
CS 153 P		11.27	6.06		10.47	f 3.55	1.27	DN MINIDOKA RT 3.8 MAX 8.1 ADELAIDE 4.7 KIMAMA 6.7 SESTER 7.8 OWINZA 5.8 BESSLEN 4.6 DIETRICH 7.9	DOUBLE TRACK	
118 P										
145 PW		s 11.43PM	6.17		s 11.03	s 4.15	f 1.45	DN SHOSHONE X 9.0 TUNUPA 6.7 DN GOODING GD 6.7 FULLER 6.3 BLISS 6.8 TICESKA 9.5 KING HILL 7.0 DN-R GLENNS FERRY YL GF (159.9)	DOUBLE TRACK	
120 P										
119 P						f 4.38		CENTRALIZED TRAFFIC CONTROL	DOUBLE TRACK	
119 PW										
119 P								CENTRALIZED TRAFFIC CONTROL	DOUBLE TRACK	
119 P										
101 269 COPWY		s 12.18AM	6.46		s 11.45AM	A 5.05AM	2.30	CENTRALIZED TRAFFIC CONTROL	DOUBLE TRACK	
119 P										
119 P								CENTRALIZED TRAFFIC CONTROL	DOUBLE TRACK	
119 PW										
119 P		12.39	7.06		12.06PM		2.56	CENTRALIZED TRAFFIC CONTROL	DOUBLE TRACK	
122 P										
119 P								CENTRALIZED TRAFFIC CONTROL	DOUBLE TRACK	
116 P		12.53	7.20		12.21		s 3.18			
WS 121-115 ES 111-130 CPWY		s 1.05	s 7.32		s 12.40		s 3.50	CENTRALIZED TRAFFIC CONTROL	DOUBLE TRACK	
118 P										
117 60 PW		s 1.23	7.48		s 1.00		s 4.11	CENTRALIZED TRAFFIC CONTROL	DOUBLE TRACK	
120 P										
118 120 PWY		1.35	7.59		s 1.13		s 4.26	CENTRALIZED TRAFFIC CONTROL	DOUBLE TRACK	
CS 120 WS 99 PY										
CS 139 PWX		1.50	8.14		1.36		s 4.50	CENTRALIZED TRAFFIC CONTROL	DOUBLE TRACK	
COPTWY		A 2.05AM	A 8.25PM		A 1.50PM		A 5.15AM			

(0.05) (2.50) (2.30) (0.05) (3.15) (1.25) (4.00) ..... Thru Time .....  
28.8 56.4 64.0 28.8 49.2 41.4 39.9 ..... 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. 16 January 10, 1954		Mile Post	FIRST CLASS							STATIONS		
			12	30	106	34	18	26	50			
			Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Mail and Express	Mixed			
BLOCK SIGNALS	DN-R POCATELLO YL H-CA 2.4 PO	213.9	A 3.00AM	A 3.05AM	A 8.45AM	A 4.30PM	A 4.45PM	A 7.00PM	A 11.00PM			
	POCATELLO JCT. YL 2.4	216.3		2.50AM		4.15PM						
CENTRALIZED TRAFFIC CONTROL	MICHAUD 5.8	224.3	2.36		8.30		4.25	6.20	f 10.12			
	BANNOCK 8.4	230.1										
CENTRALIZED TRAFFIC CONTROL	DN AMERICAN FALLS AF 3.8	238.5	s 2.22		8.19		s 4.11	s 5.57	s 9.55			
	BORAH 7.8	242.3										
CENTRALIZED TRAFFIC CONTROL	QUIGLEY 5.9	250.1										
	WAPI 3.8	256.0							f 9.30			
CENTRALIZED TRAFFIC CONTROL	DEWOFF 7.5	259.8										
	HAWLEY 5.1	267.3										
CENTRALIZED TRAFFIC CONTROL	DN MINIDOKA RT 3.8	272.4	s 1.45		7.49		s 3.35	s 5.20	9.10PM			
	MAX 8.1	276.2										
CENTRALIZED TRAFFIC CONTROL	ADELAIDE 4.7	284.3										
	KIMAMA 6.7	289.0							f 4.59			
CENTRALIZED TRAFFIC CONTROL	SESTER 7.8	295.7	1.18		7.27		3.08	4.49				
	OWINZA 5.8	303.5										
CENTRALIZED TRAFFIC CONTROL	BESSLEN 4.6	309.3										
	DIETRICH 7.9	313.9	1.01		7.13		2.51	s 4.32				
CENTRALIZED TRAFFIC CONTROL	DN SHOSHONE X 9.0	321.8	s 12.50		s 7.05		s 2.40	s 4.20				
	TUNUPA 6.7	330.8										
CENTRALIZED TRAFFIC CONTROL	DN GOODING GD 6.7	337.5	s 12.25		6.47		s 2.17	s 3.52				
	FULLER 6.3	344.2										
CENTRALIZED TRAFFIC CONTROL	BLISS 6.8	350.5	s 12.10AM		6.36		2.02	s 3.35				
	TICESKA 9.5	357.3										
CENTRALIZED TRAFFIC CONTROL	KING HILL 7.0	366.8	11.49PM		6.19		1.39	f 3.10				
	DN-R GLENNS FERRY YL GF (159.9)	373.8	11.40PM		6.10AM		1.30PM	3.00PM				

..... Thru Time ..... (3.20) (0.15) (2.35) (0.15) (3.15) (4.00) (1.50)  
..... Average speed per hour..... 47.9 9.6 61.9 9.6 49.2 39.9 31.8

For conditional stops to discharge or pick up revenue passengers.—See page 17.  
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. 16 January 10, 1954		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 16 January 10, 1954		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 16 January 10, 1954		Mile Post
	STATIONS				STATIONS				STATIONS		
	CPTWZ	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. 16 January 10, 1954		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 16 January 10, 1954		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 16 January 10, 1954		Mile Post
	STATIONS				STATIONS				STATIONS		
53		1.9 GLENCOE JCT. YL	0.0		0.8 BLAZON JCT.	0.0	178 PWY	DN	1.8 SODA SPRINGS YL SD	0.0	
55		(1.9)	1.9		(0.8)	0.8	80		1.0 MONSANTO YL (Spur)	1.8	
							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. 16 January 10, 1954		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 16 January 10, 1954		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 16 January 10, 1954		Mile Post
	STATIONS				STATIONS				STATIONS		
108 PW		6.0 ALEXANDER YL	0.0	150 PW	D	9.1 FORT HALL FH	0.0	123 PWY	D	5.2 FIRTH FR	0.0
16	D	(6.0) GRACE GA	6.0	42		9.1 M.P. 9.1	9.1	19		5.8 GOSHEN	5.2
				132 YZ		11.7 GAY	20.8	22		1.8 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. 16 January 10, 1954		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 16 January 10, 1954		Mile Post
	STATIONS				STATIONS		
		ANNIS JCT.	0.0		THOMAS JCT.	0.0	
3		0.5 GRAYS (Spur)	0.5	12	4.4 THOMAS (Spur)	4.4	
9		2.1 ANNIS (Spur)	2.6		0.2 END OF TRACK	4.6	
		(2.6)			(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. 16 January 10, 1954	Mile Post	FIRST CLASS		SECOND CLASS					
	477 Local Freight	491 Mixed	31 Passenger				32 Passenger	492 Mixed	478 Local Freight					
	Daily Except Sunday	Daily Except Sunday	Daily		STATIONS									
	COPTWYZ	9.15AM	7.55AM	7.00AM	DN-R	AK	IDAHO FALLS YL	0.0	A	2.30PM	A	2.00PM	A	6.00PM
17 PY		9.25	At 8.05AM	7.06			3.0 ORVIN YL	3.0		2.13	f	1.50		4.30
60 PW		9.40		7.14	D	UN	4.6 UCON	7.8	s	2.05		1.40PM		4.20
54 P		10.05		7.25	D	RG	6.2 RIGBY	13.8	s	1.55		Via West Belt Branch		4.05
36 W		10.20		7.31			4.3 LORENZO	18.1	s	1.48				3.45
25 P		10.40		7.36			2.6 THORNTON	20.7	s	1.43				3.35
67 P		11.10		7.46	D	RX	5.3 REXBURG	26.0	s	1.35				3.15
51 P		11.25		7.53	D	SC	3.8 SUGAR CITY	29.8	s	1.28				2.30
36 PY							1.1 HART	30.9						
110 PWY		11.40AM		8.05	D	SH	5.9 ST. ANTHONY YL	36.8	s	1.18		A10.50AM		2.05
							1.5 BELT YL	38.3				10.40AM		
43 P		12.05PM		8.15	f		4.5 CHESTER	42.8	s	1.07				1.30
46 COPWY		A12.30PM		8.35AM	A	HN	1.1 ASHTON YL	51.0		12.55PM				1.05PM
							1.1 INGLING	52.5						
28 P							5.7 WARM RIVER	58.2						
22 P							8.7 GERRIT	66.9						
22							8.8 ECCLES	75.7						
15 P							4.9 ISLAND PARK	80.6						
26 P							4.8 TRUDE	85.4						
25 PWY							5.3 BIG SPRINGS	90.7						
22 PY							8.5 REAS PASS	97.2						
29 OPWY							9.0 WEST YELLOWSTONE YL	107.1						
							(107.1)		Daily		Daily Except Sunday		Daily Except Sunday	
		(3.15)	(0.10)	(1.35)		..... Thru Time .....		(1.35)		(3.20)		(4.55)		
		15.7	18.0	32.2		..... Average speed per hour .....		32.2		14.3		10.4		

  

WESTWARD			TETON VALLEY BRANCH				EASTWARD						
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 16 January 10, 1954	Mile Post	FIRST CLASS		SECOND CLASS				
	481 Local Freight	31 Passenger	32 Passenger				482 Local Freight						
	Daily Except Sunday	Daily	Daily		STATIONS								
46 COPWY		6.30AM		8.40AM	DN-R	HN	ASHTON YL	0.0	A	12.50PM		A	12.30PM
19		6.40		8.44			1.8 MARYSVILLE YL	1.8	f	12.40			12.15
33		6.55		8.52			4.2 GRAINVILLE	6.0	f	12.32			12.01PM
22 PW		7.10		8.58	D	MD	2.6 DRUMMOND	8.6	s	12.27			11.50AM
12		7.25		9.06			4.2 FRANCE	12.8	f	12.19			11.33
33 P		7.35		9.13			3.0 LAMONT	15.8	s	12.13PM			11.23
21		8.08		9.37			10.5 FELT	26.3	s	11.50AM			10.50
22 PWY		8.23		9.47	D	NA	1.0 TETONIA	30.3	s	11.42			10.35
				9.52			2.4 DWIGHT	32.7	f	11.36			
31		8.42		10.02	D	DI	4.8 DRIGGS	37.2	s	11.28			10.02
19 PWY		A 9.05AM		A10.20AM	D-R	VR	8.4 VICTOR YL	45.6		11.10AM			9.30AM
							(45.6)		Daily				Daily Except Sunday
		(2.35)	(1.40)	..... Thru Time .....		(1.40)		27.3		(3.00)		15.2	
		17.6	27.3	..... 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. 31 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. 16 January 10, 1954	Mile Post	SECOND CLASS		STATIONS	Mile Post	SECOND CLASS		STATIONS
	421	409			422	410					
	Mixed	Mixed			Mixed	Mixed					
66	8:15AM	7:30AM		0.0	A 2:20PM	A 3:55PM	17 PY		8:05AM	ORVIN	0.0
110CPWY											
7	f 8:25	f 7:42		4.3	f 2:00	f 3:42	22		f 8:15	LINCOLN	2.3
31	f 8:30	f 7:47		5.7	f 1:55	f 3:37	P			LINCOLN JCT.	3.1
				5.9			46 P		s 8:27	IONA	5.7
				7.1			21 PW		s 9:05	RIRIE RK	16.4
P	A 8:35AM	f 7:51		7.1	1:45PM	f 3:33	11 P		f 9:18	BYRNE	21.4
33 PW		f 8:24		20.1		f 3:00	11 P		f 9:30	JENSON	25.6
35 PY		f 9:15		39.7		f 2:10	23 P		f 9:40	WALKER	28.2
37 PWY		s 10:05		59.1		s 1:20	40 P		f 9:52	PARKINSON	32.4
21 P		s 10:27		66.7		s 12:48	11 P		f 9:58	MOODY	34.3
10		s 10:45		72.6		s 12:30	12 P		s 10:20	NEWDALE NE	38.1
5		s 11:00		77.3		s 12:15PM	P		A 10:40AM	BELT YL	44.4
68 PY		A 11:25AM		85.3		11:50AM					
				(85.3)							(44.4)
	(0.20)	(3.55)	..... Thru Time .....	(0.35)	(4.05)	..... Thru Time .....	(2.35)	..... Thru Time .....			
	21.3	21.7	..... Average speed per hour .....	12.2	20.9	..... Average speed per hour .....	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. 16 January 10, 1954	Mile Post	SECOND CLASS		STATIONS	Mile Post	SECOND CLASS		STATIONS	
	421	422			422	422						
	Mixed	Mixed			Mixed	Mixed						
P	8:35AM			0.0	A 1:45PM		60 PW		D-R	UCON	UN	0.0
32	f 8:48			4.3	f 1:30		22 P			LEWISVILLE		8.8
17	f 8:53			5.9	f 1:20		50 P		D	MENAN	MN	10.5
32 P	s 9:13			10.2	f 12:58					ANNIS JCT.		11.5
31 P	f 9:33			16.5	f 12:40		51 PW			PLANO		25.0
17 P	s 9:50			19.7	s 12:25PM		18			EDMONDS		26.7
8				26.0			11 P			EGIN		29.3
37 PWY	A 10:25AM			28.2	11:50AM		32			HEMAN		31.6
				(28.2)			19 P			PARKER		33.5
	(1.50)	..... Thru Time .....	(1.55)				110 PWY		D-R	ST. ANTHONY YL	SH	38.7
	15.4	..... Average speed per hour .....	14.7									11:15AM
				(38.7)								Daily Except Sunday
												(2.25)
												16.0

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				TWIN FALLS BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 16 January 10, 1954	Mile Post	FIRST CLASS		STATIONS	Mile Post	FIRST CLASS		SECOND CLASS	
	439	475			49	50			440	476		
	Freight	Time Freight			Mixed	Mixed			Freight	Time Freight		
101	12:20PM	3:00AM		0.0	A 9:00PM		11:00AM	A 1:30AM				
269												
73	P	12:35	3:17	8.2	f 8:43		10:35	11:10PM				
94	OPWY	12:50	3:40	13.5	s 8:35		10:20	10:55				
13				17.3								
32	P	1:01	3:52	19.6	f 8:19		10:05	10:40				
59	PWY	1:15	4:10	21.7	s 8:15		10:00	10:35				
68												
76	P	1:37	4:20	25.8	f 8:01		9:45	10:15				
58	P	1:50	4:35	33.5	f 7:49		9:30	10:00				
16	P			35.5	f 7:46							
71	PWY	2:05	4:50	41.4	s 7:37		9:15	9:45				
53	P	2:15	4:59	45.1	7:29		9:05	9:35				
23				49.0								
41	P	2:30	5:10	49.7	s 7:22		8:55	9:25				
60	P	2:43	5:18	53.3	s 7:12		8:45	9:15				
31	P			56.4								
	COPWYZ	A 4:00PM	A 7:00AM	58.9	7:00		8:30AM	9:00PM				
42				63.3	f 6:35							
60	P			65.9	s 6:30							
45				68.5	f 6:25							
41				71.3	f 6:20							
	PWY			73.8	6:15PM							
				(73.8)								
	(3.40)	(4.00)	..... Thru Time .....	(2.45)	(2.30)	(4.30)	..... Thru Time .....	27.0	23.6	13.1		
	16.1	14.7	..... Average speed per hour .....				..... Average speed per hour .....					

WESTWARD				OAKLEY BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 16 January 10, 1954	Mile Post	FIRST CLASS		STATIONS	Mile Post	FIRST CLASS		SECOND CLASS	
	439	475			49	50			440	476		
	Freight	Time Freight			Mixed	Mixed			Freight	Time Freight		
59				0.0			DN-R	BURLEY YL	BU			
68	PWY			4.3				BEETVILLE				
28				5.2				PELLA				
23				13.5				CHURCHILL				
11				16.3				TROUT				
23				17.8				MARION				
60				19.4				WARR				
12				21.8				OAKLEY	OA			
20	Y											
				(21.8)								

WESTWARD				RAFT RIVER BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 16 January 10, 1954	Mile Post	FIRST CLASS		STATIONS	Mile Post	FIRST CLASS		SECOND CLASS	
	439	475			49	50			440	476		
	Freight	Time Freight			Mixed	Mixed			Freight	Time Freight		
59				0.0			DN-R	BURLEY YL	BU			
68	PWY			3.1				UNITY				
34				4.7				EVANS (Spur)				
15				6.0				SPRINGDALE				
22				9.1				DECLO				
16												
				(9.1)								

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. 16 January 10, 1954	Mile Post	SECOND CLASS	Mile Post
	439 Mixed				
STATIONS					
COPWYZ	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	5.6 ROGERSON RG	28.8	s 6:30
38	f 8:35		9.9 METEOR	38.7	f 6:03
34	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	93.6	f 3:59
37	f 11:10		3.7 HERRELL	97.3	f 3:49
44	s 11:30		5.2 SUMMER CAMP	102.6	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	A 12:30AM	DN-R	7.3 WELLS YL HU	123.4	2:30AM
			(123.4)	Daily Except Monday	
(5.30) Thru Time				(5.30) Thru Time	
22.4 Average speed per hour				22.4 Average speed per hour	

WESTWARD		KETCHUM BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 16 January 10, 1954	Mile Post	SECOND CLASS	Mile Post
	441 Mixed				
STATIONS					
WS 121-115 COPWY 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	37.3	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		7.6 TRIUMPH	67.6	f 9:35
30	A 8:45AM	D-R	1.8 KETCHUM YL KU	69.4	9:30AM
			(69.4)	Monday Wednesday Friday	
(2.45) Thru Time				(3.15) Thru Time	
25.2 Average speed per hour				21.4 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		HOMESTEAD BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 16 January 10, 1954	Mile Post	SECOND CLASS	Mile Post
	439 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. 16 January 10, 1954	Mile Post	SECOND CLASS	Mile Post
	483 Mixed Daily Except Sunday				
STATIONS					
92	OPWY	6:00AM	DN-R	PAYETTE YL AY	0.0
18	f 6:20			3.9 EFFIE	f 2:45PM
27	s 6:30		D	1.2 FRUITLAND FU	s 2:30
19	f 6:40			1.7 BUCKINGHAM	f 2:25
30	s 7:00		D	4.3 NEW PLYMOUTH NP	s 2:06
11	f 7:27			10.5 LETHA	f 1:55
96	PWY	A 7:50AM	D-R	8.1 EMMETT YL MF	f 1:23
				29.7	1:00PM
			(29.7)	Daily Except Sunday	
(1.50) Thru Time				(1.45) Thru Time	
16.2 Average speed per hour				16.8 Average speed per hour	

WESTWARD		STODDARD BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 16 January 10, 1954	Mile Post	SECOND CLASS	Mile Post
	439 Mixed				
STATIONS					
OPTWYZ			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
				2.9 END OF TRACK	20.0
			(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. 16	Mile Post	SECOND CLASS	
	485	January 10, 1954		486	
	Mixed			Mixed	
		<b>STATIONS</b>			
OPTWYZ	8.30AM	DN-R NAMPA YL AU-Q	0.0	A 2.35PM	
		IDA. NOR. JCT. YL	0.7		
49	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 12.55	
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 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	
32 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.	SECOND CLASS	Time-Table No. 16	Mile Post	SECOND CLASS	
	485	January 10, 1954		486	
	Mixed			Mixed	
		<b>STATIONS</b>			
107 OP		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 OPWY		D-R HOOVER YL	61.6		
7		GLENDALE	72.0		
6		WOODLAND	80.0		
15 W		RUBICON YL	84.1		
43		NEW MEADOWS YL	89.7		
45 PWY		D-R DS			
		(89.7)			

Westward		OREGON EASTERN BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 16	Mile Post	SECOND CLASS	
	459	January 10, 1954		460	
	Mixed			Mixed	
		<b>STATIONS</b>			
ES 170 OP		DN-R ONTARIO YL ON	0.0	A 4.00PM	
WS 252 WY		MALHEUR JCT. YL	1.9	3.40	
PY		CAIRO	3.7	f 3.35	
14	f 1.10	LUSE	6.9	f 3.25	
38	f 1.15	MALLETT	10.0	f 3.15	
24	f 1.25	VALE YL VA	15.5	s 3.00	
134 PWY	s 1.55	HOPE	23.5	f 2.20	
46	f 2.20	LITTLE VALLEY	34.8	f 1.50	
52	f 2.50	HARPER	42.0	s 1.25	
53 P	s 3.15	NAMORF	51.2	f 12.55	
50	f 3.40	JONESBORO	62.2	f 12.28PM	
27	f 4.07	JUNTURA JN	73.6	s 11.50AM	
53 PWY	s 4.40	LONG	86.6	f 11.10	
50	f 5.25	RIVERSIDE	92.7	s 10.50	
49 PW	s 5.50	DUNNEAN	102.8	f 10.25	
31	f 6.15	VENATOR	110.2	f 10.05	
30 PW	f 6.40	CIRCLE BAR	117.9	f 9.45	
30	f 7.00	CRANE	126.8	s 9.15	
31 PW	s 7.30	REDESS	143.5	f 8.32	
31	f 8.20	BURNS YL BR	156.8	8.00AM	
23 OP				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.	SECOND CLASS	Time-Table No. 16	Mile Post	SECOND CLASS	
	459	January 10, 1954		460	
	Mixed			Mixed	
		<b>STATIONS</b>			
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
<b>First Subdivision</b>				<b>Ketchum Branch</b>			
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
<b>Second Subdivision</b>				<b>Payette Branch</b>			
Don.....	219.6	{ 43 PX	Both	Ingard.....	3.3	8	Both
Schiller.....	226.5	72 P	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	<b>Stoddard Branch</b>			
		42 PX	Both	Westma.....	11.6	9	East
<b>Third Subdivision</b>				<b>Idaho Northern Branch</b>			
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
<b>Fourth Subdivision</b>				<b>Oregon Eastern Branch</b>			
Chubbuck.....	138.2	36	Both	Lawen.....(8).....	138.4	3	East
Mitchell.....	176.9	17	Both	<b>New Meadows Branch</b>			
Red Rock.....(1).....	302.8	25	Both	Presley.....	11.7	9	Both
Rock.....	314.6	62	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				
<b>Goshen Branch</b>							
Cox.....	9.2	11	West				
Ammon.....	18.1	30	West				
Wilkinson.....	21.0	3	West				
<b>Yellowstone Branch</b>							
St. Leon.....	3.7	16	East				
Mark.....	22.2	24	Both				
Jolley.....	27.6	10	Both				
Pineview.....	72.5	5 P	Both				
<b>Teton Valley Branch</b>							
Judkins.....(2).....	22.3	{ 6	East				
		{ 6	Both				
Fox Creek.....(2).....	42.3	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>North Side Branch</b>							
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. (5) Flag stop for Nos. 441-442.  
(2) Flag stop for Nos. 31-32. (6) Flag stop for Nos. 483-484.  
(3) Flag stop for Nos. 409-410. (7) Flag stop for Nos. 485-486.  
(4) Flag stop for No. 492. (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.

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.	Psg.	Frt.		Str.	Psg.	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. On curves. Between Idaho Falls and Ashton. On other branch lines.				
Inspection bus cars.		40	40					
Battery motor car 01886.		50					30	
When caboose is handled in train consisting of passenger train equipment.		60					25	
Within yard limits— Protected by continuous block signal system.	60	50	25				20	
Not protected by continuous block signal system. On branch lines.	50	40	25				15	
	30	30	15		Jordan spreaders and other machines of spreader type, when in operation.			15
Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35		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 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	40	40		Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20
1500 class Diesel-electric road freight locomotives.	50	50	50			6		
Diesel-electric freight and road switch locomotives.	65	65	50	Passing fueling stations— On main lines.	50	40	25	
1000-1100 class Diesel-electric yard switch locomotives in road service.	35	35	35	On branch lines.		30	15	
1800 class Diesel-electric yard locomotives in road service.	50	50	50	When using cross-overs and turn-outs: 9000 class engines; Forward movement.		10	10	
Steam engines running backward.	20	20	20	Back-up movement.		6	6	
7000-7800 class engines, except between McCammon and Pocatello.		70	50	All other class engines, except when using No. 14 cross-overs or turn-outs; Forward movement.	15	15	15	
7000-7800 class engines, between McCammon and Pocatello.		75	50	Back-up movement.	10	10	10	
MacArthur type engines with 63-inch drivers.		55	50	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement.	20	20	20	
MacArthur type engines with 57-inch drivers.		35	35	Over spring switches, where movement is over facing point switches, except at Reverse, Blaser and Pescadero.	20	20	20	
3700 and 3900 class engines.		65	50					
3800 class engines.		60	50	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20	
4000, 9000 and 2-10-2 type engines.		50	50	On wye tracks.	6	6	6	
Consolidation type engines.		35	35	Through tunnels, branch lines.		10	10	
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	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line.			25	
Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40	On branch lines. (Slower speed must be observed where conditions require.)			15	

**FIRST SUBDIVISION**

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Frt.		Str.	Psg.	Frt.		Str.	Psg.	Frt.
Maximum speed.	75	75	50	<b>Cokeville</b> Over streets and alleys.	30	30	30	<b>Alexander</b> Between M.P. 152.1 and 152.4.	60	50	40
				Between M.P. 87.4 and 87.7.	60	50	40	<b>Bancroft</b> Over streets and alleys.	25	25	25
<b>Granger</b> Between M.P. 3.4 and 3.7.	70	60	50	<b>Border</b> Between M.P. 92.9 and 93.1.	60	50	40	Between M.P. 164.2 and 164.7.	70	60	50
<b>Moxa</b> Between M.P. 12.1 and 12.3.	70	60	50	Between M.P. 96.7 and 96.9.	70	60	50	<b>Kinport</b> Between M.P. 167.5 and 168.1.	70	60	50
<b>Hassett</b> Between M.P. 14.4. and 14.6.	70	60	50	<b>Pegram</b> Between M.P. 98.3 and 99.2.	60	50	40	Between M.P. 168.9 and 169.3.	60	50	40
<b>Nutria</b> Between M.P. 16.1 and 16.4.	70	60	50	Between M.P. 99.5 and 99.7.	70	60	50	<b>Pebble</b> 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
<b>Cosgriff</b> Between M.P. 21.1 and 21.5.	70	60	50	<b>Harer</b> Between M.P. 105.2 and 105.4.	70	60	50	<b>Broxon</b> Between M.P. 176.3 and 176.7.	70	60	50
Between M.P. 23.6 and 23.8.	70	60	50	<b>Montpelier</b> Between M.P. 120. 6 and 123.4.	60	50	40	Between M.P. 177.4 and 178.5.	60	50	40
<b>Opal</b> Between M.P. 28.7 and 29.6.	70	60	50	Between M.P. 125.1 and 125.3.	70	60	50	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. 125.8 and 126.7.	60	50	40	M.P. 180.0 to 179.0 (Eastward).	50	40	25
Between M.P. 33.0 and 33.1.	70	60	50	<b>Georgetown</b> Between M.P. 127.6 and 127.9.	70	60	50	<b>Lava Hot Springs</b> Between M.P. 180.1 and 181.7.	70	60	50
<b>Waterfall</b> Between M.P. 34.6 and 34.8.	60	50	40	Between M.P. 128.2 and 128.7.	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	Between M.P. 129.5 and 130.0.	60	50	40	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. 131.6 and 132.2.	70	60	50	<b>Topaz</b> Between M.P. 185.5 and 185.7.	70	60	50
<b>Kemmerer</b> 7000 and heavier type engines, turntable lead. Passing coal chute.	30	30	5	<b>Cavanaugh</b> Between M.P. 135.5 and 135.8.	70	60	50	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	<b>Manson</b> Between M.P. 138.6 and 139.3.	60	50	40	Between M.P. 187.4 and 187.9.	60	50	40
Between M.P. 44.0 and 49.2.	50	40	30	<b>Rose</b> Between M.P. 141.0 and 141.9.	60	50	40	Between M.P. 188.1 and 190.3.	70	60	50
Between M.P. 49.2 and 49.4.	40	35	25	Between M.P. 142.4 and 143.5.	70	60	50	<b>McCammion</b> Between M.P. 192.4 and 192.7.	60	50	40
<b>Fossil</b> Between M.P. 54.5 and 57.8.	40	35	25	Between M.P. 143.7 and 143.9.	60	50	40	Between M.P. 195.0 and 195.4.	60	50	40
<b>Nugget</b> Between M.P. 58.0 and 59.5.	70	60	50	Between M.P. 144.6 and 145.2.	60	50	40	<b>Onyx</b> Between M.P. 197.7 and 200.3.	70	60	50
<b>Orr</b> Between M.P. 60.9 and 61.2.	70	60	50	<b>Soda Springs</b> Over streets and alleys.	30	30	30	Between M.P. 200.4 and 201.1.	60	50	40
<b>Sage</b> Between M.P. 63.6 and 65.4.	60	50	40	Between M.P. 148.0 and 148.3.	70	60	50	Between M.P. 207.2 and 208.4.	70	60	50
Between M.P. 66.5 and 68.2.	70	60	50	<b>Pocatello</b> Within platform limits of passenger depot.					6	6	6



**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
On enginehouse lead and tracks.			6	<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
<b>American Falls</b> Between M.P. 237.9 and 239.4.	70	60	50	<b>Dietrich</b> 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	<b>Shoshone</b> Over Greenwood Street.	15	15	15	<b>King Hill</b> 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	<b>Sand Bank</b> Engines using west switch to Sand Bank set-out track.			5
<b>Borah</b> 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
<b>Wapi</b> Between M.P. 258.9 and 259.2.	70	60	50	<b>Gooding</b> 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	<b>Glenns Ferry</b>			
				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.	Psgr.	Frts.		Str.	Psgr.	Frts.		Str.	Psgr.	Frts.
<b>Glenns Ferry</b> Eastward, over Commercial Street Crossing.	20	20	20	<b>Leone</b> Between M.P. B-431.0 and B-433.8.	70	60	50	<b>Nampa</b> 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	<b>Caldwell</b> Over streets and alleys.	25	25	25
Between M.P. 378.6 and 379.3.	45	40	25	<b>Black's Creek</b> Between M.P. B-435.8 and B-436.1.	70	60	50	<b>Parma</b> Over streets and alleys.	30	30	30
<b>Hammett</b> 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	<b>Washoe Spur</b> With 5000 class engines.			5
<b>Mountain Home</b> Over street crossings.	25	25	25	<b>Boise</b> Between M.P. B-448.3 and B-449.1.	50	40	25	<b>Ontario</b> No. 106, to exchange mail.	10		
<b>Orchard</b> 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
<b>Kuna</b> Between M.P. 447.5 and 450.8.	60	50	40	<b>Meridian</b> No. 17, to exchange mail. No. 18, to dispatch mail.		20	40	<b>Weiser</b> Between M.P. 523.1 and 526.1.	70	60	50
<b>Nampa</b>				<b>Sonna</b> Between M.P. B-467.0 and B-467.8.	40	25	25	Between M.P. 526.4 and 535.9.	60	50	40
<b>Orchard</b> Between M.P. B-429.1 and B-430.0.	60	50	40					Between M.P. 535.9 and 539.0.	40	25	25
				<b>Huntington</b>							

**FOURTH SUBDIVISION**

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.		Psgr.	Frts.
Maximum speed. Between Pocatello Jct. and Idaho Falls.	70	50	<b>Hamer</b> Between M.P. 218.3 and 218.5.	50	40	<b>Dillon</b> Between M.P. 328.6 and 329.2.	35	25
Between Idaho Falls and Silver Bow.	60	40	<b>Dubois</b> Between M.P. 236.0 and 236.6.	35	25	<b>Bond</b> 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	<b>Apex</b> Between M.P. 341.1 and 341.4.	50	40
<b>Pocatello Jct.</b> 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
<b>Montana Jct.</b> Between M.P. 139.9 and 140.1.	60	50	<b>Highbridge</b> Between M.P. 244.4 and 246.7.	40	30	Between M.P. 343.3 and 343.5.	30	20
<b>Tyhee</b> Between M.P. 142.3 and 142.5.	50	40	<b>Spencer</b> 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
<b>Gibson</b> 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
<b>Blackfoot</b> Over streets and alleys.	20	20	Between M.P. 252.7 and 257.5.	25	20	<b>Navy</b> Between M.P. 351.0 and 354.4.	35	25
<b>Wapello</b> Between M.P. 166.8 and 167.0.	60	50	<b>Humphrey</b> Between M.P. 258.3 and 258.5.	35	25	Between M.P. 357.2 and 357.7.	40	30
<b>Firth</b> Between M.P. 169.7 and 169.9.	60	50	Between M.P. 258.6 and 259.2.	45	35	<b>Melrose</b> Between M.P. 361.8 and 366.3, watch for rocks.	25	20
<b>Shelley</b> 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
<b>Idaho Falls</b> Over streets and alleys.	12	12	Between M.P. 269.7 and 269.9.	40	30	Curve M.P. 366.4 with 5000 and 5300 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	<b>Snowline</b> 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	<b>Lima</b> Over Center Street east of depot.	20	15	<b>Divide</b> Between M.P. 373.6 and 374.6.	40	30
<b>Roberts</b> Between M.P. 205.4 and 206.0.	50	40	Westward within yard limits.	25	15	<b>Woodin</b> Between M.P. 375.2 and 377.8.	35	25
<b>Tenno</b> Between M.P. 208.4 and 210.2.	50	40	<b>Armstead</b> Between M.P. 307.7 and 308.0.	50	40	Between M.P. 379.0 and 381.1.	35	25
<b>Hawgood</b> Between M.P. 213.7 and 214.0.	50	40	Between M.P. 308.9 and 310.3.	35	25	<b>Feely</b> 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	<b>Buxton</b> Between M.P. 386.6 and 388.1.	35	25
			<b>Grayling</b> 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	<b>Silver Bow</b> On interchange tracks beyond N. P. crossing, with 3500, 3800, 5000 and 7000 class engines.	5	5

**BRANCHES**

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



**BRANCHES (Continued)**

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.		Psgr.	Frts.
<b>Mackay Branch</b> Between Blackfoot and M.P. 60.0: Diesel engines. Steam engines.		30 25	<b>Teton Valley Branch</b> 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
<b>Mackay</b> 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
<b>Thomas Branch</b> Maximum speed.		15	Between M.P. 25.0 and 25.4.	15	15	<b>Hill City Branch</b> Maximum speed.		25
<b>Aberdeen Branch</b> Maximum speed.		25	<b>Twin Falls Branch</b> Maximum speed.	50	40	Over trestles 21.6 and 23.40 with snow plows.		15
<b>Goshen Branch</b> Maximum speed.		25	3500 and 3800 class engines.	30	30	<b>Boise Branch</b> Between Boise Jct. and Boise Freight.		25
Light MacArthur type engines.		20	Rupert, on west leg of wye.	10	10	Between Boise Freight and Barber.		15
<b>Yellowstone Branch</b> Between Idaho Falls and Ashton.	50	35	Rupert, over streets and alleys.	12	12	<b>Stoddard Branch</b> Maximum speed.		15
Between Idaho Falls and West Yellowstone with MacArthur type engines.	40	30	Bridge 20.10.	25	25	<b>Idaho Northern Branch</b> Maximum speed.		30
Between Ashton and Gerrit, watch for rocks.	35	25	Burley, within city limits.	20	20	Between Jenness and Bramwell.		20
Between Gerrit and Big Springs	50	35	Burley, over street crossings.	12	12	Trains handling high cars be- tween Jenness and Bramwell.		12
Between Big Springs and West Yellowstone, watch for rocks.	35	25	Kimberly, within city limits.	40	40	Between Plaza and Banks. Watch for rocks between Black Canyon and Banks.		25
Rexburg, Sugar City and St. Anthony, over streets and alleys.	20	20	McMillan, on tracks leading to sugar factory, with 3500 and 3800 class engines.	10	10	Buhl, on mill and elevator track with MacArthur type engines.		5
St. Anthony, over highway crossing just west of depot.	8	8	<b>North Side Branch</b> Maximum speed.		30	<b>North Side Branch</b> Maximum speed.		30
Between M.P. 55.4 and 55.7.	20	15	Heavy MacArthur type engines.		15	Between Banks and Smiths Ferry, watch for rocks.		15
Between M.P. 59.6 and 65.9.	20	15	Between M.P. 30.0 and 30.5.		20	Trains handling logs or high cars between Banks and M.P. 81.0.		12
Between M.P. 72.9 and 73.2.	35	25	<b>Raft River Branch</b> Maximum speed.		20	Between Smiths Ferry and Cabarton, watch for rocks.		20
Between M.P. 74.0 and 74.2.	30	25	Burley, within city limits.		20	M.P. 31.4.		20
Between M.P. 85.2 and 85.5.	35	25	Burley, over street crossings.		12	Between M.P. 33.0 and 35.4.		10
Between M.P. 86.4 and 87.0.	20	15	<b>Oakley Branch</b> Maximum speed.		25	Bridge 36.61.		20
Between M.P. 92.1 and 95.0.	20	15	Light MacArthur type engines.		20	Between M.P. 99.6 and 113.6 on curves.		20
Between M.P. 99.9 and 100.8.	20	15	Burley, within city limits.		20	Between M.P. 103.75 and 103.90.	10	10
<b>East Belt Branch</b> Maximum speed.		25	Burley, over street crossings.		12	Between M.P. 128.2 and 128.5.		15
Light MacArthur type engines between Lincoln Jct. and Orvin.		20	<b>Wells Branch</b> Maximum speed.		30	McCall, over street crossings.		10
Light MacArthur type engines between Lincoln Jct. and Ririe.		15	Between M.P. 31.1 and 36.1.		25	<b>Wilder Branch</b> Maximum speed.		25
Truss bridges.		15	Between M.P. 45.9 and 53.3.		25	<b>Homedale Branch</b> Maximum speed.		25
<b>West Belt Branch</b> Maximum speed.		25	Between M.P. 69.6 and 71.6.		25	<b>Oregon Eastern Branch</b> Maximum speed.		25
Truss bridges.		15	Between M.P. 91.1 and 91.4.		25	<b>Hope</b> Between M.P. 29.5 and 33.5, watch for rocks.		20
<b>Annis Branch</b> Maximum speed.		15	Between Herrell and Melandco.		20	<b>Little Valley</b> Between M.P. 36.5 and 37.6, watch for rocks.		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	
	Psgr.	Frts.		Psgr.	Frts.		Psgr.	Frts.
<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> Maximum speed.		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	<b>Homestead Branch</b> Maximum speed, watch for rocks.		20
<b>Dunnean</b> Between M.P. 103.5 and 106.5.		20	Engines running backwards.		10	On curves.		15
Bridge 106.14.		15	Between Weiser and Concrete. Straight track. On curves.		25 20			

**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:**

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

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.		