



**UNION PACIFIC RAILROAD COMPANY**  
**NORTHWESTERN DISTRICT**



**IDAHO DIVISION**  
**TIME-TABLE**  
**No. 1**

**Effective Sunday,**  
**February 29, 1948**  
 At 12:01 A. M.  
 Mountain Time East of Huntington  
 Pacific Time West of Huntington

*Be Careful Today*

**FOR EMPLOYEES ONLY**

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

**L. A. COLLINS**  
General Manager

**A. D. HANSON**  
General Superintendent Transportation

**A. BYBEE, Superintendent,** Pocatello, Idaho

L. E. Mangum, Assistant Superintendent..... Nampa, Ida.

C. H. Burnett, Assistant Superintendent . . . La Grande, Ore.

B. W. Collins, Trainmaster..... Nampa, Ida.

G. L. Wilmot, Trainmaster..... Pocatello, Ida.

A. W. Kirkeby, Trainmaster..... La Grande, Ore.

E. L. Neeley, Master Mechanic..... Pocatello, Ida.

J. D. Killian, Master Mechanic..... Portland, Ore.

W. C. Illingsworth, Road Foreman of Engines.. Pocatello, Ida.

J. G. Rosevear, Road Foreman of Engines. Glens Ferry, Ida.

G. W. Anderson, Road Foreman of Engines..... Nampa, Ida.

R. L. Norris, Road Foreman of Engines.: La Grande, Ore.

L. V. Chausse, Division Engineer..... Pocatello, Ida.

J. Moran, General Roadmaster..... Pocatello, Ida.

**First Subdivision and Branches**

W. H. Powers, Chief Train Dispatcher..... Pocatello, Ida.

L. R. Schou, Assistant Chief Dispatcher..... Pocatello, Ida.

R. R. Johnson, Assistant Chief Dispatcher . . . Pocatello, Ida.

K. A. Leger, Assistant Chief Dispatcher..... Pocatello, Ida.

H. L. Crawford, Assistant Chief Dispatcher . . . Pocatello, Ida.

**Second Subdivision and Branches**

R. T. Petty, Chief Train Dispatcher..... Nampa, Ida.

E. C. Bullis, Assistant Chief Train Dispatcher... Nampa, Ida.

R. Crispino, Assistant Chief Train Dispatcher... Nampa, Ida.

**Third and Fourth Subdivision and Branches**

B. B. Johnson, Chief Train Dispatcher..... La Grande, Ore.

J. B. McLaughlin, Assistant Chief Train Dispatcher  
..... La Grande, Ore.

L. V. Thomas, Assistant Chief Train Dispatcher  
..... La Grande, Ore.

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

NAME	TITLE	PLACE	TERRITORY
Douglas L. Gamette..	Medical Director.	Salt Lake City	
Ralph M. Dodson.....	District Chief	Portland.	
Spencer Wright.....	District Chief	Salt Lake City	
E. N. Roberts.....	Surgeon.....	Pocatello.	Vicinity of Pocatello.
Forrest Howard.....	Surgeon.....	Pocatello.	Vicinity of Pocatello.
J. R. McMahon.....	Surgeon.....	Pocatello.	Vicinity of Pocatello.
H. H. Hughart.....	Surgeon.....	Pocatello.	Vicinity of Pocatello.
J. V. Clothier.....	Eye, Ear, Nose, Throat.	Pocatello.	Vicinity of Pocatello.
W. L. Clothier.....	Eye Specialist.	Pocatello.	Vicinity of Pocatello.
N. H. Farrell.....	Surgeon.....	American Falls	Shoshone to Pocatello.
F. H. Kenagy.....	Surgeon.....	Rupert.	Minidoka to Heyburn and Eden.
S. B. Hawley.....	Surgeon.....	Burley.....	Burley to Twin Falls, Idahome and Oakley Branches.
John W. Davis.....	Surgeon.....	Burley.....	Burley to Twin Falls, Idahome and Oakley Branches.
C. B. Beymer.....	Surgeon.....	Twin Falls.	Burley to Buhl and Contact.
J. H. Murphy.....	Surgeon.....	Twin Falls.	Buhl to Idavada and Milner.
Wallace Bond.....	Oculist and Aurist	Twin Falls.	Twin Falls and Vicinity.
M. A. Drake.....	Surgeon.....	Buhl.....	Buhl to Twin Falls.
S. Hopper.....	Surgeon.....	Haselton.	Rupert to Bliss.
W. C. Small.....	Surgeon.....	Jerome.	Jerome to Bliss.
H. F. Holsinger.....	Surgeon.....	Wendell.	Richfield to Bliss and Minidoka.
R. G. Neher.....	Surgeon.....	Shoshone.	Hill City Branch.
Marion J. Kerns.....	Surgeon.....	Fairfield.	Ketchum Branch.
R. H. Wright.....	Surgeon.....	Hailey.	Sun Valley.
J. R. Morits.....	Surgeon.....	Sun Valley.	Tunupa to Bliss.
J. H. Cromwell.....	Surgeon.....	Gooding.	Shoshone to Mountain Home.
W. A. Rulien.....	Surgeon.....	Glens Ferry.	Mountain Home to Caldwell.
J. R. Mangum.....	Surgeon.....	Nampa.	Mountain Home to Caldwell.
F. D. Koehne.....	Surgeon.....	Nampa.	West of Shoshone.
Thomas E. Mangum, Jr.	Oculist and Aurist	Nampa.	Orchard to Boise and Nampa.
G. E. Shawhan.....	Surgeon.....	Boise.....	Orchard to Boise and Nampa.
W. D. Springer.....	Surgeon.....	Boise.....	Orchard to Boise and Nampa.
W. A. Koelsch.....	Surgeon.....	Boise.....	Orchard to Boise and Nampa.
A. C. Jones.....	Oculist and Aurist	Boise.....	Nampa to Nyssa.
R. L. Peterson.....	Oculist and Aurist	Boise.....	Parma to Ontario and Marsing.
C. M. Kaley.....	Surgeon.....	Caldwell.	Payette to Nyssa.
J. J. Sarazin.....	Surgeon.....	Nyssa.	Oregon Eastern Branch.
W. J. Weese.....	Surgeon.....	Ontario.	Weiser to Ontario and Fruitland.
J. H. Weare.....	Surgeon.....	Burns.	Weiser to Ontario and Fruitland.
I. R. Woodward, Sr.	Surgeon.....	Payette.	New Plymouth to Banks and Middletown.
I. R. Woodward, Jr.	Surgeon.....	Payette.	Midvale to Payette and Huntington.
J. L. Reynolds.....	Surgeon.....	Emmett.....	Goodrich to Weiser.
M. S. McGrath.....	Surgeon.....	Weiser.....	Midvale to New Meadows.
R. T. Whiteman.....	Surgeon.....	Cambridge.	Donnelly to Banks.
A. S. Thurston.....	Surgeon.....	Council.	Idaho Northern Branch.
Dale E. Patterson.....	Surgeon.....	Boise.....	Baker to Robinette and Weiser.
D. S. Numbers.....	Surgeon.....	Cascade.	La Grande to Huntington.
Ross C. B. Thornton.....	Surgeon.....	McCall.	La Grande to Huntington.
J. R. Higgins.....	Surgeon.....	Huntington.	Telocaset to Huntington.
T. J. Higgins.....	Surgeon.....	Baker.....	Pendleton to Baker.
Glenn G. Gordon.....	Specialist.....	Baker.....	La Grande to Elgin.
J. B. Gregory.....	Surgeon.....	La Grande.	Pendleton to Baker.
J. D. Haun.....	Surgeon.....	La Grande.....	La Grande to Elgin.
Lee B. Bouvy.....	Specialist.....	La Grande.....	Rieth to Huntington.
J. P. Brennan.....	Surgeon.....	La Grande.....	Rieth to Pendleton.
E. S. Morgan.....	Surgeon.....	Pendleton.....	Rieth to Pendleton.
E. I. Silk.....	Surgeon.....	Pendleton.....	Rieth to Pendleton.

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

Pocatello.....	Train Dispatcher's Office	Weiser.....	Telegraph Office
Pocatello.....	Passenger Conductors' Register Room,	Boise Freight.....	Yard Telegraph Office
Pocatello.....	Passenger Station	Wells.....	Roundhouse Office
Pocatello.....	Yard Telegraph Office	Ketchum.....	Telegraph Office
Pocatello.....	Switchmen's Locker Room	Emmett.....	Telegraph Office
Pocatello.....	Engine Crew Dispatcher's Office	Banks.....	Telegraph Office
Pocatello.....	Train Crew Dispatcher's Office	McCall.....	Telegraph Office
Pocatello.....	West End Yardmaster's Office	Burns.....	Telegraph Office
Pocatello.....	Tower Locker Room	Council.....	Telegraph Office
Minidoka.....	Telegraph Office	New Meadows.....	Telegraph Office
Shoshone.....	Telegraph Office	Burley.....	Telegraph Office
Bliss.....	Telegraph Office	Twin Falls.....	Telegraph Office
Glens Ferry.....	Telegraph Office	Twin Falls.....	Freight Office
Glens Ferry.....	Roundhouse Register Room	Buhl.....	Telegraph Office
Glens Ferry.....	Yard Office	Huntington.....	Yard Office
Nampa.....	Telegraph Office	Huntington.....	Telegraph Office
Nampa.....	Central Yard Switch Shanty	Baker.....	Telegraph Office
Nampa.....	Round House Office	La Grande.....	Train Dispatcher's Office
Nampa.....	Train Dispatcher's Office	La Grande.....	Depot Telegraph Office
Nampa.....	East End Switch Shanty	La Grande.....	Yard Office
Nampa.....	West End Switch Shanty	Nyssa.....	Telegraph Office
Nyssa.....	Telegraph Office	Marsing.....	Telegraph Office
Marsing.....	Telegraph Office	Ontario.....	Telegraph Office
Ontario.....	Telegraph Office	Payette.....	Telegraph Office
Payette.....	Telegraph Office		

**CONDENSED TIME-TABLE**

WESTWARD						Distance from Pocatello via Boise	Time - Table No. 1 February 29, 1948	EASTWARD					
FIRST CLASS								FIRST CLASS					
11 Passenger	19 Passenger	65 Passenger	105 Streamliner Passenger	17 Passenger	457 Passenger			66 Passenger	12 Passenger	458 Passenger	106 Streamliner Passenger	18 Passenger	20 Passenger
Daily	Daily	Daily	Daily	Daily	Daily		<b>STATIONS</b>						
11:40 PM			6:40 PM	10:15 AM		0.0	POCATELLO		A 3:55 AM		A 9:30 AM	A 5:05 PM	
3:10 AM			9:10	2:00 PM		159.9	GLENN'S FERRY		12:30 AM		6:55	1:35 PM	
4:55			10:30 PM	3:45		234.5	BOISE		10:35 PM		5:45	11:50 AM	
7:50 AM			12:20 AM	6:35 PM		336.2	M.T. HUNTINGTON P.T.		7:50 PM		3:35 AM	9:05 AM	
7:05 AM			11:30 PM	5:50 PM			LA GRANDE		6:40 PM		2:25 AM	7:55 AM	
10:05 AM			1:46 AM	9:00 PM		435.8	PENDLETON		4:00		11:59 PM	5:10	
12:35 PM			3:55	12:10 AM		510.0	RIETH		1:30		9:43	2:25	
12:45			4:05	12:20		513.6	SPOKANE	A 7:40 AM	1:10 PM		9:28	1:50 AM	
	9:30 PM	7:40 PM				734.4	AYER					A 7:00 AM	
	11:48 PM	10:00				630.5	WALLULA		4:55			4:23	
	1:20 AM	11:30 PM				577.2	UMATILLA		3:30			3:05	
	2:20	12:20 AM				550.1	THE DALLES		2:25			2:05 AM	
3:50	5:00		6:10	4:00		641.5	PORTLAND	12:30 AM Pendleton	10:20 AM		7:20	11:15 PM	
A 6:15 PM	A 7:30 AM	A 1:30 AM Pendleton	A 8:00 AM	A 6:30 AM	8:30 AM	725.6	CENTRALIA	8:10 AM	A 8:50 PM	5:30 PM	9:10 PM	9:20 PM	
					11:20 AM	816.7	TACOMA		6:26				
					1:00 PM	870.7	SEATTLE		5:05				
					A 2:15 PM	908.8			3:50 PM				
(19.35)	(10.00)	(5.50)	(14.20)	(21.15)	(5.45)		..... Thru Time.....	(7.10)	(18.45)	(5.00)	(15.00)	(18.55)	(9.40)
37.1	36.7	38.5	50.6	34.1	31.8		..... Average speed per hour.....	31.3	38.7	36.6	48.4	38.4	38.0

**MILEAGE**

Main Line..... 547.36  
Branches..... 1073.12  
Grand Total..... 1620.48

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"	43.3	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.		

WESTWARD					FIRST SUBDIVISION					EASTWARD				
FIRST CLASS					Time-Table No. 1 February 29, 1948	Mile Post	FIRST CLASS							
11	105	17	49	55			56	12	106	18	50			
Passenger	Streamliner Passenger	Passenger	Passenger	Passenger			Passenger	Passenger	Streamliner Passenger	Passenger	Mixed			
STATIONS					STATIONS									
Yard COPTWYZ	11.40PM	6.40PM	10.15AM	3.30AM	2.00AM	DN-R POCATELLO YL PO	213.9	A 2.45AM	A 3.55AM	A 9.30AM	A 5.05PM	A 11.25PM		
X						DON	219.6							
CS151 P	11.55PM	6.55	10.30	f 3.45	2.15 <sup>56</sup>	MICHAUD	224.3	2.15 <sup>55</sup>	3.34	9.15	4.44	f 10.58		
11						SCHILLER	226.5							
125 P	12.01AM	7.00	10.37	3.53	2.21	BANNOCK	230.1	2.06	3.29	9.10	4.38	10.48		
125 P	12.04		10.40	3.57	2.24	IGO	233.3	2.02	3.26		4.35	10.43		
147 PW	s 12.11	7.06	s 10.49	s 4.06	2.31	DN AMERICAN FALLS AF	238.5	1.55	s 3.20	9.03	f 4.29	s 10.35		
125 P	12.17	7.11	10.55	4.12	2.37	BORAH	242.3	1.47	3.12	8.58	4.22	10.24		
125 P	12.22	7.15	11.00	4.17	2.41	COOLIDGE	247.1	1.42	3.08	8.54	4.17	10.17		
125 P	12.25	7.17	11.03	4.20	2.44	QUIGLEY	250.1	1.39	3.05	8.52	4.14	10.13		
125 PW	12.30	7.21	11.09	f 4.26	2.49	WAPI	256.0	1.32	3.00	8.48	4.08	f 10.05		
125 P	12.33	7.24	11.13	4.30	2.56 <sup>12</sup>	DEWOFF	259.8	1.27	2.56 <sup>55</sup>	8.45	4.04	9.58		
125 P	12.40	7.30	11.20	4.37	3.05	HAWLEY	267.3	1.18	2.48	8.39	3.56	9.48		
460 CPWY	s 12.50	f 7.36	s 11.35	A 4.50AM	3.20	DN MINIDOKA YL RT	272.4	s 1.10	s 2.42	f 8.34	s 3.50	9.40PM		
125 P	12.54 <sup>56</sup>	7.40	11.41		3.26	MAX	276.2	12.54 <sup>11</sup>	2.32	8.28	3.41			
125 P	1.01	7.46	11.49		3.34	ADELAIDE	284.3	12.44	2.24	8.22	3.33			
125 PW	1.05	7.50	11.54AM		3.39	KIMAMA	289.0	12.39	2.20	8.18	3.28			
125 P	1.11	7.55	12.01PM		3.46	SENER	295.7	12.33	2.13	8.13	3.21			
125 P	1.18	8.01	12.09		3.54	OWINZA	303.5	12.26	2.05	8.07	3.13			
125 P	1.23	8.05	12.15		4.00	BESSLEN	309.3	12.21	1.59	8.03	3.07			
121 P	1.27	8.09	12.21		4.06	D DIETRICH HD	313.9	12.16	1.54	7.59	3.02			
220 COPWY	s 1.42 <sup>12</sup>	s 8.18	s 12.35		A 4.30AM	DN SHOSHONEYLX	321.5	12.05AM	s 1.42 <sup>11</sup>	s 7.50	s 2.50			
125 P	1.53	8.27	12.46			TUNUPA	330.8		1.28	7.38	2.32			
125 PW	s 2.04	8.33	s 12.56			DN GOODING GD	337.5		s 1.20	7.32	s 2.25			
125 P	2.12	8.39	1.04			FULLER	344.2		1.11	7.26	2.16			
125 PWY	2.19	8.44	s 1.14			DN BLISS IS	350.5		1.04	7.21	2.08			
105 CS125 PY	2.27	8.49	1.22			TICESKA	357.3		12.56	7.15	1.59			
CS125 PWX	2.44	9.00	1.38			KING HILL	366.8		12.40	7.04	1.44			
P						COATES (Spur)	369.5							
PX						SAND BANK	370.9							
Yard COPTWYZ	A 3.00AM	As 9.10PM	A 1.50PM			DN-R GLENNS FERRY YL	373.8		12.30AM	6.55AM	1.35PM			
	(3.20)	(2.30)	(3.35)	(1.20)	(2.30)									
	48.0	64.0	44.6	43.9	43.0									

THRU TIME ..... (2.40) (3.25) (2.35) (3.30) (1.45)  
 AVERAGE SPEED PER HOUR ..... 40.4 46.8 61.9 45.7 33.4

WESTWARD		EASTWARD	
263	257	262	264
9.00PM	2.00PM	POCATELLO	A 12.30PM A 7.30PM
A 2.45AM	A 7.30PM	GLENNS FERRY	4.00AM 11.00AM

For conditional stops to discharge or pick up revenue passengers, see page 23.

WESTWARD					SECOND SUBDIVISION					EASTWARD						
SECOND CLASS					FIRST CLASS					Time-Table No. 1 February 29, 1948	Mile Post	FIRST CLASS			SECOND CLASS	
257	263	105	17	11	106	18	12	262	264							
Time Freight Daily	Time Freight Daily	Streamliner Passenger Daily	Passenger Daily	Passenger Daily	Streamliner Passenger Daily	Passenger Daily	Passenger Daily	Time Freight	Time Freight							
STATIONS										STATIONS						
Yard COPTWYZ	8.15PM	3.15AM	9.10PM	2.00PM	3.10AM	DN-R GLENNS FERRY YL	373.8	As 6.55AM	A 1.25PM	A 12.20AM	A 3.00AM	A 10.00AM				
CS115 PW	8.40	3.40	9.20	2.12	3.22	HAMMETT	382.7	6.44	1.11	12.03AM	2.20	9.20				
CS127 PY	9.15	4.15	9.34	2.30	3.40	DN REVERSE YL RV	393.5	6.33	12.57	11.48PM	2.00	9.00				
57 P	9.37 <sup>105</sup>	4.22	9.37 <sup>257</sup>	2.35	3.45	SLADE	396.9	6.30	12.53	11.43	1.43	8.43				
256 PWY	9.47	4.30	9.41	s 2.43	s 3.53	DN MOUNTAIN HOME MZ	401.6	6.26	s 12.47	s 11.37	1.35	8.35				
154 P	9.54	4.37	9.46	2.49	3.59	SEBREE	407.5	6.21	12.40	11.29	1.25	8.25				
141 PW	10.01	4.44	9.50	2.54	4.04	CLEFT	412.7	6.17	12.35	11.24	1.16	8.16				
58 P	10.09	4.52	9.55	3.00	4.10	SUNNYSIDE	418.8	6.12	12.29	11.18	1.07	8.07				
195 CIPWY	A 10.20PM	A 5.05AM	9.59	3.05	4.15	DN ORCHARD YL OD	423.0	6.09	12.24	11.13	1.00AM	8.00AM				
78 P			10.06	3.13	4.23	LEONE	B-430.3	6.02	12.16	11.03						
79 P			10.11	3.19	4.29	BLACK'S CREEK	B-435.9	5.57	12.09	10.56						
78 P			10.17	3.25	4.35	SHAFFER	B-441.7	5.51	12.02PM	10.48						
14 P			10.20	3.29	4.39	HILLCREST	B-445.1	5.48	11.56AM	10.42						
109 PWY	VIA KUNA LINE	VIA KUNA LINE	s 10.30 <sup>12</sup>	s 3.35	s 4.45	DN BOISE YL BG	B-448.4	s 5.45	s 11.50	s 10.35 <sup>105</sup>	VIA KUNA LINE	VIA KUNA LINE				
P			10.33	3.48	5.03	BOISE JCT.	B-450.7	5.31	11.41	10.14						
35 P			10.34	3.49	5.04	PERKINS	B-451.4	5.30	11.40	10.13						
31 P			10.37	3.52	5.07	BEATTY	B-454.6	5.27	11.37	10.10						
77 P			10.39	f 3.56	s 5.11	D MERIDIAN MD	B-457.3	5.25	11.34	10.08						
25 P			10.42	4.00	5.21 <sup>106</sup>	SONNA	B-460.7	5.21 <sup>11</sup>	11.30	10.05						
Yard COPTWYZ	11.30PM	7.15AM	f 10.53	s 4.15	s 5.35	DN-R NAMPA YL AU-Q	456.6	f 5.14	s 11.20	s 9.55	A 7.50PM	A 1.50AM				
57 P	11.36	7.21	10.57	4.30	5.55	MOSS	460.8	5.06	11.00	9.36	7.32	1.33				
204 PW	11.44	7.29	f 11.03	s 4.40	s 6.05	DN CALDWELL YL CW	465.6	f 5.01	s 10.55	s 9.30	7.25	1.26				
122 P	11.49	7.34	11.06	4.44	6.09	ENROSE	469.2	4.56	10.46	9.21	7.18	1.19				
125 P	11.53	7.38	11.09	s 4.50	6.12	D NOTUS U	472.5	4.53	10.42	9.18	7.12	1.13				
58 P	11.58PM	7.43	11.12	4.54	6.16	TUCKER	476.1	4.50	10.37	9.15	7.07	1.08				
104 P	12.04AM	7.49	11.16	s 5.00	6.21	DN PARMA MA	480.8	4.46	f 10.32	9.11	7.00	1.01				
155 PWY	12.14	7.59	f 11.23	s 5.10	6.31	DN NYSSA YL SY	488.4	f 4.39	f 10.22	s 9.02	6.50	12.51				
45 P	12.18	8.03	11.26	5.14	6.34	ARCADIA	491.7	4.34	10.14	8.55	6.43	12.44				
PY	12.26	8.11		5.19	6.38	MALHEUR JCT. YL	496.8		10.08	8.50	6.35	12.36				
444 CPY	12.31 <sup>264</sup>	8.16	f 11.34	s 5.28	s 6.45	DN ONTARIO YL ON	498.7	f 4.26	s 10.05	s 8.47	6.30	12.31AM <sup>257</sup>				
190 PW	12.37	8.23	f 11.40	s 5.38	s 6.55	DN PAYETTE YL AY	502.5	f 4.18	f 9.55	s 8.37	6.15	11.55PM				
8						WOOD	506.2									
84 P	12.47	8.33	11.45 <sup>264</sup>	5.45	7.02	CRYSTAL	509.3	4.10	9.46	8.29	6.05	11.45 <sup>105</sup>				
23						FELTHAM	512.7									
233 PWY	12.57	8.43	f 11.52	s 5.55 <sup>262</sup>	s 7.13	DN WEISER YL SR	515.9	f 4.04	s 9.38	s 8.22	5.55 <sup>17</sup>	11.14				
77 P	1.06	8.52	11.58PM	6.02	7.20	EATON	522.0	3.56	9.27	8.12	5.33	11.03				
115 P	1.11	8.57	12.02AM	6.06	7.24	COBB	525.7	3.52	9.22	8.08	5.27	10.57				
76 PW	1.18	9.17 <sup>18</sup>	12.07	6.11	7.29	OLDS FERRY	530.0	3.47	9.17 <sup>263</sup>	8.03	5.20	10.50				
116 P	1.25	9.25	12.11	6.16	7.33	ROCK ISLAND	534.0	3.42	9.12	7.58	5.13	10.43				
P						BLAKES JCT.	537.1									
Yard COPTWYZ	A 3.15AM	A 11.00AM	A 12.20AM	A 6.35PM	A 7.50AM	DN-R HUNTINGTON	538.8	3.35AM	9.05AM	7.50PM	5.00PM	10.30PM				
	(7.00)	(7.45)	(3.10)	(4.35)	(4.40)											
	23.6	21.3	55.7	38.4	37.8											

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 5-72.  
 The time of No. 105 and No. 106 must be cleared not less than five minutes by Nos. 11, 12, 17 and 18, and not less than fifteen minutes by second-class, extra trains, and yard engines.  
 Between Orchard and Nampa, all extra trains will run via Kuna unless otherwise instructed.  
 No. 17 will reduce speed to 20 MPH at Meridian to exchange mail.  
 No. 106 will reduce speed to 10 MPH at Ontario to exchange mail.  
 For conditional stops to discharge or pick up revenue passengers, see page 23.

WESTWARD				THIRD SUBDIVISION				EASTWARD						
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	FIRST CLASS			Time-Table No. 1 February 29, 1948	Mile Post	FIRST CLASS			STATIONS	Mile Post	FIRST CLASS			
	105	17	11			18	12	106			65	18	12	106
	Streamliner Passenger	Passenger	Passenger			Passenger	Passenger	Streamliner Passenger			Passenger	Passenger	Passenger	Streamliner Passenger
	Daily	Daily	Daily											
BCKOPT WXYZ	11.30PM	5.50PM	7.05AM	DN-R HUNTINGTON HU	389.4	A 7.55AM	A 6.40PM	A 2.25AM						
100 P	11.40	6.00	7.15	D LIME BY	384.5	7.40	6.28	2.13						
100 PW	11.50PM	6.15 <sup>12</sup>	7.28 <sup>18</sup>	WEATHERBY	377.5	7.28 <sup>11</sup>	6.15 <sup>17</sup>	2.00						
150 PWXY	12.01AM	6.29	7.42	DURKEE	368.9	7.16	6.01	1.48						
100 P	12.11	6.41	7.56	OXMAN	361.7	7.05	5.49	1.38						
170 PW	12.24	6.53	8.10	PLEASANT VALLEY	355.4	6.54	5.36	1.26						
WB 91 PXY EB 109	12.29	7.00	8.16	ENCINA	351.9	6.48	5.30	1.21						
107 P	12.35	7.08	8.22	QUARTZ	347.3	6.40	5.23	1.15						
WB 109 BKOPW EB 111 XYZ	12.46	7.25	8.35	DN BAKER BC	342.0	s 6.30	s 5.15	f 1.07						
106 P	12.51	7.33	8.41	WING	337.8	6.18	5.06	1.01						
106 P	12.56 <sup>106</sup>	7.41	8.48	D HAINES KB	331.7	6.12	f 5.00	12.56 <sup>105</sup>						
106 PW	1.05	7.53	9.00	D NORTH POWDER HD	322.1	6.01	f 4.50	12.46						
107 P	1.12	8.04	9.10	SAGO	315.5	5.52	4.40	12.37						
147 PVWXY	1.16	8.10	9.15	D TELOCASET WK	312.6	5.47	4.35	12.33						
105 P	1.22	8.17	9.22	CROOKS	308.9	5.38	4.27	12.26						
105 PVY	1.30	8.30	9.35	D UNION JCT. UN	302.2	5.25	4.14	12.13						
105 P	1.37	8.39	9.43	HOT LAKE	299.0									
BJKOPTW XYZ	A 1.44AM	A 8.45PM	A 9.50AM	LONETREE	294.9	5.17	4.06	12.05AM						
				DN-R LA GRANDE RA	289.8	5.10AM	4.00PM	11.59PM						
				(99.6)		Daily	Daily	Daily						

(2.14) (2.55) (2.45) ..... Thru Time ..... (2.45) (2.40) (2.26)  
 44.6 34.1 36.2 ..... Average speed per hour ..... 36.2 37.3 40.9

No. 106 will reduce speed to 10 MPH at Baker to permit exchange of mail.

THROUGH FREIGHT SERVICE FOR INFORMATION ONLY

WESTWARD		EASTWARD	
263	257	262	264
12.01PM	4.15AM	A 2.00PM	A 6.30PM
A 6.00PM	A 10.15AM	5.30AM	10.30AM
HUNTINGTON			
LA GRANDE			

For conditional stops to discharge or pick up revenue passengers, see page 23.

WESTWARD				FOURTH SUBDIVISION				EASTWARD						
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	FIRST CLASS			Time-Table No. 1 February 29, 1948	Mile Post	FIRST CLASS			STATIONS	Mile Post	FIRST CLASS			
	17	11	105			66	65	18			12	106		
	Passenger	Passenger	Streamliner Passenger			Passenger	Passenger	Passenger			Passenger	Streamliner Passenger		
	Daily	Daily	Daily	Daily										
BJKOPTW XYZ	9.00PM	10.05AM	1.46AM	DN-R LA GRANDE RA	289.8		A 4.57AM	A 3.50PM	A 11.57PM					
82 P	9.10	10.13	1.53	PERRY	285.8		4.47	3.40	11.47					
WB 75 EB 73	9.18	10.20	1.59	HILGARD	282.1		4.40	3.33	11.40					
73 P	9.28	10.27	2.06	GLOVER	278.6		4.32	3.25	11.31					
135 PW	9.37	10.34	2.12	MOTANIC	275.6		4.24	3.17	11.24					
P	9.46	10.42	2.19	NORDEEN	272.1		4.16	3.09	11.16					
C 132 PWXY	9.55	10.45	2.22	KAMELA	271.1		4.13	3.06	11.13					
P	10.01	10.52	2.27	ROSS	268.3		4.07	3.00	11.06					
WB 108 EB 102	10.08	10.58	2.33	MEACHAM	265.5		4.01	2.54	10.59					
74 P	10.17	11.07	2.42	PORTER	260.8		3.51	2.44	10.48					
85 P	10.25	11.14	2.48	HURON	257.7		3.44	2.37	10.41					
90 PW	10.36 <sup>106</sup>	11.20	2.54	CAMP	254.1		3.39	2.32	10.36 <sup>17</sup>					
Spur P	10.42	11.25	2.59	NORTH FORK	251.4		3.34	2.28	10.31					
WB 74 EB 74	10.47	11.30	3.04	DUNCAN	248.5		3.29	2.23	10.26					
74 P	10.52	11.36	3.08	SLOAN	245.4		3.24	2.18	10.22					
106 P	11.00	11.44	3.15 <sup>18</sup>	BONIFER	239.5		3.15 <sup>105</sup>	2.09	10.14					
WB 78 EB 106	11.04	11.48	3.20	GIBBON	236.9		3.03	2.04	10.10					
99 P	11.07	11.51	3.23	TUMIA	234.6		2.58	2.00	10.07					
14 P	11.11	11.55	3.26	THORN HOLLOW	232.1		2.54	1.57	10.04					
100 P	11.15	11.59AM	3.29	HOMLY	229.6		2.49	1.53	10.01					
48 P	11.19	12.03PM	3.32	CAYUSE	227.1		2.44	1.49	9.58					
73 P	11.23	12.07	3.36	MINTHORN	224.7		2.40	1.45	9.55					
72 P	11.29	12.13	3.41	MISSION	221.2		2.34	1.39	9.50					
99 P	11.33	12.17	3.44	MUNRA	218.9		2.30	1.35	9.47					
69 BJKPVW XYZ	11.40PM	12.25	3.50	DN PENDLETON FD	215.6	A 1.30AM	2.25	1.30	9.43					
BJKOPT WX	A 12.20AM	A 12.45PM	A 4.05AM	RIETH RI	212.0	1.20AM	1.50AM	1.10PM	9.28PM					
				(77.8)		Daily	Daily	Daily	Daily					

(3.20) (2.40) (2.19) (0.10) ..... Thru Time ..... (0.10) (3.07) (2.40) (2.29)  
 23.3 29.1 33.6 21.6 ..... Average speed per hour ..... 21.6 25.0 29.1 31.3

Train movements governed by Centralized Traffic Control system between La Grande and Pendleton and governed by automatic block signals between Pendleton and Rieth. Interlocking in service over Umatilla River Bridge.

THROUGH FREIGHT SERVICE FOR INFORMATION ONLY

WESTWARD		EASTWARD	
263	257	264	262
7.00PM	11.15AM	A 9.30AM	A 4.30AM
A 2.30AM	A 5.45PM	3.00AM	10.00PM
LA GRANDE			
RIETH			

For conditional stops to discharge or pick up revenue passengers, see page 23.

WESTWARD		TWIN FALLS BRANCH								EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS				FIRST CLASS				Time-Table No. 1 February 29, 1948	STATIONS	
	339	471	365	377		573	49				
	Freight	Local Freight	Mixed	Time Freight		Motor Passenger	Passenger				
	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday		Daily	Daily				
469 CPWY	4.30PM	9.15AM	5.20AM	3.00AM		4.20PM	5.10AM	DN-R	MINIDOKA YL	RT	
75 P	4.45	9.35	f 5.35	3.17		f 4.35	f 5.23		ACEQUIA		
206 PWY	5.00	A 9.50AM	A 5.50AM	3.40		s 4.50	s 5.45	DN-R	RUPERT YL	MS	
									AMALGA (Spur)		
32 P	5.11			3.52		s 4.58	s 5.53		HEYBURN		
94 PWY	5.25			4.10		s 5.10	s 6.13	DN	BURLEY YL	BU	
76 P	5.35			4.20		f 5.18	f 6.21		STARRH'S FERRY		
58 P	5.50			4.35		f 5.29	f 6.31		MILNER		
16						f 5.33	f 6.34		PARSONS		
73 PW	6.05			4.50		s 5.43	s 6.44	D	MURTAUGH	MU	
53 P	6.15			4.59		5.49	6.50		BICKEL		
30									BILLS		
41 P	6.30			5.10		s 5.58	s 6.58	D	HANSEN	NS	
									STOWE (Spur)		
60 P	6.43			5.18		s 6.07	s 7.06	D	KIMBERLY	KY	
29 P						6.12	7.11		McMILLAN YL		
Yard CPWYZ	A 7.00 <sup>50</sup> PM			7.00 <sup>49</sup> 7.50		s 6.20 6.35	s 7.20 <sup>377</sup> 7.40	DN-R	TWIN FALLS YL	NA	
42						f 6.46 <sup>50</sup>	f 7.47		CURRY		
60 P				8.10		s 6.52	s 7.52	D	FILER	FR	
46						f 6.57	f 7.56		PEAVEY		
41						f 7.02	f 8.00		CEDAR		
Yard OPWY				A 9.00AM		A 7.10PM	A 8.10AM	DN-R	BUHL YL	BO	
									(73.8)		
	(2.30) 23.6	(0.35) 23.1	(0.30) 27.0	(6.00) 12.3		(2.50) 26.0	(3.00) 24.6		Thru Time.....		
									Average speed per hour.....		

WESTWARD		RAFT RIVER BRANCH				EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 1 February 29, 1948	Mile Post	SECOND CLASS		
			387			388		
			Mixed Daily Except Sunday			Mixed		
94 PWY			12.01PM	DN-R	BURLEY YL	BU	0.0	A 1.10PM
			f		UNITY		3.1	f
			f		SPRINGDALE		6.0	f
16			A 12.30PM		DECLO		9.1	12.40PM
					BENNING (Spur)		11.0	
					(11.0)			
								Daily Except Sunday
	(0.29) 18.8						(0.30) 18.2	
								Thru Time.....
								Average speed per hour.....

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
Extra and second-class trains must clear the time of opposing first-class trains not less than ten minutes.

WESTWARD		TWIN FALLS BRANCH								EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS				FIRST CLASS				Time-Table No. 1 February 29, 1948	STATIONS		
	574	50	366	472	340	378						
	Motor Passenger	Mixed	Mixed	Local Freight	Freight	Time Freight						
	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily				
469 CPWY	DN-R	MINIDOKA YL	RT	0.0	A 3.20PM		A 9.20PM		A 2.35PM	A 8.30PM	A 11.00PM	A 1.30AM
75 P		ACEQUIA		8.2	f 2.55		f 8.59		f 2.15	7.55	10.35	1.10
206 PWY	DN-R	RUPERT YL	MS	13.5	s 2.45		s 8.50		2.00PM	7.30PM	10.20	12.50
		AMALGA (Spur)		17.3								
32 P		HEYBURN		19.6	s 2.30		f 8.35				9.45	12.10
94 PWY	DN	BURLEY YL	BU	21.7	s 2.25		s 8.30				9.40	12.05AM
76 P		STARRH'S FERRY		25.8	f 2.12		f 8.12				9.18	11.31PM
58 P		MILNER		33.5	f 2.00		f 8.00				9.05	11.15
16		PARSONS		35.5	f 1.55		f 7.56				9.00	
73 PW	D	MURTAUGH	MU	41.4	s 1.45		s 7.47				8.50	10.55
53 P		BICKEL		45.1	1.37		7.39				8.30	10.40
30		BILLS		49.0								
41 P	D	HANSEN	NS	49.7	s 1.29		s 7.32				8.20	10.30
		STOWE (Spur)		52.1								
60 P	D	KIMBERLY	KY	53.3	s 1.18		s 7.22				8.00	10.15
29 P		McMILLAN YL		56.4								
Yard CPWYZ	DN-R	TWIN FALLS YL	NA	58.9	s 1.05 12.50		s 7.10 <sup>339</sup> 6.55				7.40PM	10.00
42		CURRY		63.3	f 12.40		f 6.46 <sup>573</sup>					8.35
60 P	D	FILER	FR	65.9	s 12.35		s 6.41					8.25
45		PEAVEY		68.5	f 12.28		f 6.35					8.10
41		CEDAR		71.3	f 12.24		f 6.30					
Yard OPWY	DN-R	BUHL YL	BO	73.8	12.20PM		6.25PM					8.00PM
		(73.8)				Daily	Daily		Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday
						(3.00) 24.6	(2.55) 25.3		(0.35) 23.1	(1.00) 13.5	(3.20) 17.7	(5.30) 13.4
									Thru Time.....			
									Average speed per hour.....			

WESTWARD		OAKLEY BRANCH				EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 1 February 29, 1948	Mile Post	SECOND CLASS		
94 PWY				DN-R	BURLEY YL	BU	0.0	
					BEEVILLE		3.1	
					PELLA		5.2	
					TROUT		16.3	
					MARION		17.8	
					WARR		19.4	
20 Y				D-R	OAKLEY	OA	21.8	
					(21.8)			

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
Extra and second-class trains must clear the time of opposing first-class trains not less than ten minutes.

WESTWARD				NORTH SIDE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 1 February 29, 1948	Mile Post	SECOND CLASS					
		471 Local Freight	365 Mixed			472 Local Freight	366 Mixed				
		Daily Except Sunday	Daily Except Sunday								
STATIONS											
206	PWY		10.00AM	5.55AM	DN-R	RUPERT YL	MS	0.0	A 6.30PM	A 1.55PM	
17						3.5 TRAVERS		3.5		f	
34	P					0.9 MYERS		4.4			
78	P		10.35	s 6.07	D	PAUL YL	DJ	5.9	6.00	s 1.35	
20				f 6.11		2.0 BUDGE		7.9		f 1.26	
54			11.05AM	f 6.27		8.0 SCHODDE		15.9	5.00	f 1.10	
21				f 6.36		3.9 McHENRY		19.8		f 1.02	
22			12.01PM	s 6.46	D	HAZELTON	AZ	24.0	4.30	s 12.55	
30						2.9 BLACK		26.9			
63	W		12.45 <sup>366</sup>	s 6.56	D	EDEN	DX	28.1	3.45	s 12.45 <sup>471</sup>	
10			12.58	f 7.04		3.4 HUNT		31.5	3.20	f 12.35	
54			1.10	f 7.11		3.3 PERRINE		34.8	3.05	f 12.28	
15				7.19		3.5 SUGAR LOAF		38.3		12.21	
27				f 7.24		2.3 FALLS CITY		40.6		f 12.17	
14				f 7.29		2.0 BARRYMORE		42.6		f 12.13	
7						2.1 HAYTOWN		44.7			
						1.1 HYDRA		45.8			
54	CWY		1.45 <sup>472</sup> 2.30	s 7.50	DN	JEROME YL	JO	47.9	2.10 <sup>366</sup> 11.30 <sup>471</sup>	s 12.01 <sup>472</sup>	
				f 8.01		5.0 APPLETON		52.9		f 11.42AM	
54			3.30	s 8.10	D	WENDELL	ND	56.7	11.00	s 11.35	
17						1.4 KING		58.1			
54			4.00	s 8.30		8.1 TUTTLE		66.2	10.25	s 11.15	
125 125	PWY		A 5.30PM	A 8.45AM	DN-R	BLISS YL	IS	73.6	10.00AM	11.00AM	
						(73.6)			Daily Except Sunday	Daily Except Sunday	

(7.30) (2.50) ..... Thru Time ..... (8.30) (2.55)  
 9.8 26.0 ..... Average speed per hour ..... 8.7 25.2

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

WESTWARD				WELLS BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 1 February 29, 1948	Mile Post	SECOND CLASS					
			339 Mixed			340 Mixed					
			Daily Except Sunday								
STATIONS											
Yard	CPWYZ			9.00PM	DN-R	TWIN FALLS YL	NA	0.0	A 6.30PM		
7				f		5.6 KNOLL		5.8	f		
6				f		1.4 GODWIN		7.0	f		
31				f 9.25		3.9 BERGER		10.9	f 5.40		
31				s 9.50		8.5 HOLLISTER		19.4	s 5.20		
				f		3.8 AMSTERDAM (Spur)		23.2	f		
21	PWY			s 10.30		5.6 ROGERSON		28.8	s 4.55		
38				f 10.55		9.9 METEOR		38.7	f 4.28		
34				f 11.25		11.4 IDAVADA		50.1	f 4.01		
34	PW			f 11.39		6.0 DELAPLAIN		56.1	f 3.47		
34				f 11.50PM		4.6 SAN JACINTO		60.7	f 3.37		
34	P			s 12.10AM	D	CONTACT	CN	68.8	s 3.20		
38	CPW			f 12.30		6.3 HENRY		75.1	f 3.03		
34				f 12.45		5.8 HUBBARD		80.9	f 2.51		
33				f 1.05		5.8 SHORES		86.7	f 2.39		
48	PWY			f 1.30		6.9 RED POINT		93.6	f 2.24		
37				f 1.40		3.7 HERRELL		97.3	f 2.14		
44	PY			s 2.00		5.2 SUMMER CAMP		102.5	s 1.58		
44	W			f 2.20		6.4 MELANDCO		108.9	f 1.34		
35				f 2.35		7.2 TOWN CREEK		116.1	f 1.17		
	CPWY			A 3.00AM	DN-R	WELLS YL	HU	123.4	1.00PM		
						(123.4)			Daily Except Sunday		

(6.00) ..... Thru Time ..... (5.30)  
 20.6 ..... Average speed per hour ..... 22.4

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

WESTWARD			KETCHUM BRANCH				EASTWARD							
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 1 February 29, 1948	Mile Post	FIRST CLASS		SECOND CLASS					
	341 Mixed	379 Mixed	55 Passenger				56 Passenger	380 Mixed	342 Mixed					
	Daily Except Sunday	Monday Wednesday Friday	Daily				STATIONS							
220 200	CPWY	7.30AM	7.10AM		4.45AM	DN-R	SHOSHONE YL	X	0.0	A11.50PM		A 2.00PM	A 2.15PM	
		f					10.9 MARLEY		10.9			f		
39	PWY	s 8.05	A 7.45AM		f 5.20	D-R	RICHFIELD YL	FK	15.3	f11.10		1.20PM	s 1.35	
29		f 8.20			5.34		6.4 PAGARI		21.7	10.57			f 1.15	
27		f 8.40			5.50		8.0 TIKURA		29.7	10.44			f12.55	
		f 8.50			5.59		4.2 PRIEST (Spur)		33.9	10.36			f12.45	
59	PW	s 9.00			f 6.07	D	PICABO	XN	37.3	f10.29			s12.35	
		f 9.10					4.5 HAY		41.8				f12.20	
		s 9.15			6.24		2.5 GANNETT		44.3	10.17			f12.15PM	
30		s 9.35			f 6.40		7.8 BELLEVUE		52.1	f10.04			s11.55AM	
17	W	s 9.46			f 6.51	D	HAILEY	RI	57.2	f 9.54			s11.35	
11		f 9.52			6.57		2.8 BARITE		60.0	9.49			f11.22	
		f 9.59			7.05		3.2 GIMLET (Spur)		63.2	9.43			f11.15	
		f10.10			7.15		4.4 TRIUMPH		67.6	9.34			f11.05	
33	WY	A10.15AM			A 7.30AM	D-R	KETCHUM YL	KU	69.4	9.30PM			11.00AM	
							(69.4)			Daily		Monday Wednesday Friday	Daily Except Sunday	
		(2.45) 25.2	(0.35) 26.2	(2.45) 25.2	..... Thru Time .....				(2.20) 29.7	(0.40) 22.9	(3.15) 21.4	..... Average speed per hour .....		

WESTWARD			HILL CITY BRANCH				EASTWARD						
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 1 February 29, 1948	Mile Post	SECOND CLASS		SECOND CLASS				
	379 Mixed		55 Passenger				380 Mixed						
	Monday Wednesday Friday		Daily				STATIONS						
39	PWY				7.50AM	D-R	RICHFIELD YL	FK	0.0	A 1.15PM			
10					f 8.02		4.5 RAWSON		4.5	f 1.00			
30					f 8.15		4.9 BURMAH		9.4	f12.47			
42	PW				f 8.47		12.1 MAGIC		21.5	f12.15PM			
31					f 9.12		9.7 MACON		31.2	f11.50AM			
31	P				f 9.20		2.8 BLAINE		34.0	f11.42			
7					f 9.27		2.8 RANDS		36.8	f11.35			
17					f 9.35		2.9 SELBY		39.7	f11.27			
43	PW				s 9.50	D	FAIRFIELD	FD	43.8	s11.17			
32					f10.10		7.9 CORRAL		51.7	f10.55			
57	WY				A10.25AM	R	HILL CITY YL		57.8	10.40AM			
							(57.8)			Monday Wednesday Friday			
		(2.35) 22.4	..... Thru Time .....				(2.35) 22.4	..... Average Speed per Hour .....					

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

WESTWARD			KUNA LINE				EASTWARD						
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 1 February 29, 1948	Mile Post	SECOND CLASS		SECOND CLASS				
	257 Time Freight		263 Time Freight				264 Time Freight	262 Time Freight					
	Daily		Daily				STATIONS						
195	CPWY				10.20PM	5.05AM	DN	ORCHARD YL	OD	423.0	A 8.00AM	A 1.00AM	
69	P				10.26	5.11		4.0 HICKEY		427.0	7.49	12.40	
84	P				10.32	5.17		3.8 ELY		430.8	7.39	12.30	
105	PW				10.37	5.22		3.9 OWYHEE		434.7	7.29	12.20	
69	P				10.42	5.27		4.0 KIESEL		438.6	7.19	12.10	
77	P				10.47	5.32		4.1 MORA		442.6	7.10	12.01AM	
166	P				10.52	5.37	D	KUNA	KA	446.7	7.00	11.50PM	
84	P				10.59	5.44		5.1 COLLOPY		451.8	6.45	11.35	
Yard	COPTWYZ				A11.15PM	A 6.00AM	DN-R	NAMPA YL	AU-Q-D	456.6	6.30AM	11.15PM	
		(0.55) 36.6	(0.55) 36.6	..... Thru Time .....				(1.30) 22.4	(1.45) 19.2	..... Average speed per hour .....			

  

WESTWARD			IDAHO NORTHERN BRANCH				EASTWARD						
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 1 February 29, 1948	Mile Post	SECOND CLASS		SECOND CLASS				
	385 Mixed						386 Mixed						
	Daily Except Sunday		STATIONS										
Yard	COPTWYZ				8.30AM	DN-R	NAMPA YL	AU-Q-D	0.0	A 4.30PM			
25					f 8.40		0.7 IDA. NOR. JCT. YL		0.7				
2					f 8.50		1.7 FISCHER		2.4	4.25			
14					s 9.00		3.7 MADDENS (Spur)		6.1	f 4.15			
15					f 9.20		3.2 MIDDLETON		9.3	s 4.05			
					f 9.35		9.6 JENNESS		18.9	f 3.40			
96	PWY				s10.20		3.3 BRAMWELL (Spur)		22.2	f 3.25			
42					f10.40		4.8 EMMETT YL	MF	27.0	s 3.10			
					f		4.8 PLAZA		31.8	f 2.35			
43	P				s11.20		1.2 BLACK CANYON (Spur)		33.0	f			
32	P				s11.55AM	D	MONTOUR		41.1	s 1.55			
32					f12.40PM		8.6 HORSESHOE BEND YL	HB	49.7	s 1.30			
35	OPTW				s 1.30		5.4 GARDENA		55.1	f12.40			
25	PW				f 2.20	D	BANKS YL	AB	64.1	s12.05PM			
31	PW				s 3.00		11.3 BIG EDDY		75.4	f10.55AM			
15	P				f 3.35		7.6 SMITHS FERRY YL		83.0	s10.25			
32	W				f 3.45		9.7 CABARTON		92.7	f 9.50			
32	PW				s 4.30	D	BELVIDERE		95.5	f 9.40			
31					f 5.00		3.7 CASCADE YL	CD	99.2	s 9.30			
33	W				s 5.30	D	ARLING		111.0	f 8.00			
14					f 5.45		8.4 DONNELLY	FY	119.4	s 7.35			
					f		5.3 NORWOOD		124.7	f 7.22			
53	OPWY				A 6.15PM	D-R	ARCHABAL		127.4	f			
							5.4 McCALL YL	NE	132.8	7.00AM			
		(9.45) 13.6	..... Thru Time .....				(9.30) 13.9	..... Average speed per hour .....					

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. Between Orchard and Nampa, all extra trains will run via Kuna unless otherwise instructed.

WESTWARD		HOMESTEAD BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		<b>Time Table No. 1</b>		Mile Post	
		February 29, 1948			
	<b>STATIONS</b>				
P		<b>BLAKES JCT.</b>		0.0	
P		14.0 HOME (Spur)		14.0	
8 W		1.3 MINERAL (Spur)		15.3	
13		11.8 STURGILL (Spur)		27.1	
34 PT		5.8 D-R ROBINETTE YL RQ		32.9	
(32.9)					

WESTWARD		HOMEDALE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	<b>SECOND CLASS</b>	<b>Time Table No. 1</b>		Mile Post	<b>SECOND CLASS</b>
	<b>363</b>	February 29, 1948			<b>364</b>
	Mixed				Mixed
	Monday Friday	<b>STATIONS</b>			
155 PWY	8.45AM	D-R NYSSA YL	SY	0.0	A 1.15PM
19	f 9.20	8.1 OVERSTREET		8.1	f 12.40
20	f 9.35	2.5 ADRIAN		10.6	f 12.30
32	f 9.55	6.3 NAPTON		16.9	f 12.10PM
54 PWY	s 10.30	7.5 D-R HOMEDALE HR		24.4	s 11.45AM
19	f 10.50	6.6 CLAYTONIA		31.0	f 11.25
19 OPY	A 11.00AM	2.1 D-R MARSING YL MR		33.1	11.15AM
(33.1)					
Monday Friday					

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

WESTWARD		PAYETTE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	<b>SECOND CLASS</b>	<b>Time Table No. 1</b>		Mile Post	<b>SECOND CLASS</b>
	<b>383</b>	February 29, 1948			<b>384</b>
	Mixed				Mixed
	Daily Except Sunday	<b>STATIONS</b>			
190 OPW	7.00AM	DN-R PAYETTE YL	AY	0.0	A 2.45PM
		3.3 INGARD		3.3	
20	f 7.10	0.6 EIFFIE		3.9	f 2.30
15 P	s 7.30	1.2 D FRUITLAND FU		5.1	s 2.25
20	f 7.40	1.7 BUCKINGHAM		6.8	f 2.06
33 P	s 8.00	4.3 D NEW PLYMOUTH NP		11.1	s 1.55
5	f 8.16	6.1 FALKS (Spur)		17.2	f 1.34
		1.7 LITTLE ROCK		18.9	
13	f 8.27	2.7 LETHA		21.6	f 1.23
96 PWY	A 8.50AM	8.1 D-R EMMETT YL MF		29.7	1.00PM
(29.7)					
Daily Except Sunday					

WESTWARD		WILDER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	<b>SECOND CLASS</b>	<b>Time Table No. 1</b>		Mile Post	<b>SECOND CLASS</b>
	<b>361</b>	February 29, 1948			<b>362</b>
	Mixed				Mixed
	Tuesday Thursday Saturday	<b>STATIONS</b>			
204 W	1.00PM	DN-R CALDWELL YL	CW	0.0	A 3.15PM
40		2.5 SIMPLOT		2.5	
21	f 1.15	1.2 SHELP		3.7	f 3.00
32	f 1.23	1.4 DOLES		5.1	f 2.52
3	f 1.35	1.9 GREENLEAF (Spur)		7.0	f 2.40
11	f 1.50	2.7 ALLENDALE		9.7	f 2.25
43	A 2.00PM	1.3 R WILDER		11.5	2.15PM
(11.5)					
Tuesday Thursday Saturday					

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

WESTWARD		STODDARD BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		<b>Time-Table No. 1</b>		Mile Post	
		February 29, 1948			
	<b>STATIONS</b>				
Yard COPT WYZ		DN-R NAMPA YL	AU-Q	0.0	
20		4.4 DEAL		4.4	
46		4.5 BOWMONT		8.9	
		2.7 WESTMA (Spur)		11.6	
28		3.0 MELBA		14.6	
60		2.5 STODDARD		17.1	
		2.9 END OF TRACK		20.0	
(20.0)					

WESTWARD		BOISE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		<b>Time-Table No. 1</b>		Mile Post	
		February 29, 1948			
	<b>STATIONS</b>				
P		<b>BOISE JCT.</b>		0.0	
22		1.1 FAIR GROUNDS YL		1.1	
Yard CPTWZ		D-R BOISE FREIGHT YL	BD	3.2	
		1.8 PENITENTIARY SPUR		5.0	
		1.3 VERNON (Spur)		6.3	
		2.1 BARBER		8.4	
(8.4)					

WESTWARD		OREGON EASTERN BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		<b>SECOND CLASS</b>				Mile Post	<b>SECOND CLASS</b>			
			<b>373</b>	<b>359</b>	Time Table No. 1 February 29, 1948		<b>360</b>	<b>374</b>		
			Mixed	Mixed			Mixed	Mixed		
		Tuesday Thursday Saturday	Daily Except Sunday	<b>STATIONS</b>						
444 COPWY			11.15AM	10.20AM	DN-R ONTARIO YL	ON	0.0	A 4.00PM	A 4.15PM	
PY			11.25	f 10.30	1.9 MALHEUR JCT. YL		1.9	f 3.40	4.00	
14			f 11.30	f 10.35	1.8 CAIRO		3.7	f 3.35	f 3.55	
15			f 11.40	f 10.45	3.2 LUSE		6.9	f 3.25	f 3.47	
24			f 11.50AM	f 10.55	3.1 MALLETT		10.0	f 3.15	f 3.39	
134 PWY			A 12.05PM	s 11.15	5.5 D-R VALE YL	VA	15.5	s 3.00	3.25PM	
46				f 11.35AM	8.0 HOPE		23.5	f 2.30		
52 W				f 12.05PM	11.3 LITTLE VALLEY		34.8	f 1.55		
53 P				s 12.30	7.2 HARPER		42.0	s 1.30		
				f	6.0 KIME		48.0	f		
					3.2 NAMORF		51.2	f 12.55	359	
50				f 12.55	5.2 BOHNA		56.4	f		
27				f 1.22	5.8 JONESBORO		62.2	f 12.28PM		
53 PWY				s 1.55	11.4 D JUNTURA	JN	73.6	s 11.50AM		
50				f 2.40	13.0 LONG		86.6	f 11.10		
49 PW				s 3.05	8.1 RIVERSIDE		92.7	s 10.50		
				f	7.3 FORT		100.0	f		
31				f 3.30	2.8 DUNNEAN		102.8	f 10.25		
32 PW				f 3.55	7.4 VENATOR		110.2	f 10.05		
32				f 4.15	7.7 CIRCLE BAR		117.9	f 9.45		
31 PW				s 4.45	8.7 CRANE		126.6	s 9.15		
				f 5.15	11.8 LAWEN (Spur)		138.4	f 8.45		
31				f 5.35	5.1 REDESS		143.5	f 8.32		
23 COPWYZ				A 6.15PM	13.3 D-R BURNS YL	BR	156.8	8.00AM		
(156.8)										
Daily Except Sunday Tuesday Thursday Saturday										

WESTWARD		BROGAN BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	<b>SECOND CLASS</b>	<b>Time Table No. 1</b>		Mile Post	<b>SECOND CLASS</b>
	<b>373</b>	February 29, 1948			<b>374</b>
	Mixed				Mixed
	Tuesday Thursday Saturday	<b>STATIONS</b>			
134 PWY	12.30PM	D-R VALE YL	VA	0.0	A 3.15PM
		11.4 LANCASTER (Spur)		11.4	
29	f 1.22	5.9 JAMIESON		17.3	f 2.20
31 PWY	A 1.45PM	6.0 BROGAN YL		23.3	2.00PM
(23.3)					
Tuesday Thursday Saturday					

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

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

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

WESTWARD				NEW MEADOWS BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time Table No. 1 February 29, 1948	Mile Post	FIRST CLASS		SECOND CLASS		
	451 Local Freight	557 Motor Passenger	STATIONS				558 Motor Passenger	452 Local Freight			
			Tuesday Thursday Saturday	Daily Except Sunday							
233 COPTWY	10.10AM	10.00AM	DN-R	WEISER YL SR	0.0	A 5.30PM	A 4.15PM				
12	10.34	10.13		REBECCA 6.0	6.0	5.17	3.50				
6	10.58	f10.25		PRESLEY 5.7	11.7	f 5.05	3.25				
48	11.30AM	f10.40		CONCRETE 7.4	19.1	f 4.49	2.50				
W		f11.00		DIAMOND (Spur) 7.6	26.7	f 4.32					
26 P	12.22PM	s11.12	D	MIDVALE 5.1 MI	31.8	s 4.22	2.00				
35 P	1.00	s11.36	D	CAMBRIDGE 8.7 RA	40.5	s 4.02	1.25				
3 W	1.40	s11.59AM		GOODRICH 9.3	49.8	s 3.40	12.45				
18	2.08	s12.17PM		MESA 6.8	56.6	f 3.24	12.17PM 557				
42 OPWY	2.35	s12.25	D-R	COUNCIL YL CN 3.6	60.2	s 3.15	11.30AM				
7	3.07 558	f12.28		HOOVER YL 1.4	61.6	f 3.07 451	10.50				
4	3.30	s12.37		FRUITVALE 4.9	66.5	s 2.55	10.30				
	3.42	f12.47		STARKEY (Spur) 2.8	69.3	f 2.48					
6	3.54	f12.53		GLENDALE 2.7	72.0	f 2.42	10.05				
15	4.30	f 1.18		WOODLAND 8.0	80.0	f 2.24	9.30				
29	4.38	s 1.23		TAMARACK 1.9	81.9	s 2.19	9.22				
48	4.50	f 1.30		RUBICON YL 2.2	84.1	f 2.14	9.10				
146 CPWY	A 5.15PM	A 1.45PM	D-R	NEW MEADOWS YL 5.6 DS	89.7	2.00PM	8.45AM				
				(89.7)		Daily Except Sunday	Monday Wednesday Friday				

(7.05) (3.45) ..... Thru Time ..... (3.30) (7.30)  
12.6 23.9 ..... Average speed per hour ..... 25.6 11.9

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

WESTWARD				JOSEPH BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 1 February 29, 1948	Mile Post	SECOND CLASS					
	305 Mixed	STATIONS				304 Mixed					
		Daily Except Sunday									
28 WXY			12.45PM	D-R	JOSEPH J	83.8	A11.15AM				
22 X			s 1.30	D	ENTERPRISE RS	78.8	s11.00				
39			s 1.53		LOSTINE 10.2	67.8	s10.07				
27 WXY			s 2.10	D	WALOWA 7.8 WO	60.0	s 9.50				
Spur					SEVIER 3.3	56.7					
12 W {M.P.} 49.0			s 2.42		MINAM 9.6	47.1	s 9.10				
Spur			f 2.58		VINCENT 6.5	40.6	f 8.54				
7					RONDOWA 3.4	37.2					
40 W {M.P.} 32.6			f 3.15		LOOKING GLASS 8.7	33.8	f 8.37				
32			f 3.37		GULLING 4.2	25.1	f 8.15				
35 WXY			s 3.50	D	ELGIN GN	20.9	s 8.05				
18			s 4.15	D	IMBLER BR	12.8	s 7.32				
20			f 4.25		ALICEL 3.9	8.4	f 7.22				
6			f		CONLEY 2.5	5.9	f				
12			f 4.40		ISLAND CITY 3.3	2.6	f 7.10				
BJKOPTW XYZ			A 5.00PM	DN-R	LA GRANDE RA Q	0.0	7.00AM				
					(83.8)		Daily Except Sunday				

(4.15) ..... Thru Time ..... (4.15)  
19.7 ..... Average speed per hour ..... 19.7

WESTWARD PILOT ROCK BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 1 February 29, 1948	Mile Post	SECOND CLASS		
	305 Mixed	STATIONS				304 Mixed		
		Daily Except Sunday						
BJKOP TWX				DN-R	RIETH RI	0.0		
Spur					McBEE 2.8	2.8		
22					SPARKS 3.9	6.7		
Spur					LENS 4.5	11.2		
18 WX				D	PILOT ROCK RO	14.9		
					(14.9)			

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

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

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

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

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

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

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

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.	90	75	50	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 6
Mountain type engines.		70	50				
On curves indicated by curve warning signs, unless otherwise specified.	40	40	25	Trains handling company roadway machines on their own wheels— On main line and Twin Falls Branch: On straight track. On curves. On other branch lines.			30 25 15
Inspection bus cars.		40	40				
Battery motor car 01886.		50					
When caboose is handled in train consisting of passenger train equipment.		55		Within yard limits and passing fueling stations— On main lines. On branch lines.	50	40 30	25 15
MacArthur type engines with 63-inch drivers.		55	50				
MacArthur type engines with 57-inch drivers.		35	35				
3900 class engines.		65	50	When using cross-overs and turn-outs: 9000 class engines; Forward movement. Back-up movement. All other classes engines; Forward movement. Back-up movement.		10 6	10 6
3800 class engines.		60	50		15	15	15
4000, 9000 and 2-10-2 type engines.		50	50		10	10	10
Ten Wheeler type engines 1573, 1575, 1577 to 1580.		55	40				
Other Ten Wheeler and Consolidation type engines.		35	35				
Mallet type engines, 3500 to 3599, incl., and 3670 to 3674, incl.		35	35	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch.	20	20	20
0-6-0 and 0-8-0 type yard engines.		20	20				
Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	When using No. 14 turn-outs between Pocatello and La Grande at power operated switches or at end of double track.	25	20	20
				Tracks other than main tracks.	15	15	15
				On wye tracks.	6	6	6
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 40	Jordan spreaders and other machines of spreader type, when in operation.			15
Diesel switch engines in road service.	35	35	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
Steam engines running backward.	20	20	20				
Trains handling scale test cars— On main line and Twin Falls Branch. On other branch lines.			30 20		40	40	25
Trains handling loaded wooden Hart convertible cars.			25	Through tunnels, branch lines.		10	10

**FIRST SUBDIVISION**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Frt.		Str.	Psg.	Frt.
Pocatello, within platform limits of passenger station.	6	6	6	M.P. 319.0 to 319.2 (Westward).	85	75	50
				M.P. 318.4 to 317.8 (Eastward).	85	75	50
Pocatello, between passenger station and M.P. 216.9.	20	20	20	M.P. 316.3 to 315.7 (Eastward).	70	65	45
Pocatello, on enginehouse lead and tracks.			6	<b>Shoshone</b> Over Greenwood Street.	15	15	15
<b>Pocatello</b> Between M.P. 218.8 and 220.0.	85	75	50	Between M.P. 320.7 and 322.2.	20	20	20
<b>Michaud</b> Between M.P. 226.0 and 226.2.	85	75	50	Between M.P. 323.2 and 323.8.	70	65	45
<b>Igo</b> Between M.P. 234.8 and 235.2.	85	75	50	Between M.P. 325.0 and 325.6.	70	65	45
Between M.P. 236.1 and 236.3.	85	75	50	Between M.P. 326.2 and 326.5.	70	65	45
				Between M.P. 328.0 and 328.6.	85	75	50
<b>American Falls</b> Between M.P. 238.0 and 239.4.	70	65	45	<b>Gooding</b> Over streets and alleys.	30	30	30
Bridge 239.75.	45	25	25	Between M.P. 338.5 and 339.1.	85	75	50
Between M.P. 240.0 and 240.3.	45	40	25	Between M.P. 340.2 and 340.5.	85	75	50
Between M.P. 240.4 and 241.3.	70	65	45	Between M.P. 340.7 and 341.1.	60	50	40
<b>Borah</b> Between M.P. 243.0 and 243.3.	85	75	50	Between M.P. 342.2 and 342.7.	70	65	45
Between M.P. 244.5 and 244.8.	70	65	45	Between M.P. 342.8 and 343.3.	60	50	40
Between M.P. 245.2 and 245.5.	85	75	50	<b>Fuller</b> Between M.P. 345.0 and 345.2.	85	75	50
<b>Wapi</b> Between M.P. 258.8 and 259.2.	70	65	45	<b>Ticeska</b> Between M.P. 357.3 and 360.2.	65	60	40
<b>DeWoff</b> Between M.P. 261.4 and 261.6.	85	75	50	Between M.P. 360.2 and 360.8.	60	50	35
<b>Minidoka</b> Between M.P. 272.4 and 273.0.	20	20	20	Between M.P. 360.8 and 365.0.	65	60	40
<b>Adelaide</b> Between M.P. 285.8 and 286.2.	70	65	45	Between M.P. 365.4 and 365.8.	70	65	45
Between M.P. 287.4 and 287.6.	85	75	50	<b>King Hill</b> Between M.P. 367.5 and 368.2.	70	65	45
<b>Kimama</b> Between M.P. 292.0 and 292.4.	85	75	50	Between M.P. 369.0 and 369.5.	60	50	40
<b>Senter</b> Between M.P. 297.8 and 298.2.	85	75	50	Between M.P. 369.5 and 370.9.	70	65	45
<b>Dietrich</b> M.P. 317.0 to 317.3 (Westward).	85	75	50	<b>Sand Bank</b> Between M.P. 371.1 and 373.3.	40	40	25
				Between M.P. 373.3 and 373.8.	20	20	20
				<b>Glenns Ferry</b>			

**SECOND SUBDIVISION**

<b>Glenns Ferry</b> Eastward, over Commercial Street Crossing.	20	20	20	<b>Mountain Home</b> Between M.P. 405.3 and 405.8.	85	75	50
Between M.P. 376.5 and 377.6.	60	50	40	Between M.P. 406.8 and 407.5.	85	75	50
Between M.P. 377.8 and 378.2.	85	75	50	<b>Orchard</b> Between M.P. B-428.2 and B-428.4.	85	75	50
Between M.P. 378.7 and 379.3.	45	40	25	Between M.P. B-429.1 and B-429.4.	60	50	40
Between M.P. 380.3 and 380.8.	85	75	50	Between M.P. B-429.7 and B-430.0.	70	65	45
<b>Hammett</b> Between Hammett and Reverse.	65	60	40	<b>Leone</b> Between M.P. B-431.0 and B-431.3.	70	65	45
Between M.P. 385.6 and 387.0.	60	50	40	Between M.P. B-432.0 and B-432.3.	70	65	45
Between M.P. 389.8 and 390.8.	60	50	40	Between M.P. B-433.5 and B-433.8.	70	65	45
<b>Reverse</b> Between M.P. 393.6 and 393.9.	85	75	50	Between M.P. B-433.9 and B-434.2.	60	50	40

**SECOND SUBDIVISION (Continued)**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
<b>Black's Creek</b> Between M.P. B-435.8 and B-436.2.	70	65	45	Between Payette and Weiser, trains handling logs.			30
Between M.P. B-437.8 and B-438.2.	85	75	50	<b>Eaton</b> Between M.P. 523.0 and 524.3.	70	65	45
Between M.P. B-438.5 and B-438.8.	70	65	45	Between M.P. 524.9 and 525.8.	70	65	45
Between M.P. B-439.5 and B-440.3.	50	40	25	<b>Cobb</b> Between M.P. 525.8 and 526.0.	70	65	45
Between M.P. B-440.4 and B-441.8.	70	65	45	Between M.P. 526.4 and 527.3.	60	50	40
<b>Shafer</b> Between M.P. B-442.1 and B-442.3.	60	50	40	Between M.P. 527.3 and 528.5.	70	65	45
Between M.P. B-442.7 and B-444.5.	60	50	40	Between M.P. 529.1 and 530.0.	60	50	40
<b>Hillcrest</b> Between M.P. B-445.6 and B-446.2.	60	50	40	<b>Olds Ferry</b> Between M.P. 530.4 and 531.9.	70	65	45
<b>Boise</b> Between M.P. B-450.4 and B-450.6.	70	65	45	Between M.P. 532.2 and 534.2.	60	50	40
<b>Boise Jct.</b> Between M.P. B-450.7 and B-450.9.	70	65	45	<b>Rock Island</b> Between M.P. 534.5 and 535.8.	60	50	40
<b>Sonna</b> Between M.P. B-464.4 and B-464.6.	70	65	45	Between M.P. 536.0 and 536.5.	45	35	25
Between M.P. B-467.0 and B-467.7.	40	40	25	Bridge 536.39.	45	25	25
<b>Nampa</b> Between passenger station and M.P. 456.3.	15	15	15	Between M.P. 536.7 and 537.2.	50	40	25
Caldwell Over streets and alleys.	25	25	25	<b>Blakes Jct.</b> Between M.P. 537.7 and 538.9.	40	40	25
<b>Enrose</b> Between M.P. 471.7 and 472.0.	85	75	50	<b>Kuna Line.</b> <b>Hickey</b> Between M.P. 427.6 and 428.1.	85	75	50
<b>Tucker</b> Between M.P. 476.9 and 477.2.	85	75	50	Between M.P. 428.4 and 428.9.	60	50	40
<b>Parma</b> Over streets and alleys.	30	30	30	<b>Ely</b> Between M.P. 434.6 and 434.9.	85	75	50
Between M.P. 482.8 and 483.0.	70	65	45	<b>Owyhee</b> Between M.P. 434.9 and 435.2.	85	75	50
Between M.P. 484.6 and 485.2.	70	65	45	<b>Kuna</b> Between M.P. 447.3 and 450.8.	60	60	40
<b>Nyssa</b> On house track with 9000 class engines.		6	6	Between M.P. 456.3 and passenger station, Nampa.	15	15	15
Washoe Spur With 5000 class engines.			5				
<b>Ontario</b> Between M.P. 500.7 and 500.9.	85	75	50				

**THIRD SUBDIVISION**

Maximum speed.	75	70	45	Between M.P. 383.9 and 383.8.	70	60	45
3900 class engines.		65	45	Between M.P. 383.2 and 383.0.	70	60	45
3800 class engines.		60	45	Between M.P. 382.6 and 382.3.	60	50	40
MacArthur type engines with 63 inch drivers.		55	45	Between M.P. 382.0 and 381.3.	45	35	25
4000, 5000 and 9000 class engines.		45	40	Between M.P. 381.2 and 380.7.	60	50	40
Light engines.			35	Between M.P. 380.5 and 380.3.	45	35	25
<b>Huntington</b> Between M.P. 390.0 and 386.4.	35	30	20	Between M.P. 380.1 and 379.8.	55	45	35
Between M.P. 385.2 and 384.3.	30	25	20	Between M.P. 379.5 and 379.3.	60	50	40
<b>Lime</b> High line track and connection.			10	Between M.P. 379.0 and 378.6.	35	30	20
				Between M.P. 378.3 and 378.1.	35	30	20

**THIRD SUBDIVISION (Continued)**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
<b>Weatherby</b> Between M.P. 377.1 and 372.8.	35	30	20	<b>Quartz</b> Between M.P. 347.1 and 346.9.	70	60	45
Between M.P. 371.0 and 370.7.	70	60	45	Between M.P. 345.2 and 344.5.	70	60	45
<b>Durkee</b> Between M.P. 366.5 and 366.3.	70	60	25	Between M.P. 344.3 and 343.5.	55	45	35
Descending grade, M.P. 365 to Durkee.			25	<b>Baker</b> Over street crossings within city limits.	15	15	15
Between M.P. 364.5 and 364.1.	35	30	20	Between M.P. 321.6 and 321.3.	70	60	45
Between M.P. 363.6 and 362.1.	45	35	20	Between M.P. 319.5 and 318.7.	45	35	25
<b>Oxman</b> Between M.P. 360.2 and 355.9.	30	25	20	Between M.P. 318.5 and 315.4.	30	25	20
Descending grade, Pleasant Valley to M.P. 365.	50	40	20	<b>Sago</b> <b>Telocaset</b> Descending grade, Telocaset to Union Jct.	55	45	25
<b>Pleasant Valley</b> Descending grade, between Pleasant Valley and Quartz	60	50	25	Between M.P. 311.8 and 311.0.	55	45	25
Between M.P. 354.5 and 354.1.	60	50	25	Between M.P. 310.4 and 309.7.	45	35	25
Between M.P. 353.9 and 351.1.	45	35	25	<b>Crooks</b> Between M.P. 309.3 and 307.4.	55	45	25
<b>Encina</b> Between M.P. 349.8 and 348.4.	30	25	20	Between M.P. 307.4 and 302.7.	35	30	20
				<b>Union Jct.</b> <b>La Grande</b>			

**FOURTH SUBDIVISION**

Maximum speed.	75	70	45	Between M.P. 242.7 and 242.5.	60	50	40
3900 class engines.		65	45	Between M.P. 242.0 and 241.1.	30	25	20
3800 class engines.		60	45	Between M.P. 240.6 and 240.3.	70	60	45
MacArthur type engines with 63 inch drivers.		55	45	Between M.P. 240.2 and 240.0.	30	25	20
4000, 5000 and 9000 class engines.		45	40	Between M.P. 240.0 and 238.3.	55	45	35
Light engines.			35	<b>Bonifer</b> Over Bridge 238.67	30	25	20
<b>La Grande</b> Between M.P. 288.8 and 283.3.	30	25	20	Between M.P. 238.3 and 236.6.	35	30	20
Between M.P. 283.3 and 282.1.	45	35	25	<b>Gibbon</b> Between M.P. 233.9 and 233.0.	55	45	35
<b>Hilgard</b> MacArthur type engines between tail of wye and Mt. Emily interchange track.			10	Between M.P. 232.9 and 232.6.	70	60	45
Between M.P. 282.1 and M.P. 257.2, ascending and descending grade.	30	25	20	<b>Thorn Hollow</b> Between M.P. 231.7 and 227.3.	45	35	25
<b>Huron</b> Between M.P. 257.2 and 252.2.	35	30	20	<b>Cayuse</b> Between M.P. 226.1 and 226.0.	70	60	45
Between M.P. 251.9 and 251.4.	60	50	40	<b>Minthorn</b> Between M.P. 223.8 and 222.8.	35	30	20
Between M.P. 251.2 and 251.0.	35	30	20	<b>Mission</b> Between M.P. 220.5 and 220.1.	55	45	35
Between M.P. 250.6 and 249.9.	70	60	45	Between M.P. 219.0 and 217.7.	60	50	40
<b>Duncan</b> Between M.P. 249.5 and 247.2.	35	30	20	<b>Munra</b> Between M.P. 217.7 and 216.5.	45	35	25
Between M.P. 246.1 and 245.4.	60	50	40	<b>Pendleton</b> Over Third, Main and Fourth Streets.	12	12	12
<b>Sloan</b> Between M.P. 244.7 and 244.0.	45	35	25	Over other street crossings within city limits.	20	20	20
Between M.P. 243.2 and 243.0.	70	60	45	Over Umatilla River bridge.	20	20	20
				<b>Reith</b>			

**BRANCHES**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frts.		Str.	Psgr.	Frts.
<b>Twin Falls Branch.</b> Maximum speed.		50	40	Between Plaza and Banks. Watch for rocks between Black Canyon and Banks.		25	25
Bridge 20.10.		25	25	Banks, westward around curve east of east passing track switch, to east switch.		5	5
Rupert, on west leg of wye.		10	10	Between Banks and Smiths Ferry, watch for rocks.		15	15
Rupert, over streets and alleys.		12	12	Trains handling logs or high cars between Banks and M.P. 81.			12
Buhl, on mill and elevator track with MacArthur type engines.			5	Between Smiths Ferry and Cabarton, watch for rocks.		20	20
<b>North Side Branch.</b> Maximum speed.		35	30	M.P. 31.4.		20	20
Motor trains, on straight track.		40		Between M.P. 33.0 and 35.4.		10	10
All trains between M.P. 30.0 and 30.5.		20	20	Bridge 36.61.		20	20
2000, 2300 and 2500 class engines.		15	15	Between M.P. 99.6 and M.P. 113.6 on curves.		20	20
<b>Raft River Branch.</b>		20	20	Between M.P. 128.2 and 128.5.		15	15
<b>Oakley Branch.</b>		25	25	<b>Wilder Branch.</b>		15	15
Light MacArthur type engines.		20	20	<b>Homedale Branch.</b>		25	25
<b>Wells Branch.</b> Maximum speed.		30	30	<b>Oregon Eastern Branch.</b> Maximum speed.		30	25
Between M.P. 31.0 and 36.2.		25	25	<b>Hope</b> Between M.P. 29.5 and 33.5, watch for rocks.		20	20
Between M.P. 45.8 and 53.3.		25	25	<b>Little Valley</b> Between M.P. 36.5 and 37.6, watch for rocks.		20	20
Between M.P. 69.6 and 71.6.		25	25	Between M.P. 37.6 and 37.7, soft spot.		10	10
Between M.P. 91.2 and 91.5.		25	25	Between M.P. 37.7 and 38.2, watch for rocks.		20	20
Between Herrell and Melandco.		20	20	<b>Juntura</b> Between M.P. 78.6 and 80.7, watch for rocks.		20	20
Wells Yard.		25	15	Between M.P. 80.7 and 81.0, watch for rocks.		10	10
<b>Ketchum Branch</b> Maximum speed.		40	30	Between M.P. 81.0 and 86.6, watch for rocks.		20	20
Bridge 16.04 with MacArthur type engines.		15	15	<b>Long</b> Between M.P. 86.6 and 89.0, watch for rocks.		20	20
Between Hailey and Ketchum, over truss bridges.		15	15	<b>Dunnean</b> Between M.P. 103.5 and 106.5.		20	20
Bellevue, over streets and alleys.		12	12	Bridge 106.14.		15	15
Between M.P. 63.1 and 64.6.		30	20	<b>Circle Bar</b> Between M.P. 119.0 and 122.5.		20	20
<b>Hill City Branch.</b> Maximum speed.		25	25	Between M.P. 119 and 124, watch for rocks.		20	20
Over trestles 21.6 and 23.40 with snow plows.			15	<b>Brogan Branch.</b>		20	20
<b>Boise Branch.</b> Between Boise Jet. and Boise Freight.		25	25	<b>Payette Branch.</b> Maximum speed.		25	25
Between Boise Freight and Barber.		15	15	Payette Jet., on curve.		10	10
<b>Stoddard Branch.</b>		15	15	Trains handling logs between Payette and Emmett on curves.			20
<b>Idaho Northern Branch.</b> Maximum speed.		30	30	Straight track.			25
Between Jenness and Bramwell.		20	20				
Trains handling high cars between Jenness and Bramwell.			12				

**BRANCHES (Continued)**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frts.		Str.	Psgr.	Frts.
<b>New Meadows Branch.</b> Motor trains. Straight track. On curves.		35	25	Engines running backwards.		10	10
Between Weiser and Concrete. Straight track. On curves.		30	25	Between M.P. 55.0 and 55.5.		10	10
Between Concrete and M.P. 30.0. Straight track. On curves.		25	15	<b>Homestead Branch.</b> Maximum speed, watch for rocks.		20	20
Between M.P. 30.0 and Fruitvale. Straight track. On curves.		30	25	On curves.		15	15
Between Fruitvale and New Meadows. Straight track. On curves.		25	15	<b>Joseph Branch.</b> 3-degree curves.		25	20
		20	10	4- and 5-degree curves.		20	15
				On curves of 6 degrees and over.		15	10
				Between La Grande and M.P. 13.0.		25	25
				Between M.P. 13.0 and 25.0.		35	30
				Between M.P. 25.0 and 55.0.		30	25
				Between M.P. 55.0 and 72.0.		35	30
				Between M.P. 72.0 and Joseph.		30	25
				<b>Pilot Rock Branch.</b>		15	15

Train movements on First and Second Subdivisions and connecting branches will be governed by the operating rules of the Eastern and South-Central Districts.

**SYMBOLS AND ABBREVIATIONS**

(Rule 6 and 6(A))

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

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

**Rule 6(A).**—The following letters placed in column with station name in time-table indicate:

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

**Rule 6(A) (Continued)**

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.

Train movements on Third and Fourth Subdivisions and connecting branches will be governed by the Consolidated Code of operating rules.

**SYMBOLS AND ABBREVIATIONS**

(Rules 6 and 6(A), Consolidated Code of Operating Rules)

**Rule 6.** The following letters, when placed before the figures of the schedule, indicate:

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

**Rule 6(A).** The following letters, when placed in the columns provided, indicate:

- B—bulletins;
- C—coal;
- D—day operator;
- N—night operator;
- R—train register;
- T—turntable;
- V—track connection with foreign railroad;
- W—water;
- X—yard limits;
- Y—wye;
- Z—track scales.

**Rule 6(A) (Continued)**

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

First and Second Subdivisions				Third and Fourth Subdivisions			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To	Train	At	Discharge Passengers From	Pick Up Passengers Destined To
17	Any station..	Ogden, Cheyenne or beyond.	Pendleton or beyond.	11	Any station..	Pocatello or beyond.	Pocatello or beyond.
18	Any station..	Pendleton or beyond.	Ogden, Cheyenne or beyond.	17	Any station..	Pocatello or beyond.	
				12	Any station..	Pocatello or beyond.	
				18	Any station..	Pocatello or beyond.	
				18	Union Jet.....	Portland and beyond, Tuesdays only.	
				18	North Powder		
				18	Haines.....		