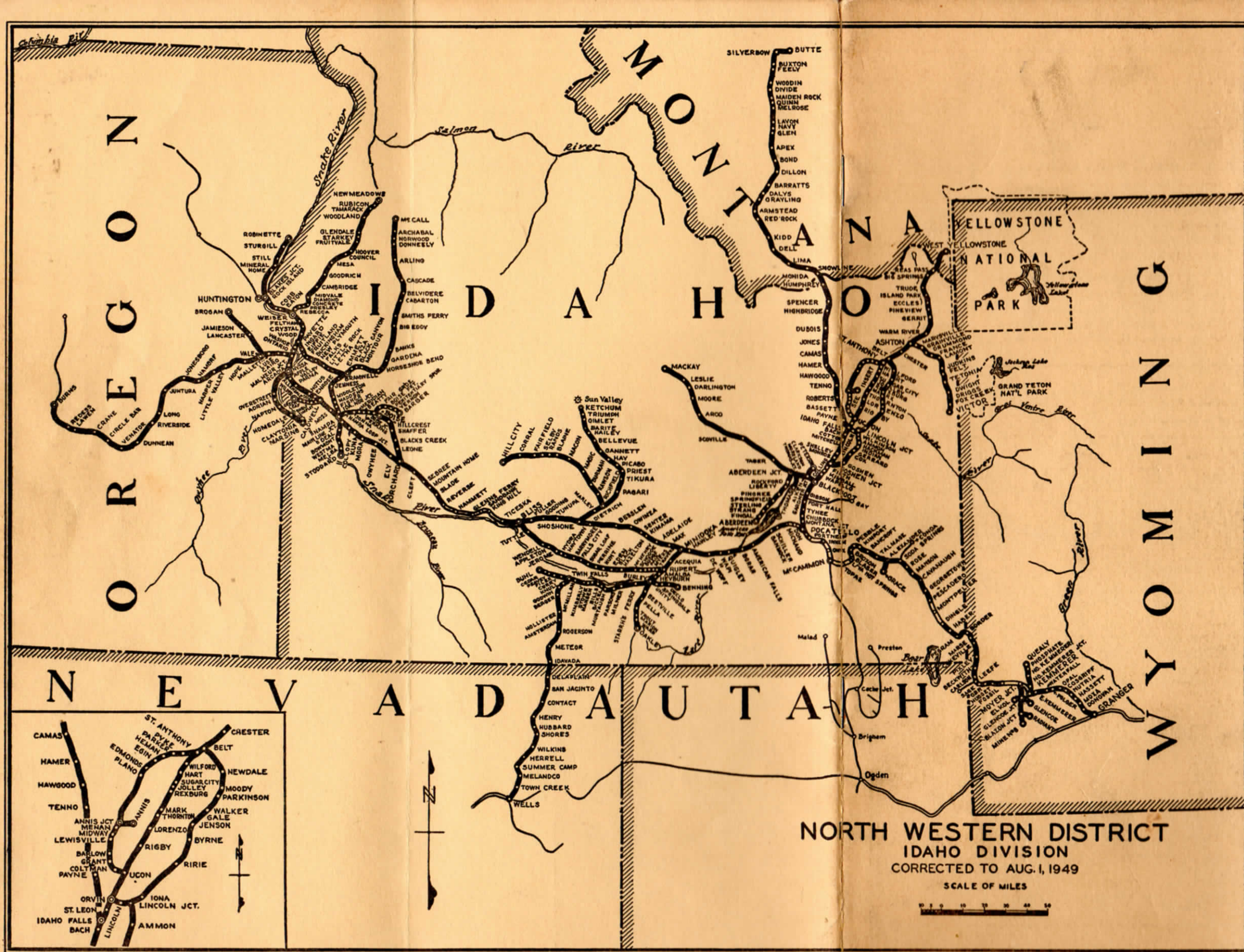




UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



IDAHO DIVISION

TIME-TABLE
No. 11

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

*Safety Is
No Accident*

FOR EMPLOYEES ONLY

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

L. A. COLLINS
General Manager

E. H. BAILEY
General Superintendent

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

H. E. SHUMWAY
General Supt. Transportation

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

First, Second and Fourth Subdivisions and Branches

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

Third Subdivision and Branches

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

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

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

WESTWARD							CONDENSED TIME-TABLE												EASTWARD			
FIRST CLASS							Distance from Granger via Boise	Time-Table No. 11 March 16, 1952		FIRST CLASS												
19 Pagr.	11 Pagr.	105 Streamliner Passenger	403 Pagr.	457 Pagr.	17 Pagr.	25 Mail and Express		12 Pagr.	404 Pagr.	458 Pagr.	106 Streamliner Passenger	18 Pagr.	20 Pagr.	26 Mail and Express								
Daily	Daily	Daily	Daily	Daily	Daily	Daily																
STATIONS										STATIONS												
		5.05	2.05			4.05		0.0	GRANGER	A 9.15			A 12.42	A 10.30								
		11.05	5.55			10.35	12.55	213.9	POCATELLO	4.10			8.55	5.25		A 9.15						
		2.15	8.25			2.00	4.45	373.8	GLENNS FERRY	12.05			6.10	1.50		5.00						
		3.59	9.40			3.45	7.05	448.4	BOISE	10.15			5.00	12.10		2.45						
		6.35	11.40			6.25	10.15	550.1	M.T. HUNTINGTON P.T.	7.30			3.05	9.40		11.40						
		5.45	10.40			5.35	9.25	649.7	LA GRANDE	6.20			2.05	8.30		10.25						
		8.30	1.05			8.20	12.20	649.7	LA GRANDE	3.45			11.40	5.50		7.20						
		10.50	3.11			11.00	2.53	723.9	PENDLETON	1.10			9.35	3.11		4.50						
	9.00							940.6	SPOKANE							A 7.20						
	11.30							836.7	AYER							4.40						
	12.40							783.4	WALLULA							3.20						
	2.00	11.40	3.55			12.30	3.50	755.3	HINKLE	12.20			8.55	2.15	2.40	3.50						
	4.05	1.45	5.35			3.25	6.20	855.4	THE DALLES	10.15			7.15	11.50	12.05	12.30						
A 6.30	A 4.00	A 7.30	8.30	8.00	A 6.00	A 9.00	939.5	PORTLAND	8.10	A 1.45	A 9.15	5.30	9.45	10.00	10.10							
			10.59	9.53			1030.6	CENTRALIA		11.05	7.05											
			12.30	11.05			1084.6	TACOMA		9.45	5.52											
			A 1.45	A 11.59			1122.7	SEATTLE		8.30	4.45											
										Daily	Daily	Daily	Daily	Daily	Daily	Daily						
(9.30) 38.9	(23.55) 39.3	(18.25) 51.0	(5.15) 34.9	(3.59) 46.0	(26.55) 34.9	(21.05) 34.4	 Thru Time		(24.05) 39.0	(5.15) 34.9	(4.30) 40.7	(18.12) 51.6	(23.45) 39.6	(9.20) 39.6	(22.05) 32.9							
Average speed per hour																						

WESTWARD					CONDENSED TIME-TABLE										EASTWARD				
FIRST CLASS					Distance from McCammon	Time-Table No. 11 March 16, 1952		FIRST CLASS											
		29 Passenger	33 Passenger	31 Passenger				32 Passenger	34 Passenger	30 Passenger									
		Daily	Daily	Daily			STATIONS												
		10.10	9.35		0.0	McCAMMON		A 6.05	A 4.45										
		11.30	10.40		22.7	POCATELLO		5.35	4.15										
		12.10	11.30		46.9	BLACKFOOT		4.00	2.47										
		1.00	A12.25	7.00	73.3	IDAHO FALLS	A 2.30	3.15	2.10										
				8.40	124.3	ASHTON	12.55												
				A10.20	169.9	VICTOR	11.10												
					180.4	WEST YELLOWSTONE													
		A 7.30			285.8	BUTTE			8.00										
							Daily	Daily	Daily										
		(9.20) 30.6	(2.50) 25.9	(3.20) 29.0	 Thru Time		(3.20) 29.0	(2.50) 25.9	(8.45) 32.6										
				 Average speed per hour															

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

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

WESTWARD					FIRST SUBDIVISION					Time-Table No. 11 March 16, 1952	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS				FIRST CLASS						
	263 Time Freight Daily	251 Time Freight Daily	257 Time Freight Daily	277 Time Freight Daily	29 Passenger Daily	11 Passenger Daily	105 Streamliner Passenger Daily	33 Passenger Daily	17 Passenger Daily		
STATIONS											
144 RCS IPWY	10.00AM		2.45AM			5.05PM	2.05PM		4.05AM	DN-R GRANGER YL GN	
65 P	10.08		2.53			5.09	2.09		4.10	DONOVAN	
112 P	10.14		2.59			5.13	2.12		4.14	MOXA	
73 P	10.21		3.06			5.18	2.16		4.19	HASSETT	
115 P	10.26		3.11			5.21	2.19		4.22	NUTRIA	
80 P	10.34		3.19			5.26	2.23		4.27	COSGRIFF	
121 P	10.41		3.26			5.30	2.27		4.34	DN OPAL OW	
74 P	10.49		3.34			5.35	2.31		4.40	FOLGER	
125 PW	10.56		3.41			5.40	2.35		4.45	WATERFALL	
	11.06		3.51			5.47	2.41		4.53	EAST KEMMERER YL	
CPTWXZ	11.15		4.00			5.54	2.43		5.05	DN KEMMERER YL Z	
WS 70 ES 70 PXY	11.22		4.07			5.58	2.46		5.10	MOYER JCT. YL	
WS 70 PW ES 70 XY	11.47 ¹⁰⁶		4.30 ²⁶⁴			6.11	2.57		5.25	DN FOSSIL YL FI	
94 PW	11.57AM		4.40			6.18	3.04		5.33	NUGGET	
74 P	12.05PM		4.48			6.22	3.08		5.37	ORR	
112 P	12.11		4.54			6.25	3.11		5.42	SAGE	
66 P	12.18		5.01			6.29	3.15		5.47	CARLSON	
124 P	12.24		5.07			6.33	3.19		5.51	BECKWITH	
74 P	12.32		5.15			6.38	3.24		5.56	PIXLEY	
120 PW	12.42		5.25			6.46	3.29		6.08	DN COKEVILLE CK	
74 P	12.50		5.33			6.51	3.33		6.15	MARSE	
124 P	12.56		5.39			6.55	3.37		6.20	BORDER	
74 PW	1.04		5.47			7.01	3.42		6.28	PEGRAM	
88 P	1.12		5.55			7.07	3.47		6.36	HARER	
69 P	1.21		6.04			7.13	3.52 ²⁶²		6.43	DINGLE	
COPTWYZ	1.45		6.20 ¹⁷			7.25	4.00		6.55 ²⁵⁷	DN-R MONTPELIER YL MX	
78 P	2.32		7.42			7.35	4.07		7.05	PESCADERO	
105 PW	2.40 ²⁶²		7.50			7.49	4.13		7.20	GEORGETOWN	
124 P	2.47		7.57			7.55	4.18		7.26	CAVANAUGH	
100 P	2.53		8.03			8.00	4.22		7.31	MANSON	
73 P	2.59		8.09			8.04	4.26		7.35	ROSE	
178 PWY	3.08		8.18			8.15	4.32		7.50	DN SODA SPRINGS SD	
108 PW	3.16		8.26			8.23	4.37		7.58	ALEXANDER	
112 P	3.23		8.33			8.28	4.41		8.03	TALMAGE	
225 CPWY	3.35		8.45			8.37	4.46		8.12	DN BANCROFT YL BN	
112 P	3.41		8.51			8.42	4.50		8.17	KINPORT	
112 P	3.48		8.58			8.48	4.54		8.22	PEBBLE	
104 P	3.55		9.05			8.54	4.58		8.27	BROXON	
100 PW	4.01		9.11			8.57	5.01		8.30	BLASER	
27 PX	4.09		9.19			9.03	5.05		8.37	DN LAVA HOT SPGS. XY	
CS 157 P	4.17		9.27			9.09	5.10		8.44	TOPAZ	
WS 84 ES 68 IPWXY	4.30	10.30AM	9.40	1.20AM	10.10PM	9.20	5.18	9.35AM	8.57	DN McCAMMON YL MC	
WS 49 ES 88 PWX	4.46	10.46	9.56	1.36	10.23	9.33	5.29	9.48	9.10	D INKOM KO	
					10.29	9.40	5.34	9.54	9.17	PORTNEUF	
RCS COPTWYZ	5.20PM	11.20AM	10.35AM	2.30AM	10.45PM	10.00PM	5.45PM	10.10AM	9.35AM	DN-R POCATELLO YL HCA	
(7.20) (0.50) (7.50) (1.10) (0.35) (4.55) (3.40) (0.35) (5.30) Thru Time.....											
29.2 27.2 27.3 19.5 38.9 43.5 58.3 38.9 38.9 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. 11 March 16, 1952		Mile Post	FIRST CLASS						SECOND CLASS				
			12 Passenger	30 Passenger	106 Streamliner Passenger	18 Passenger	34 Passenger		262 Time Freight	278 Stock Special	270 Time Freight	264 Time Freight	
STATIONS													
DN-R	GRANGER YL GN	0.0	Af 9.15AM		A12.42PM	A10.30PM			A 7.30PM			A 6.20AM	
	DONOVAN	4.1	9.09		12.37	10.22			7.16			6.07	
	MOXA	7.7	9.05		12.34	10.18			7.10			6.00	
	HASSETT	12.5	9.00		12.30	10.13			7.03			5.52	
	NUTRIA	15.4	8.57		12.27	10.10			6.58			5.47	
	COSGRIFF	20.2	8.52		12.23	10.05			6.51			5.39	
DN	OPAL OW	24.5	f 8.47		12.19	10.00			6.44			5.32	
	FOLGER	29.3	8.41		12.15	9.55			6.37			5.24	
	WATERFALL	33.6	8.36		12.11	9.50			6.30			5.16	
	EAST KEMMERER YL	39.0	8.29		12.05	9.43			6.20			5.06	
DN	KEMMERER YL Z	39.7	s 8.27		f12.03PM	s 9.41			6.15			5.01	
	MOYER JCT. YL	42.3	8.19		11.58AM	9.33			6.03			4.53	
DN	FOSSIL YL FI	50.3	8.04		11.47 ²⁶³	9.18			5.40			4.30 ²⁵⁷	
	NUGGET	56.0	7.56		11.40	9.10			5.23			4.13	
	ORR	59.6	7.51		11.36	9.05			5.15			4.05	
	SAGE	63.1	7.47		11.33	9.01			5.08			3.58	
	CARLSON	67.3	7.42		11.29	8.56			5.00			3.50	
	BECKWITH	71.3	7.38		11.25	8.52			4.53			3.43	
	PIXLEY	77.4	7.32		11.20	8.47			4.45			3.35	
DN	COKEVILLE CK	83.5	s 7.25		11.15	s 8.40			4.35			3.25	
	MARSE	88.2	7.16		11.10	8.30			4.23			3.15	
	BORDER	92.1	7.12		11.07	8.25			4.17			3.09	
	PEGRAM	97.7	7.06		11.02	8.18			4.09			3.01	
	HARER	102.9	6.59		10.57	8.11			4.01			2.53	
	DINGLE	108.0	6.53		10.52	8.04			3.52 ¹⁰⁵			2.45	
DN-R	MONTPELIER YL MX	115.0	6.45		7.55	7.45			3.35			2.30	
	PESCADERO	121.3	6.35		s10.45	7.45			3.10			1.55	
	GEORGETOWN	126.8	6.20		10.33	7.30			2.50			1.37	
	CAVANAUGH	128.8	6.13		10.28	7.23			2.40 ²⁶³			1.28	
	MANSON	131.9	6.07		10.23	7.17			2.31			1.21	
	ROSE	136.1	6.03		10.19	7.13			2.25			1.15	
	SODA SPRINGS SD	140.0	5.59		10.15	7.09			2.19			1.09	
	ALEXANDER	146.0	s 5.50		10.09	s 7.00			2.07			12.57	
	TALMAGE	151.6	5.38		10.03	6.48			1.56			12.46	
	BANCROFT YL BN	156.2	5.32		9.58	6.42			1.45			12.35	
DN	KINPORT	161.8	f 5.24		9.53	f 6.34			1.30			12.20	
	PEBBLE	165.6	5.16		9.48	6.28			1.19			12.09	
	BROXON	170.3	5.11		9.43	6.23			1.11			12.01AM	
	BLASER	174.8	5.06		9.38	6.18			1.03			11.53PM	
DN	LAVA HOT SPGS. XY	177.4	5.03		9.35	6.15			12.56			11.46	
	TOPAZ	180.0	f 4.58		9.31	f 6.10			12.48			11.38	
	McCAMMON YL MC	184.3	4.50		9.26	6.02			12.33			11.23	
DN	INKOM KO	191.2	s 4.41	As 4.45AM	9.19	5.53	As 6.05PM		12.15PM	A 2.20PM	A 8.40PM	11.05	
D	PORTNEUF	201.9	4.25	f 4.31	9.08	5.40	s 5.51		11.55AM	1.55	8.15	10.45	
DN-R	POCATELLO YL HCA	207.7	4.19	4.24	9.02	5.34	5.43						
		213.9	4.10AM	4.15AM	8.55AM	5.25PM	5.35PM		11.30AM	1.30PM	7.50PM	10.20PM	
	(213.9)		Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	
.....Thru Time.....			(5.05)	(0.30)	(3.47)	(5.05)	(0.30)		(8.00)	(0.50)	(0.50)	(8.00)	
.....Average speed per hour.....			42.1	45.4	50.6	42.1	45.4		26.7	27.2	27.2	26.7	
On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 106 is superior to westward trains of the same class.—See Rule S-72.													
The time of No. 105 and No. 106 must be cleared 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						EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	FIRST CLASS					Time-Table No. 11 March 16, 1952	Mile Post	FIRST CLASS									
	11	105	17	49	25			12	106	18	26	50					
	Passenger	Streamliner Passenger	Passenger	Mixed	Mail and Express			Passenger	Streamliner Passenger	Passenger	Mail and Express	Mixed					
	Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily					
STATIONS						STATIONS											
COPTWYZ	11.05PM	5.55PM	10.35AM	3.40AM	12.55AM	DN-R POCATELLO YL PO 10.4	213.9	A 3.40AM	A 8.45AM	A 5.05PM	A 9.15PM	A 11.00PM					
CS 153 P	11.20	6.10	10.50	f 3.55	1.10	MICHAUD 5.8	224.3	3.20	8.30	4.45	8.36	f 10.29					
118 P	11.26		10.56	4.02	1.16	BANNOCK 8.4	230.1	3.15		4.40	8.30	10.21					
145 PW	11.36	6.21	11.06	s 4.15	f 1.26	DN AMERICAN FALLS AF 3.8	238.5	s 3.06	8.19	s 4.31	s 8.20	s 10.10					
120 P	11.41	6.26	11.11	4.21	1.31	BORAH 7.8	242.3	2.59	8.14	4.24	8.08	10.01					
119 P	11.48	6.32	11.19	4.31	1.38	QUIGLEY 5.9	250.1	2.52	8.08	4.17	8.00	9.50					
119 PW	11.53	6.37	11.24	f 4.38	1.43	WAPI 3.8	256.0	2.47	8.03	4.12	7.54	f 9.42					
119 P	11.56PM	6.40	11.27	4.43	1.46	DEWOFF 7.5	259.8	2.43	8.00	4.08	7.50	9.36					
119 P	12.02AM	6.46	11.33	4.52	1.52	HAWLEY 5.1	267.3	2.36	7.54	4.01	7.42	9.27					
101 269 COPWY	12.10	6.51	s 11.50	A 5.05AM	2.00	DN MINIDOKA YL RT 3.8	272.4	s 2.30	7.49	s 3.55	s 7.35	9.20PM					
119 P	12.14	6.55	11.54AM		2.04	MAX 8.1	276.2	2.21	7.44	3.45	7.20						
119 P	12.21	7.02	12.01PM		2.12 ¹²	ADELAIDE 4.7	284.3	2.12 ²⁵	7.37	3.38	7.12						
119 PW	12.25	7.06 ²⁶	12.05		2.18	KIMAMA 6.7	289.0	2.06	7.33	3.34	f 7.06 ¹⁰⁵						
119 P	12.31	7.12	12.11		2.25	SETER 7.8	295.7	2.00	7.27	3.28	6.51						
122 P	12.38	7.18	12.17		2.32	OWINZA 5.8	303.5	1.53	7.21	3.21	6.44						
119 P	12.43		12.22		2.37	BESSLEN 4.6	309.3	1.48		3.16	6.39						
116 P	12.47	7.26	12.26		s 2.44	D DIETRICH HD 7.6	313.9	1.43	7.13	3.11	s 6.33						
WS 121-115 COP ES 111-130 WY	1.00	s 7.35	s 12.40		s 3.10	DN SHOSHONE YL 9.3	321.5	s 1.30	s 7.05	s 3.00	s 6.20						
118 P	1.11 ¹²	7.44	12.51		3.21	TUNUPA 0.7	330.8	1.11 ¹¹	6.53	2.45	5.59						
117 60 PW	1.20	7.50	s 1.00		s 3.31	DN GOODING GD 6.7	337.5	s 12.55	6.47	s 2.37	s 5.52						
120 P	1.27	7.56	1.06		3.38	FULLER 6.3	344.2	12.45	6.41	2.28	5.42						
118 120 PWY	1.33	8.01	s 1.13		s 3.47	DN BLISS IS 6.8	350.5	12.38	6.36	2.22	s 5.35						
CS 120 WS 99 PY	1.39	8.07	1.20		3.54	TICESKA 9.5	357.3	12.31	6.30	2.15	5.25						
CS 139 PWX	1.51	8.16	1.36		s 4.11	KING HILL 7.0	366.8	12.15	6.19	1.59	f 5.10						
COPTWY	A 2.05AM	As 8.25PM	A 1.50PM		A 4.30AM	DN-R GLENN'S FERRY YL GF	373.8	12.05AM	6.10AM	1.50PM	5.00PM						
(159.9)						(159.9)											
Daily						Daily											
Thru Time.....						Thru Time.....											
Average speed per hour.....						Average speed per hour.....											
(3.00) (2.30) (3.15) (1.25) (3.35) (3.35) (2.35) (3.15) (4.15) (1.40)						(3.35) (2.35) (3.15) (4.15) (1.40)											
53.3 64.0 49.2 41.4 44.6 44.6 61.9 49.2 37.6 35.1						44.6 61.9 49.2 37.6 35.1											

WESTWARD					KUNA LINE					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS				Time-Table No. 11 March 16, 1952	Mile Post	SECOND CLASS							
				257 Time Freight						262 Time Freight				
				Daily										
	STATIONS													
122	IPWY			5.05AM	BLOCK SIGNALS { DN D DN-R (33.6)	ORCHARD YL	OD	423.0	A 9.40PM					
80	P			5.17		7.8 ELY			430.8	9.25				
101	PW			5.22		3.9 OWYHEE			434.7	9.16				
73	P			5.32		7.9 MORA			442.6	8.58				
112	P			5.37		4.1 KUNA		KA	446.7	8.48				
80	P			5.44		5.1 COLLOPY			451.8	8.34				
	COPTWYZ			A 6.00AM		4.8 NAMPA YL		AU-Q-D	456.6	8.20PM				
										Daily				
(0.55) 36.6					 Thru Time.....					(1.20) 25.2				
On Kuna Line, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.														
Between Orchard and Nampa, all extra trains will run via Kuna Line unless otherwise instructed.														
For conditional stops to discharge or pick up revenue passengers.—See page 17.														
For stations not shown on schedule pages.—See page 17.														

WESTWARD						THIRD SUBDIVISION						EASTWARD							
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS				Time-Table No. 11 March 16, 1952	Mile Post	FIRST CLASS				SECOND CLASS						
	257	105	17	25	11	106			18	26	12	262							
	Time Freight	Streamliner Passenger	Passenger	Mail and Express	Passenger	Streamliner Passenger			Passenger	Mail and Express	Passenger	Time Freight							
	Daily	Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily							
						STATIONS													
COPTWY	3.20AM	8.25PM	2.00PM	4.45AM	2.15AM	DN-R GLENN'S FERRY YL GF	373.8	As 6.10AM	A 1.40PM	A 4.45PM	A 1.55PM	A 1.15PM	DN-R GLENN'S FERRY YL GF	373.8	As 6.10AM	A 1.40PM	A 4.45PM	A 1.55PM	A 1.15PM
CS110 PW	3.40	8.35	2.12	4.59	2.27	HAMMETT 8.9	382.7	5.59	1.27	4.18	11.37	10.55	HAMMETT 8.9	382.7	5.59	1.27	4.18	11.37	10.55
CS123 PY	4.10	8.49	2.30	5.18	2.43	DN REVERSE YL RV 10.6	393.3	5.48	1.12	3.59	11.22	10.35	DN REVERSE YL RV 10.6	393.3	5.48	1.12	3.59	11.22	10.35
71 PWY	4.25	8.56	2.42	5.41 ¹⁰⁶	2.56	DN MOUNTAIN HOME MZ 8.3	401.6	5.41 ²⁵	1.02	3.48	11.12	10.20	DN MOUNTAIN HOME MZ 8.3	401.6	5.41 ²⁵	1.02	3.48	11.12	10.20
149 P	4.33	9.01	2.48	5.50	3.01	SEBREE 5.9	407.5	5.36	12.55	3.37	11.03	10.12	SEBREE 5.9	407.5	5.36	12.55	3.37	11.03	10.12
136 P	4.40	9.05	2.52	5.56	3.05	CLEFT 5.2	412.7	5.32	12.50	3.31	10.59	10.05	CLEFT 5.2	412.7	5.32	12.50	3.31	10.59	10.05
122 IPWY	A 4.55AM	9.13	3.01	6.10	3.14	DN ORCHARD YL OD 10.3	423.0	5.24	12.40	3.20	10.50	9.50PM	DN ORCHARD YL OD 10.3	423.0	5.24	12.40	3.20	10.50	9.50PM
73 P		9.20	3.09 ²⁶	6.19	3.22	LEONE 7.3	B-430.3	5.17	12.31	3.09 ¹⁷	10.41		LEONE 7.3	B-430.3	5.17	12.31	3.09 ¹⁷	10.41	
73 P		9.25	3.15	6.26	3.28	BLACK'S CREEK 5.6	B-435.9	5.12	12.25	3.00	10.34		BLACK'S CREEK 5.6	B-435.9	5.12	12.25	3.00	10.34	
59 P		9.31	3.21	6.32	3.34	SHAFFER 5.8	B-441.7	5.06	12.18	2.53	10.27		SHAFFER 5.8	B-441.7	5.06	12.18	2.53	10.27	
67 PWY	VIA KUNA LINE	9.40	3.35 3.45	6.45 7.05	3.50 3.59	DN BOISE YL BG 6.7	B-448.4	5.00	12.10 12.05PM	2.45 2.35	10.15 10.05	VIA KUNA LINE	DN BOISE YL BG 6.7	B-448.4	5.00	12.10 12.05PM	2.45 2.35	10.15 10.05	VIA KUNA LINE
P		9.43	3.48	7.15	4.02	BOISE JCT. 2.3	B-450.7	4.54	11.59AM	2.29	9.58		BOISE JCT. 2.3	B-450.7	4.54	11.59AM	2.29	9.58	
31 P		9.44	3.49	7.16	4.03	PERKINS 0.7	B-451.4	4.53	11.58	2.28	9.57		PERKINS 0.7	B-451.4	4.53	11.58	2.28	9.57	
29 P		9.47	3.52	7.19	4.06	BEATTY 3.2	B-454.6	4.50	11.55	2.25	9.54		BEATTY 3.2	B-454.6	4.50	11.55	2.25	9.54	
74 P		9.50 ¹²	3.56	7.24	4.09	D MERIDIAN MD 2.7	B-457.3	4.47	11.52	2.22	9.50 ¹⁰⁵		D MERIDIAN MD 2.7	B-457.3	4.47	11.52	2.22	9.50 ¹⁰⁵	
22 P		9.53	4.00	7.28	4.13	SONNA 3.4	B-460.7	4.44	11.49	2.15	9.37		SONNA 3.4	B-460.7	4.44	11.49	2.15	9.37	
OPTWYZ	6.00AM	10.08	4.15 4.25	7.40 7.50	4.25 ¹⁰⁶ 4.36	DN-R NAMPA YL AU-Q 7.2	456.6	4.36 ¹¹	11.40 11.30	2.05 1.55	9.27 9.17	A 8.20PM	DN-R NAMPA YL AU-Q 7.2	456.6	4.36 ¹¹	11.40 11.30	2.05 1.55	9.27 9.17	A 8.20PM
55 P	6.06	10.12	4.30	7.55	4.45	MOSS 4.2	460.8	4.24	11.22	1.45	9.10	8.10	MOSS 4.2	460.8	4.24	11.22	1.45	9.10	8.10
204 PW	6.14	10.17	4.40	8.06	4.55	DN CALDWELL YL CW 4.8	465.6	4.20	11.17	1.40	9.05	8.02	DN CALDWELL YL CW 4.8	465.6	4.20	11.17	1.40	9.05	8.02
122 P	6.19	10.20	4.44	8.10	5.00	ENROSE 3.6	469.2	4.16	11.08	1.29	8.57	7.57	ENROSE 3.6	469.2	4.16	11.08	1.29	8.57	7.57
127 P	6.23	10.23	4.47	8.14	5.03	D NOTUS U 3.3	472.5	4.13	11.05	1.25	8.54	7.53	D NOTUS U 3.3	472.5	4.13	11.05	1.25	8.54	7.53
160 P	6.34	10.30	5.00	8.25	5.10	DN PARMA MA 8.3	480.8	4.06	10.57*	1.15	8.47	7.42	DN PARMA MA 8.3	480.8	4.06	10.57*	1.15	8.47	7.42
155 PWY	6.44	10.37	5.09	8.36	5.19	DN NYSSA YL SY 7.6	488.4	3.59	10.49	1.05	8.39	7.32	DN NYSSA YL SY 7.6	488.4	3.59	10.49	1.05	8.39	7.32
PY	6.56		5.17	8.44	5.28	MALHEUR JCT. YL 8.4	496.8		10.38	12.53	8.28	7.20	MALHEUR JCT. YL 8.4	496.8		10.38	12.53	8.28	7.20
ES 170 WS 252 COPY	7.01	10.48	5.25	8.53	5.35	DN ONTARIO YL ON 1.9	498.7	3.49	10.35	12.50	8.25	7.15	DN ONTARIO YL ON 1.9	498.7	3.49	10.35	12.50	8.25	7.15
92 PW	7.08	10.54	5.33	9.03	5.43	DN PAYETTE YL AY 3.8	502.5	3.43	10.25	12.33	8.15	7.01	DN PAYETTE YL AY 3.8	502.5	3.43	10.25	12.33	8.15	7.01
80 P	7.18	11.00	5.40	9.10	5.50	CRYSTAL 6.8	509.3	3.37	10.17	12.22	8.07	6.51	CRYSTAL 6.8	509.3	3.37	10.17	12.22	8.07	6.51
107 130 PWY	7.28	11.08	5.50	9.22	6.00	DN WEISER YL SR 6.6	515.9	3.31	10.10	12.15	8.00	6.41	DN WEISER YL SR 6.6	515.9	3.31	10.10	12.15	8.00	6.41
77 P	7.37	11.14	5.57	9.29	6.06	EATON 6.1	522.0	3.24	10.02	12.02PM	7.52	6.32	EATON 6.1	522.0	3.24	10.02	12.02PM	7.52	6.32
115 P	7.42	11.18	6.01	9.34	6.11	COBB 3.7	525.7	3.21	9.58	11.58AM	7.48	6.27	COBB 3.7	525.7	3.21	9.58	11.58AM	7.48	6.27
160 P	7.56	11.28	6.11 ²⁶²	9.49 ¹⁸	6.20	ROCK ISLAND 8.3	534.0	3.12	9.49 ²⁵	11.49	7.39	6.11 ¹⁷	ROCK ISLAND 8.3	534.0	3.12	9.49 ²⁵	11.49	7.39	6.11 ¹⁷
P						BLAKES JCT. 3.1	537.1						BLAKES JCT. 3.1	537.1					
OPTWYZ	A 8.20AM	A 1.40PM	A 6.25PM	A 10.15AM	A 6.35AM	DN-R HUNTINGTON YL HU 1.7	538.8	3.05AM	9.40AM	11.40AM	7.30PM	5.50PM	DN-R HUNTINGTON YL HU 1.7	538.8	3.05AM	9.40AM	11.40AM	7.30PM	5.50PM
						(176.3)													
						Thru Time.....						(3.05) (4.00) (5.05) (4.25) (5.25)							
						Average speed per hour.....						57.2 44.1 34.7 39.9 30.5							

WESTWARD				YELLOWSTONE BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			FIRST CLASS		Time-Table No. 11 March 16, 1952	Mile Post	FIRST CLASS		SECOND CLASS		
		477	491		31			32		492	478	
		Local Freight	Mixed		Passenger			Passenger		Mixed	Local Freight	
		Daily Except Sunday	Daily Except Sunday		Daily							
STATIONS												
COPTWYZ		9.15AM	7.55AM		7.00AM	DN-R	0.0	A 2.30PM		A 2.00PM	A 7.00PM	
17 PY		9.25	Af 8.05AM		7.06	3.0 IDAHO FALLS YL	3.0	2.13		f 1.50	5.45	
60 PW		9.40		s	7.14	4.6 ORVIN YL	7.6	2.05		1.40PM	5.35	
54 P		10.05		s	7.25	6.2 UCON UN	13.8	1.55		Via West Belt Branch	5.20	
36 W		10.20		f	7.31	7.8 RIGBY RG	18.1	1.48			4.40	
27 P		10.40		s	7.36	8.4 LORENZO	20.7	1.43			4.30	
67 P		11.10		s	7.46	9.0 THORNTON	26.0	1.35			4.10	
51 P		11.25		s	7.53	9.6 REXBURG RX	29.8	1.28			3.10	
36 PY						10.2 SUGAR CITY SC	30.9					
118 PWY		11.40AM		s	8.05	10.8 HART	36.8	1.18			A 10.50AM	2.40
P						11.4 ST. ANTHONY YL SH	38.3				10.40AM	
43 P		12.05PM		f	8.15	12.0 BELT YL	42.8	1.07				1.55
46 COPWY		A 12.30PM		A	8.35AM	12.6 CHESTER	51.0	12.55PM				1.30PM
						13.2 DN-R ASHTON YL HN	52.5					
28 P						13.8 INGLING	58.2					
15 P						14.4 WARM RIVER	66.9					
22						15.0 GERRIT	75.7					
15 P						15.6 ECCLES	80.6					
29 P						16.2 ISLAND PARK	85.4					
26 PWY						16.8 TRUDE	90.7					
22 PY						17.4 BIG SPRINGS	97.2					
29 COPWY						18.0 REAS PASS	107.1					
						18.6 D-R WEST YELLOWSTONE YL WS						
						(107.1)		Daily		Daily Except Sunday	Daily Except Sunday	

(3.15) 15.7		(0.10) 18.0		(1.35) 32.2		Thru Time.....Average speed per hour....		(1.35) 32.2		(3.20) 14.3		(5.30) 9.3	
WESTWARD				TETON VALLEY BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 11 March 16, 1952		Mile Post	FIRST CLASS		SECOND CLASS			
		481 Local Freight		31 Passenger				32 Passenger		482 Local Freight			
		Daily Except Sunday		Daily									
	STATIONS												
46	COPWY		6.30AM		8.40AM	DN-R	ASHTON YL	HN	0.0	A12.50PM		A12.30PM	
19			6.40		f 8.44		MARYSVILLE YL		1.8	f12.40		12.15	
33			6.55		f 8.52		GRAINVILLE		6.0	f12.32		12.01PM	
19	PW		7.10		s 8.58	D	DRUMMOND	MD	8.6	s12.27		11.50AM	
11			7.25		f 9.06		FRANCE		12.8	f12.19		11.33	
33	P		7.35		s 9.13		LAMONT		15.8	s12.13PM		11.23	
20			8.08		s 9.37		FELT		26.3	s11.50AM		10.50	
22	PWY		8.23		s 9.47	D	TETONIA	NA	30.3	s11.42		10.35	
					f 9.52		DWIGHT		32.7	f11.36			
31			8.42		s10.02	D	DRIGGS	DI	37.2	s11.28		10.02	31
19	PWY		A 9.05AM		A10.20AM	D-R	VICTOR YL	VR	45.6	11.10AM		9.30AM	
							(45.6)			Daily		Daily Except Sunday	

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 Lorenzo and 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. 11 March 16, 1952	Mile Post	SECOND CLASS			Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 11 March 16, 1952	Mile Post	
		421 Mixed	409 Mixed				422 Mixed	410 Mixed						
		Daily Except Sunday	Daily Except Sunday											
	STATIONS													
CPWY		8.15AM	7.30AM	DN-R	0.0	A	2.20PM	A	3.55PM					
					2.6									
9	f	8.25	f	7.42		4.3	f	2.00	f	3.42				
30	f	8.30	f	7.47		5.7	f	1.55	f	3.37				
						5.9								
P	A	8.35AM	f	7.51		7.1		1.45PM	f	3.33				
32 PW			f	8.24		20.1			f	3.00				
20 PY			f	9.15		39.7			f	2.10				
37 PWY			s	10.05	D	59.1			s	1.20				
21 P			s	10.27		66.7			s	12.48				
10			s	10.45		72.6			s	12.30				
5			s	11.00		77.3			s	12.15PM				
68 PWY			A	11.25AM	D-R	85.3				11.50AM				
						(85.3)			Daily Except Sunday	Daily Except Sunday				
		(0.20) 21.3	(3.55) 21.7	Thru Time.....				(0.35) 12.2	(4.05) 20.9					
		Average speed per hour.....												

WESTWARD				EAST BELT BRANCH				EASTWARD						
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 11 March 16, 1952	Mile Post	SECOND CLASS			Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 11 March 16, 1952	Mile Post	
		491 Mixed					491 Mixed							
		Daily Except Sunday					Daily Except Sunday							
	STATIONS													
17 PY		8.05AM			0.0									
21	f	8.15			2.3									
P					0.8									
46 P	s	8.27			2.6									
21 PW	s	9.05	D		10.7									
13 P	f	9.18			5.0									
11 P	f	9.30			4.2									
23 P	f	9.40			2.6									
40 P	f	9.52			4.2									
10 P	f	9.58			1.9									
12 P	s	10.20	D		3.8									
P	A	10.40AM			6.3									
		(2.35) 17.2	Thru Time.....				(4.05) 20.9		(2.35) 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. 11 March 16, 1952	Mile Post	SECOND CLASS	Time-Table No. 11 March 16, 1952
	421 Mixed			422 Mixed	
	Daily Except Sunday			STATIONS	
P	8.35AM	ABERDEEN JCT. YL	0.0	A 1.45PM	
32	f 8.48	ROCKFORD	4.3	f 1.30	
17	f 8.53	LIBERTY	5.9	f 1.20	
29 P	s 9.13	D PINGREE PG	10.2	f 12.58	
31 P	f 9.33	SPRINGFIELD	16.5	f 12.40	
17 P	s 9.50	STERLING	19.7	s 12.25PM	
6	f	STRANG	23.6	f	
9		FINGAL	26.0		
32 PWY	A 10.25AM	D-R ABERDEEN YL BN	28.2	11.50AM	
		(28.2)		Daily Except Sunday	
(1.50) Thru Time			(1.55)		
15.4 Average speed per hour			14.7		

WESTWARD		WEST BELT BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 11 March 16, 1952	Mile Post	SECOND CLASS	Time-Table No. 11 March 16, 1952
				492 Mixed	
				STATIONS	
60 PW		D-R UCON UN	0.0	A 1.40PM	
21 P		LEWISVILLE	8.8	f 1.10	
50 P		D MENAN MN	10.5	s 1.00	
		ANNIS JCT.	11.5		
52 PW		PLANO	25.0	f 12.12	
18		EDMONDS	26.7	f 12.05PM	
11 P		EGIN	29.3	f 11.56AM	
30		HEMAN	31.6	f 11.46	
14 P		PARKER	33.5	f 11.40	
118 PWY		D-R ST. ANTHONY YL SH	38.7	11.15AM	
		(38.7)		Daily Except Sunday	
..... Thru Time			(2.25)		
..... Average speed per hour			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		FIRST CLASS		Time-Table No. 11 March 16, 1952		Mile Post	FIRST CLASS		SECOND CLASS							
	439	475	573	49				574	50	440	476						
	Freight	Time Freight	Motor Passenger	Mixed	Motor Passenger	Mixed		Freight	Time Freight								
	Daily Except Sunday	Daily Except Sunday	Daily	Daily													
STATIONS																	
469	COPWY	12.20PM	3.00AM	4.10PM	5.20AM	DN-R	MINIDOKA YL	RT	0.0	A 3.10PM	A 9.05PM	A 11.00AM	A 1.30AM				
75	P	12.35	3.17	f 4.25	f 5.33		ACEQUIA		8.2	f 2.45	f 8.43	10.35	11.10PM				
206	PWY	12.50	3.40	s 4.40	s 5.55	DN-R	RUPERT YL	MS	13.5	s 2.35	s 8.35	10.20	10.55				
32	P	1.01	3.52	s 4.48	s 6.03		HEYBURN		19.6	s 2.20	f 8.25	10.05	10.40				
94	OPWY	1.15	4.10	s 5.00	s 6.23	DN	BURLEY YL	BU	21.7	s 2.15	s 8.20	10.00	10.35				
76	P	1.25	4.20	f 5.08	f 6.31		STARRH'S FERRY		25.8	f 2.02	f 8.11	9.45	10.15				
58	P	1.50 ⁵⁷⁴	4.35	f 5.19	f 6.41		MILNER		33.5	f 1.50 ⁴³⁹	f 7.59	9.30	10.00				
18	P			f 5.23	f 6.44		PARSONS		35.5	f 1.45	f 7.56						
73	PW	2.05	4.50	s 5.33	s 6.54	D	MURTAUGH	MU	41.4	s 1.35	s 7.47	9.15	9.45				
53	P	2.15	4.59	5.39	7.00		BICKEL		45.1	1.27	7.39	9.05	9.35				
30							BILLS		49.0								
41	P	2.30	5.10	s 5.48	s 7.08	D	HANSEN	NS	49.7	s 1.19	s 7.32	8.55	9.25				
60	P	2.43	5.18	s 5.57	s 7.16	D	KIMBERLY	KY	53.3	s 1.08	s 7.22	8.45	9.15				
29	P			6.02	7.21		McMILLAN YL		56.4								
	COPWYZ	A 4.00PM	A 7.00AM	6.10 6.15	7.30 7.50	DN-R	TWIN FALLS YL	NA	58.9	12.55 12.50	7.10 6.55	8.30AM	9.00PM				
42				f 6.23	f 7.57		CURRY		63.3	f 12.40	f 6.43						
60	P			s 6.28	s 8.02	D	FILER	FR	65.9	s 12.35	s 6.38						
45				f 6.33 ⁵⁰	f 8.06		PEAVEY		68.5	f 12.28	f 6.33 ⁵⁷³						
41				f 6.38	f 8.10		CEDAR		71.3	f 12.24	f 6.26						
	OPWY			A 6.50PM	A 8.20AM	DN-R	BUHL YL	BO	73.8	12.20PM	6.20PM						
							(73.8)			Daily	Daily	Daily Except Sunday	Daily Except Sunday				
		(3.40)	(4.00)	(2.40)	(3.00)	Thru Time.....			(2.50)	(2.45)	(2.30)	(4.30)					
		16.1	14.7	27.7	24.6	Average speed per hour.....			26.0	27.0	23.6	13.1					

WESTWARD		OAKLEY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 11 March 16, 1952		Mile Post	
		STATIONS			
	94 OPWY	DN-R	BURLEY YL BU	0.0	
	30		4.3 BEETVILLE	4.3	
25		0.9 PELLA	5.2		
25		11.1 TROUT	16.3		
60		1.5 MARION	17.8		
12		1.6 WARR	19.4		
20 Y		2.4 D-R OAKLEY OA	21.8		
		(21.8)			

WESTWARD		RAFT RIVER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 11 March 16, 1952		Mile Post	
		STATIONS			
	94 OPWY	DN-R	BURLEY YL BU	0.0	
	36		3.1 UNITY	3.1	
22		2.9 SPRINGDALE	6.0		
16		3.1 DECLO	9.1		
		0.5 END OF TRACK	9.6		
		(9.6)			

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

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

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

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

WESTWARD					KETCHUM BRANCH					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS				Time-Table No. 11 March 16, 1952	Mile Post	SECOND CLASS							
				441 Mixed			442 Mixed							
				Monday Wednesday Friday										
	STATIONS													
420	COPWY			6.00AM	DN-R	SHOSHONE YL	X	0.0	A12.45PM					
3				f		10.9 MARLEY		10.9	f					
39	PWY			s 6.35	D-R	4.4 RICHFIELD YL	FK	15.3	s12.05PM					
29				f 6.50		6.4 PAGARI		21.7	f11.45AM					
27				f 7.10		8.0 TIKURA		29.7	f11.25					
59	PW			s 7.30	D	7.6 PICABO	XN	37.3	s11.05					
6				f 7.40		4.5 HAY		41.8	f10.50					
10				f 7.45		2.5 GANNETT		44.3	f10.45					
30				s 8.05	D	7.8 BELLEVUE	V	52.1	s10.25					
17	W			s 8.16	D	5.1 HAILEY	RI	57.2	s10.05					
12				f 8.22		2.8 BARITE		60.0	f 9.52					
16				f 8.40		7.6 TRIUMPH		67.6	f 9.35					
33	WY			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)
25.2 Average speed per hour 21.4

WESTWARD					HILL CITY BRANCH					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.					Time-Table No. 11					Mile Post				
					March 16, 1952									
					STATIONS									
39	PWY				D-R	4.5 RICHFIELD YL	FK	0.0						
13						4.9 RAWSON		4.5						
30						4.9 BURMAH		9.4						
42	P					12.1 MAGIC		21.5						
31						9.7 MACON		31.2						
31	P					2.8 BLAINE		34.0						
9						2.8 RANDS		36.8						
17						2.9 SELBY		39.7						
43	PW				D	4.1 FAIRFIELD	FD	43.8						
32						7.9 CORRAL		51.7						
57	WY				D-R	6.1 HILL CITY YL	HC	57.8						
(57.8)														

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

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

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

WESTWARD				HOMEDALE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.				Time-Table No. 11 March 16, 1952				Mile Post			
				STATIONS							
155	PWY			DN-R	NYSSA YL	SY	0.0				
19					8.1 OVERSTREET		8.1				
20					2.5 ADRIAN		10.6				
32					6.3 NAPTON		16.9				
54	PWY			D	7.5 HOMEDALE	HR	24.4				
19					6.6 CLAYTONIA		31.0				
19	OPY			D-R	2.1 MARSING YL	MR	33.1				
					(33.1)						

WESTWARD		PAYETTE BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 11 March 16, 1952	Mile Post	SECOND CLASS		
	483 Mixed			484 Mixed		
	Daily Except Sunday	STATIONS				
190	OPW	7.00AM	DN-R	PAYETTE YL AY	0.0	A 2.45PM
20		f 7.10		EIFFIE	3.9	f 2.30
43	P	s 7.30	D	FRUITLAND FU	5.1	s 2.25
20		f 7.40		BUCKINGHAM	6.8	f 2.06
33	P	s 8.00	D	NEW PLYMOUTH NP	11.1	s 1.55
13		f 8.27		LETHA	21.6	f 1.23
96	PWY	A 8.50AM	D-R	EMMETT YL MF	29.7	1.00PM
				(29.7)		Daily Except Sunday
(1.50)		 Thru Time		(1.45)		
16.2		 Average speed per hour		16.8		

WESTWARD		WILDER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 11 March 16, 1952	Mile Post		
		STATIONS			
204	W	DN-R	CALDWELL YL CW	0.0	
40			SIMPLOT YL	2.5	
21			SHELP YL	3.7	
32			DOLES YL	5.1	
13			ALLENDALE	9.7	
43			WILDER YL WR	11.5	
			(11.5)		

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

WESTWARD				BOISE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.			Time-Table No. 11 March 16, 1952	Mile Post							
STATIONS											
P				BOISE JCT.	0.0						
22				1.1 FAIR GROUNDS YL	1.1						
			PTWZ	2.1 D-R BOISE FREIGHT YL BD	3.2						
				5.2 BARBER	8.4						
				(8.4)							

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

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

Westward		IDAHO NORTHERN BRANCH		Eastward	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 11		Mile Post	SECOND CLASS
	485 Mixed	March 16, 1952			486 Mixed
	STATIONS				
OPTWYZ	8.30AM	DN-R	NAMPA YL AU-Q	0.0	A 2.35PM
			0.7 IDA. NOR. JCT. YL	0.7	
25	f 8.40		1.7 FISCHER	2.4	2.25
14	s 9.00		6.9 MIDDLETON	9.3	s 2.10
15	f 9.20		9.6 JENNESS	18.9	f 1.40
96 PWY	s 10.20	D-R	8.1 EMMETT YL MF	27.0	s 1.10
42	f 10.40		4.8 PLAZA	31.8	f 12.45
43 P	s 11.20		9.3 MONTOUR	41.1	s 12.20PM
32 P	s 11.55AM		8.6 YL D HORSESHOE BEND HB	49.7	s 11.55AM
32	f 12.20PM		5.4 GARDENA	55.1	f 11.35
35 OPTW	s 1.20	D	9.0 BANKS YL AB	64.1	s 11.10
25 PW	f 2.10		11.3 BIG EDDY	75.4	f 10.25
31 PWY	s 3.00		7.6 SMITHS FERRY YL	83.0	s 9.55
15 P	f 3.35		9.7 CABARTON	92.7	f 9.20
32 W	f 3.45		2.8 BELVIDERE	95.5	f 9.11
32 PY	s 4.30	D	3.7 CASCADE YL CD	99.2	s 9.00
31	f 5.00		11.8 ARLING	111.0	f 8.00
33 W	s 5.30	D	8.4 DONNELLY FY	119.4	s 7.35
14	f 5.45		5.3 NORWOOD	124.7	f 7.22
53 OPWY	A 6.15PM	D-R	8.1 McCALL YL NE	132.8	7.00AM
			(132.8)		Daily Except Sunday
(9.45)		 Thru Time.....		(7.35)	
13.6		 Average speed per hour.....		17.5	

Westward NEW MEADOWS BRANCH Eastward				
Car Capacity of Sidings, etc., See Rule 6(A), Page 23.		Time-Table No. 11		Mile Post
		March 16, 1952		
		STATIONS		
233 OP TWY		DN-R	WEISER YL SR	0.0
12			6.0 REBECCA	6.0
48			13.1 CONCRETE	19.1
26 P		D	12.7 MIDVALE MI	31.8
35 P		D	8.7 CAMBRIDGE RA	40.5
3 W			9.3 GOODRICH	49.8
18			6.8 MESA	56.6
42 OPWY		D-R	3.6 COUNCIL YL CN	60.2
7			1.4 HOOVER YL	61.6
6			10.4 GLENDALE	72.0
15			8.0 WOODLAND	80.0
43			4.1 RUBICON YL	84.1
146 PWY		D-R	5.6 NEW MEADOWS YL DS	89.7
			(89.7)	

WESTWARD		OREGON EASTERN BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 11 March 16, 1952 STATIONS	Mile Post	SECOND CLASS	
		459 Mixed				460 Mixed
		Daily Except Sunday				
444 COP WY		1.00PM	DN-R ONTARIO YL ON	0.0	A 4.00PM	
PY	f	1.10	MALHEUR JCT. YL	1.9	3.40	
14	f	1.15	CAIRO	3.7	f 3.35	
38	f	1.25	LUSE	6.9	f 3.25	
24	f	1.35	MALLETT	10.0	f 3.15	
134 PWY	s	1.55	D-R VALE YL VA	15.5	s 3.00	
46	f	2.20 ⁴⁶⁰	HOPE	23.5	f 2.20 ⁴⁵⁹	
52	f	2.50	LITTLE VALLEY	34.8	f 1.50	
53 P	s	3.15	HARPER	42.0	s 1.25	
50	f	3.40	NAMORF	51.2	f 12.55	
27	f	4.07	JONESBORO	62.2	f 12.28PM	
53 PWY	s	4.40	D JUNTURA JN	73.6	s 11.50AM	
50	f	5.25	LONG	86.6	f 11.10	
49 PW	s	5.50	RIVERSIDE	92.7	s 10.50	
31	f	6.15	DUNNEAN	102.8	f 10.25	
32 PW	f	6.40	VENATOR	110.2	f 10.05	
32	f	7.00	CIRCLE BAR	117.9	f 9.45	
31 PW	s	7.30	CRANE	126.6	s 9.15	
31	f	8.20	REDESS	143.5	f 8.32	
23 OP WYZ	A	9.00PM	D-R BURNS YL BR	156.8	8.00AM	
			(156.8)		Daily Except Sunday	
(8.00) Thru Time (8.00)						
19.6 Average speed per hour 19.6						

WESTWARD		BROGAN BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 11		Mile Post	
		March 16, 1952			
		STATIONS			
134 PWY		D-R	VALE YL VA	0.0	
29			17.3 JAMIESON	17.3	
31 PWY			6.0 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	Location	Mile Post
First Subdivision				Ketchum Branch					
Leefe.....	64.8	Spur 2.4 Mi. Y	Both	Priest..... (7).....	33.9	{ 6	East		
Onyx.....	197.5	14 P	West	Gimlet..... (7).....	63.2	6	West		
Inkom Ballast Quarry...	202.9	140 P	East	Homestead Branch					
Second Subdivision				Home.....	14.0	4 P	East		
Don.....	219.6	43 PX	Both	Mineral.....	15.3	10 W	East		
Schiller.....	226.5	11 P	Both	Still.....	16.2	2	East		
Coates.....	369.5	8 P	West	Sturgill.....	27.1	15	East		
Sand Bank.....	370.9	42 PX	Both	Payette Branch					
Third Subdivision				Ingard.....	3.3	8	Both		
Hillcrest.....	B-445.1	14 P	Both	Falks..... (8).....	17.2	5	East		
Apple Valley.....	485.9	26	Both	Little Rock.....	18.9	10	Both		
Arcadia.....	491.7	45 P	Both	Wildier Branch					
Washoe Spur.....	500.9	32	West	Greenleaf.....	7.0	9	West		
Wood.....	506.2	10	Both	Stoddard Branch					
Feltham.....	512.7	23	Both	Westma.....	11.6	5	East		
Fourth Subdivision				Boise Branch					
Chubbuck.....	138.2	40	Both	Penitentiary Spur.....	5.0	10	East		
Kimball.....	166.6	20	Both	Vernon.....	6.3	10	West		
Mitchell.....	176.9	22	Both	Idaho Northern Branch					
Red Rock..... (1).....	302.8	28 W	Both	Maddens..... (9).....	6.1	5	East		
Rock.....	314.6	62	Both	Amsco.....	13.6	12	Both		
Dalys..... (1).....	316.4	19 P	Both	Bramwell..... (9).....	22.2	5	East		
Glen..... (1).....	347.8	8	West	Black Canyon..... (9).....	33.0	5	East		
Lavon..... (1).....	351.7	None	None	Archabal..... (9).....	127.4	9	Both		
Maiden Rock..... (1).....	366.0	{ 18	Both	Oregon Eastern Branch					
Goshen Branch				Lawen..... (10).....	138.4	3	East		
Cox.....	9.2	11	West	New Meadows Branch					
Ammon.....	18.1	34	West	Presley.....	11.7	9	Both		
Wilkinson.....	21.0	3	West	Diamond.....	26.7	4 W	West		
Yellowstone Branch				Fruitvale.....	66.5	3	Both		
St. Leon.....	3.7	16	East	Tamarack.....	81.9	29	Both		
Mark.....	22.2	24	Both	Brogan Branch					
Jolley.....	27.6	10	Both	Lancaster.....	11.4	4	East		
Pineview.....	72.5	5 P	Both	(1) Flag stop for Nos. 29-30. (6) Flag stop for Nos. 439-440.					
Teton Valley Branch				(2) Flag stop for Nos. 31-32. (7) Flag stop for Nos. 441-442.					
Judkins..... (2).....	22.3	{ 6	East	(3) Flag stop for Nos. 409-410. (8) Flag stop for Nos. 483-484.					
Fox Creek..... (2).....	42.3	{ 6	Both	(4) Flag stop for No. 492. (9) Flag stop for Nos. 485-486.					
Mackay Branch				(5) Flag stop for Nos. 465-466. (10) Flag stop for Nos. 459-460.					
Collins..... (3).....	2.1	10	West	CONDITIONAL STOPS TO DISCHARGE OR PICK UP					
Aiken..... (3).....	3.8	{ 10	Both	REVENUE PASSENGERS					
Cerro Grande..... (3).....	35.5	{ 10	East	Train	At	Discharge Passengers From	Pick up Passengers Destined To		
West Belt Branch				12	Any station First Sub-	Pocatello or beyond.	Green River or beyond.		
Coltman..... (4).....	2.8	19 P	East	17	Any station First Sub-	Green River or beyond.	Pocatello or beyond.		
Grant..... (4).....	4.8	18 P	East	17	Any station Second and Third Subdivi-	Ogden, Cheyenne or beyond.	Pendleton or beyond.		
Barlow.....	7.0	17	East	18	Any station First Sub-	Pendleton or beyond.	Cheyenne or beyond.		
Midway.....	9.4	{ 31	Both	18	Any station Second and Third Subdivi-	Pendleton or beyond.	Ogden, Cheyenne or beyond.		
Pyke..... (4).....	35.3	19	West	105	Minidoka, Gooding, Caldwell, Nyssa, Ontario, Payette, Weiser.	Omaha or beyond.	Portland or beyond.		
East Belt Branch				106	Weiser, Payette, Ontario, Nyssa, Caldwell, Gooding, Minidoka.	Portland or beyond.	Omaha or beyond.		
Gale Spur.....	27.5	10	East						
Twin Falls Branch									
Amalga.....	17.3	12	West						
Stowe.....	52.1	12	West						
North Side Branch									
Travers..... (5).....	3.5	18	Both						
Black..... (5).....	26.9	30	Both						
Hunt..... (5).....	31.5	8	Both						
Sugar Loaf.....	38.3	12	Both						
Barrymore..... (5).....	42.6	13	Both						
Haytown.....	44.7	7	Both						
Hydra.....	45.8	7	Both						
Appleton..... (5).....	52.9	12	Both						
King.....	58.1	17	Both						
Raft River Branch									
Evans.....	4.7	{ 5	East						
Wells Branch									
Knoll..... (6).....	5.6	7	Both						
Godwin..... (6).....	7.0	8	Both						
Amsterdam..... (6).....	23.2	9	West						

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

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

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

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

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

On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.

When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.

Where rules, special rules, special instructions or bulletins require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and to be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

GENERAL

Location.	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	79	50	Trains handling company roadway machines on their own wheels, except wrecking derricks— On main line and Twin Falls Branch: On straight track.			30
Inspection bus cars.		40	40	On curves.			25
Battery motor car 01886.		50		Between Idaho Falls and Ashton.			20
When caboose is handled in train consisting of passenger train equipment.		55		On other branch lines.			15
Within yard limits— Protected by continuous block signal system.	60	50	25	Jordan spreaders and other machines of spreader type, when in operation.			15
Not protected by continuous block signal system.	50	40	25	Trains handling scale test cars— On main line, Twin Falls Branch and between Idaho Falls and Ashton.			30
On branch lines.	30	30	15	On other branch lines.			20
Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines			20
Diesel-electric locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern). Backing up pulling train. Backing up light.	40	40	40	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 6
Diesel-electric road and road switch locomotives with 12 tooth pinion gear, gear ratio 65-12.	50	50	50	Passing fueling stations— On main lines. On branch lines.	50	40 30	25 15
Diesel-electric freight and road switch locomotives.	65	65	50	When using cross-overs and turn-outs: 9000 class engines; Forward movement.		10	10
Diesel-electric yard switch locomotives in road service.	35	35	35	Back-up movement.		6	6
Diesel-electric helper locomotive.	60	60		All other class engines; Forward movement.	15	15	15
Steam engines running backward.	20	20	20	Back-up movement.	10	10	10
7000-7800 class engines.		70	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 63-inch drivers.		55	50	Over spring switches, where movement is over facing point switch, except at Reverse.	20	20	20
MacArthur type engines with 57-inch drivers.		35	35	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
3900 class engines.		65	50	Tracks other than main tracks.	15	15	15
3800 class engines.		60	50	On wye tracks.	6	6	6
4000, 9000 and 2-10-2 type engines.		50	50	Through tunnels, branch lines.		10	10
Ten Wheeler type engines 1573, 1575, 1577 to 1580.		55	40	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line.			25
Other Ten Wheeler and Consolidation type engines.		35	35	On branch lines.			15
Mallet type engines, 3500 to 3599, incl., and 3670 to 3674, incl.		35	35	(Slower speed must be observed where conditions require.)			
0-6-0 and 0-8-0 type yard engines.		20	20				
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 35				

FIRST SUBDIVISION

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

SECOND SUBDIVISION											
Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	Fr.
Pocatello Within platform limits of passenger depot.	6	6	6	Minidoka Between M.P. 272.4 and 273.0.	20	20	20	Ticeska Between M.P. 357.3 and 360.2.	70	60	50
Between passenger depot and M.P. 216.9.	20	20	20	Adelaide Between M.P. 285.8 and 286.2.	70	60	50	Between M.P. 360.2 and 360.8.	60	50	40
On enginehouse lead and tracks.			6	Dietrich M.P. 316.3 to 315.7 (Eastward).	70	60	50	Between M.P. 360.8 and 365.8.	70	60	50
American Falls Between M.P. 238.0 and 239.4.	70	60	50	Shoshone Over Greenwood Street.	15	15	15	King Hill Between M.P. 367.5 and 368.2.	70	60	50
Bridge 239.75.	40	25	25	Between M.P. 320.7 and 322.2.	20	20	20	Between M.P. 369.0 and 370.9.	60	50	40
Between M.P. 240.0 and 240.3.	40	40	25	Between M.P. 323.2 and 323.8.	70	60	50	Sand Bank Engines using west switch to Sand Bank set-out track.			5
Between M.P. 240.4 and 241.3.	70	60	50	Between M.P. 325.0 and 326.5.	70	60	50	Between M.P. 371.1 and 373.3.	45	40	25
Borah Between M.P. 244.5 and 244.8.	70	60	50	Gooding Over streets and alleys.	30	30	30	Between M.P. 373.3 and 373.8.	20	20	20
Wapi Between M.P. 258.8 and 259.2.	70	60	50	Between M.P. 340.7 and 341.1.	60	50	40	Glenns Ferry			
				Between M.P. 342.2 and 343.3.	60	50	40				
THIRD SUBDIVISION											
Glenns Ferry Eastward, over Commercial Street Crossing.	20	20	20	Between M.P. B-439.5 and B-440.3.	50	40	25	Between M.P. 482.8 and 483.0.	70	60	50
Between M.P. 376.5 and 377.6.	60	50	40	Between M.P. B-440.4 and B-446.2.	60	50	40	Between M.P. 484.6 and 485.2.	70	60	50
Between M.P. 378.7 and 379.3.	45	40	25	Boise Between M.P. B-448.4 and B-449.2.	50	40	25	Washoe Spur With 5000 class engines.			5
Hammett Between Hammett and Reverse.	65	60	40	Between M.P. B-450.4 and B-450.9.	70	60	50	Ontario No. 106, to exchange mail.	10		
Between M.P. 385.6 and 387.0.	60	50	40	Meridian No. 17, to exchange mail. No. 18, to dispatch mail.		20	40	Between Payette and Weiser, trains handling logs.			30
Between M.P. 389.8 and 390.8.	60	50	40	Sonna Between M.P. B-467.0 and B-467.7.	40	25	25	Eaton Between M.P. 523.0 and 526.0.	70	60	50
Mountain Home Over street crossings.	25	25	25	Nampa Between passenger depot and M.P. 456.3.	15	15	15	Between M.P. 526.4 and 535.8.	60	50	40
Orchard Between M.P. B-429.1 and B-430.0.	60	50	40	Caldwell Over streets and alleys.	25	25	25	Between M.P. 536.0 and 538.9.	40	25	25
Leone Between M.P. B-431.0 and B-433.8.	70	60	50	Parma Over streets and alleys.	30	30	30	Huntington			
Between M.P. B-433.9 and B-434.2.	60	50	40					Kuna Line Orchard Between M.P. 428.4 and 428.9.	60	50	40
Black's Creek Between M.P. B-435.8 and B-436.2.	70	60	50					Kuna Between M.P. 447.3 and 450.8.	60	50	40
Between M.P. B-438.5 and B-438.8.	70	60	50					Between M.P. 456.3 and passenger depot, Nampa.	15	15	15

FOURTH SUBDIVISION											
Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
Maximum speed. Between Pocatello and Idaho Falls.	70	50	Hamer Between M.P. 218.4 and 218.6.	50	40	Dillon Over streets and alleys.	20	20	Between M.P. 328.6 and 329.2.	35	25
Between Idaho Falls and Silver Bow.	60	40	Dubois Between M.P. 236.0 and 236.6.	35	25	Between M.P. 337.0 and 337.2.	40	30	Bond Between M.P. 337.0 and 337.2.	40	30
Between Idaho Falls and Silver Bow. MacArthur type engines with 63 inch drivers.	50	40	Between M.P. 237.8 and 238.0.	40	30	Apex Between M.P. 341.1 and 341.4.	40	30	Between M.P. 342.7 and 346.3.	35	25
Pocatello Within platform limits of passenger depot.	6	6	Between M.P. 239.0 and 239.2.	40	30	Glen Between M.P. 347.9 and 348.2.	40	30	Navy Between M.P. 351.0 and 354.4.	35	25
Between passenger depot and M.P. 216.9.	20	20	Highbridge Between M.P. 244.5 and 246.6.	40	30	Between M.P. 357.2 and 357.7.	40	30	Melrose Between M.P. 361.8 and 366.4, watch for rocks.	25	20
Chubbuck Between M.P. 139.9 and 140.2.	60	50	Spencer Between M.P. 248.5 and 248.9.	45	35	Maiden Rock Between M.P. 366.4 and 366.6.	20	20	Curve M.P. 366.5 with 5000 and 5300 class engines.	10	10
Tyhee Between M.P. 142.3 and 142.5.	50	40	Between M.P. 249.5 and 249.6.	40	30	Between M.P. 366.7 and 367.8.	35	25	Between M.P. 367.8 and 368.2.	30	20
Between M.P. 143.4 and 143.5.	50	40	Between M.P. 251.0 and 251.4.	40	30	Between M.P. 367.8 and 368.2.	30	20	Divide Between M.P. 373.5 and 374.6.	40	30
Gibson Between M.P. 152.6 and 152.9.	50	40	Between M.P. 252.7 and 257.5.	25	20	Woodin Between M.P. 375.2 and 377.8.	35	25	Between M.P. 379.0 and 381.1.	35	25
Blackfoot Over streets and alleys.	20	20	Humphrey Between M.P. 258.2 and 258.4.	35	25	Between M.P. 382.4 and 383.9.	25	20	Feely Between M.P. 382.4 and 383.9.	25	20
Wapello Between M.P. 166.8 and 167.0.	60	50	Between M.P. 258.6 and 259.2.	45	35	Between M.P. 384.5 and 385.2.	35	25	Between M.P. 384.5 and 385.2.	35	25
Firth Between M.P. 169.7 and 170.0.	60	50	Between M.P. 262.9 and 267.6.	35	25	Buxton Between M.P. 386.6 and 388.1.	35	25	Between M.P. 389.9 and 390.2.	20	20
Shelley Over streets and alleys.	30	30	Between M.P. 269.7 and 269.9.	40	30	Silver Bow On interchange tracks beyond N. P. crossing, with 3500, 3600, 5000 and 7000 class engines.	5	5			
Idaho Falls Over streets and alleys.	12	12	Between M.P. 271.0 and 271.7.	40	30						
Between M.P. 185.5 and 185.9.	15	5	Snowline Between M.P. 277.4 and 279.1.	35	25						
Between M.P. 187.4 and 188.7.	40	30	Lima Over Center Street east of depot.	20	15						
Between M.P. 190.7 and 190.9.	45	35	Westward within yard limits.	25	15						
Roberts Between M.P. 205.5 and 206.2.	50	40	Armstead Between M.P. 307.7 and 308.0.	40	30						
Tenno Between M.P. 208.4 and 210.1.	50	40	Between M.P. 308.9 and 310.2.	35	25						
Hawgood Between M.P. 213.7 and 214.0.	50	40	Between M.P. 310.4 and 310.6.	25	20						
			Between M.P. 311.0 and 311.8.	45	35						
			Grayling Between M.P. 316.0 and 316.5, watch for rocks.	25	20						
			Dalys Between M.P. 316.5 and 318.7.	35	25						
BRANCHES											
Kemmerer Branch.		15	Grace Branch. Maximum speed.		20	Leefe Spur.		15			
Cumberland Branch.		15	Bridge 5.33 with MacArthur type engines.		10	Gay Branch. Maximum speed.		25			
Glencoe Branch.		15			15	Between M.P. 3.0 and Gay.		15			
Elkol Branch.		15									
Blazon Branch.		15									

BRANCHES (Continued)

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

BRANCHES (Continued)

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

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

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
30'	120.	41'	87.8	52'	69.2	1' 3"	57.1	1' 20"	45.	2' 45"	21.8
31'	116.1	42'	85.7	53'	67.9	1' 4"	56.2	1' 25"	42.3	3'	20.
32'	112.5	43'	83.7	54'	66.6	1' 5"	55.3	1' 30"	40.	3' 30"	17.1
33'	109.1	44'	81.8	55'	65.4	1' 6"	54.5	1' 35"	37.9	4'	15.
34'	105.9	45'	80.	56'	64.2	1' 7"	53.7	1' 40"	36.	5'	12.
35'	102.9	46'	78.3	57'	63.1	1' 8"	52.9	1' 45"	34.3	6'	10.
36'	100.	47'	76.6	58'	62.	1' 9"	52.1	1' 50"	32.7	7'	8.6
37'	97.3	48'	75.	59'	61.	1' 10"	51.4	1' 55"	31.3	8'	7.5
38'	94.7	49'	73.5	1'	60.	1' 11"	50.7	2'	30.	10'	6.
39'	92.3	50'	72.	1' 1"	59.	1' 12"	50.	2' 15"	26.6		
40'	90.	51'	70.6	1' 2"	58.	1' 15"	48.	2' 30"	24.		