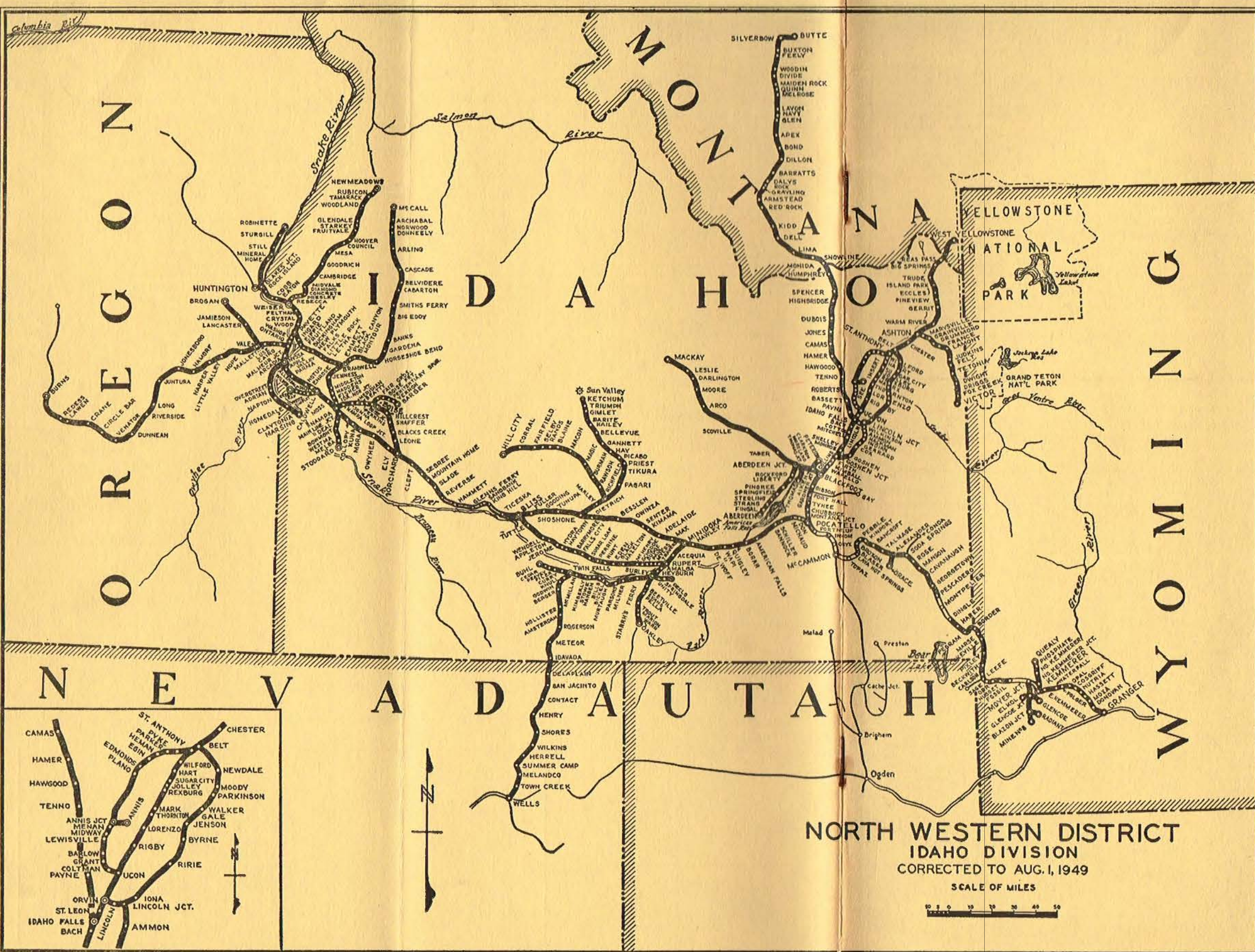




UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



IDAHO DIVISION

TIME-TABLE
No. 13

Effective Sunday
October 5, 1952
At 12:01 A.M. Mountain Time

*Safety Is
No Accident*

FOR EMPLOYEES ONLY

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

L. A. COLLINS
General Manager

H. E. SHUMWAY
General Supt. Transportation

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.
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. R. Merrell.....	District Surgeon	Pocatello, Ida.	Simeon Hopper.....	Surgeon	Hazelton, Ida.
H. H. Hughart.....	Asst. to District Surgeon	Pocatello, Ida.	Newell H. Battles.....	Oculist and Aurist	Idaho Falls, Ida.
Richard G. Crandall.....	Surgeon	Pocatello, Ida.	Harvey E. Gnyett.....	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.	David E. Harris.....	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.
George H. Bjorkman.....	Surgeon	American Falls, Ida.	Robert H. Burgoyne.....	Surgeon	Montpelier, Ida.
Ivan R. Egbert.....	Surgeon	Arco, Ida.	Harry H. King.....	Surgeon	Montpelier, Ida.
L. Spencer Parkinson.....	Surgeon	Ashton, Ida.	R. B. Lindsay.....	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.
Curtis Jones.....	Oculist and Aurist	Boise, Ida.	John R. Mangum.....	Surgeon	Nampa, Ida.
Warren D. Springer.....	Surgeon	Buhl, Ida.	Thomas E. Mangum, Jr.....	Surgeon	Nampa, Ida.
Melvin A. Drake.....	Surgeon	Burley, Ida.	Joseph J. Sarazin.....	Surgeon	Nyssa, Ore.
John W. Davis.....	Surgeon	Burley, Ida.	Wilfred N. Sanders.....	Surgeon	Ontario, Ore.
Chas. A. Terhune.....	Surgeon	Burns, Ore.	Ira R. Woodward, Jr.....	Surgeon	Payette, Ida.
John H. Weare.....	Surgeon	Butte, Mont.	M. F. Rigby.....	Surgeon	Rexburg, Ida.
Harvey L. Casebeer.....	Oculist and Aurist	Butte, Mont.	W. L. Sutherland.....	Surgeon	Rexburg, Ida.
John V. Plett.....	Oculist and Aurist	Butte, Mont.	Aldon Tall.....	Surgeon	Rigby, Ida.
Richard C. Monahan.....	Surgeon	Butte, Mont.	Otto A. Moellmer.....	Surgeon	Rupert, Ida.
Clifford M. Kaley.....	Surgeon	Caldwell, Ida.	Emory L. Soule.....	Surgeon	St. Anthony, Ida.
Robert T. Whiteman.....	Surgeon	Cambridge, Ida.	Royal G. Neher.....	Surgeon	Shoshone, Ida.
Dale B. Patterson.....	Surgeon	Cascade, Ida.	Allen H. Tigert.....	Surgeon	Soda Springs, Ida.
John A. Edwards.....	Surgeon	Council, Ida.	Russell Tigert, Jr.....	Surgeon	Soda Springs, Ida.
George L. Routledge.....	Surgeon	Dillon, Mont.	Byron N. Benson.....	Surgeon	Sun Valley, Ida.
LaGrande C. Larsen.....	Surgeon	Driggs, Ida.	John R. Moritz.....	Surgeon	Sun Valley, Ida.
A. C. Truxal.....	Surgeon	Dubois, Ida.	Charles B. Beymer.....	Surgeon	Twin Falls, Ida.
R. P. Rawlinson.....	Surgeon	Emmett, Ida.	Wallace Bond.....	Oculist and Aurist	Twin Falls, Ida.
Marion J. Kerns.....	Surgeon	Fairfield, Ida.	Harwood L. Stowe.....	Surgeon	Twin Falls, Ida.
Ward A. Rulien.....	Surgeon	Glenns Ferry, Ida.	Neal E. McCarthy.....	Surgeon	Vale, Ore.
John H. Cromwell.....	Surgeon	Gooding, Ida.	Harold F. Holsinger.....	Surgeon	Wendell, Ida.
Marion V. Klingler.....	Surgeon	Gooding, Ida.	Marion S. McGrath.....	Surgeon	Weiser, Ida.

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS							Distance from Granger via Boise	Time-Table No. 13 Oct. 5, 1952	FIRST CLASS						
19	11	105	403	457	17	25			12	404	458	106	18	20	26
Psg.	Psg.	Streamliner Passenger	Psg.	Psg.	Psg.	Mail and Express			Psg.	Psg.	Psg.	Streamliner Passenger	Psg.	Psg.	Mail and Express
Daily	Daily	Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily	Daily
		5.25	2.05		4.05		0.0	GRANGER	9.15			12.42	10.30		
	10.20	5.45			9.35			POCATELLO	4.10			8.55	5.20		
	11.05	5.55			10.35	12.30	213.9	GLENN'S FERRY	3.40			8.45	4.45		9.15
	2.15	8.25			2.00	4.10	373.8	BOISE	12.05			6.10	1.30		5.00
	3.59	9.40			3.45	6.15	448.4	M.T. HUNTINGTON P.T.	10.15			5.00	11.50		2.45
	6.35	11.40			6.25	9.25	550.1	LA GRANDE	7.30			3.05	9.25		11.40
	5.45	10.40			5.35	8.40		PENDLETON	6.20			2.05	8.15		10.25
	8.25	1.05			8.20	11.45	649.7	SPOKANE	3.45			11.40	5.35		7.20
	10.47	3.11			11.00	2.12	723.9	AYER	1.10			9.35	2.55		4.50
9.00							940.6	WALLULA						7.20	
11.30							836.7	HINKLE						4.35	
12.40							783.4	THE DALLES						3.15	
2.00	11.40	3.55			12.30	3.15	755.3	PORTLAND	12.20			8.55	2.05	2.35	3.50
4.05	1.45	5.35			3.25	5.45	855.4	TACOMA	10.15			7.15	11.50	12.05	12.30
6.30	4.00	7.30	8.30	8.00	6.00	8.30	939.5	SEATTLE	8.10	1.45	9.15	5.30	9.45	10.00	10.10
			12.30	11.05			1084.6			9.45	5.52				
			1.45	11.59			1122.7			8.30	4.45				
									Daily	Daily	Daily	Daily	Daily	Daily	Daily
(9.30)	(23.35)	(18.25)	(5.15)	(3.59)	(26.55)	(21.00)		 Thru Time.....	(24.05)	(5.15)	(4.30)	(18.12)	(23.45)	(9.20)	(22.05)
38.9	39.8	51.0	34.9	46.0	34.9	34.6		Average speed per hour	39.0	34.9	40.7	51.6	39.6	39.6	32.9

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS				Distance from McCammon	Time-Table No. 13 October 5, 1952	FIRST CLASS			
29	33	31				32	34	30	
Passenger	Passenger	Passenger				Passenger	Passenger	Passenger	
Daily	Daily	Daily							
	10.10	9.35		0.0	McCAMMON		5.40	4.45	
	10.45	10.10		22.7	POCATELLO		5.10	4.15	
	11.30	10.40		73.3	IDAHO FALLS	2.30	3.00	2.05	
	1.05	12.25	7.00	124.3	ASHTON	12.55			
			8.40	169.9	VICTOR	11.10			
			10.20	180.4	WEST YELLOWSTONE				
				285.8	BUTTE			7.30	
						Daily	Daily	Daily	
(9.35)	(2.50)	(3.20)			 Thru Time.....	(3.20)	(2.40)	(9.15)	
29.8	25.9	29.0			Average speed per hour	29.0	27.5	30.9	

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

MILEAGE

Main Line..... 848.07
Branches..... 1370.28
Grand Total..... 2227.35

WESTWARD					FIRST SUBDIVISION					Time-Table No. 13		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS				FIRST CLASS					October 5, 1952		
	263	251	257	277	29	11	105	33	17	STATIONS		
	Time Freight	Time Freight	Time Freight	Time Freight	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger			
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
144 RCS-IPWY	10.00AM		2.45AM			5.25PM	2.05PM		4.05AM	DN-R	GRANGER YL	GN
65 P	10.08		2.53			5.29	2.09		4.10		DONOVAN	
112 P	10.14		2.59			5.33	2.12		4.14		MOXA	
73 P	10.21		3.06			5.38	2.16		4.19		HASSETT	
115 P	10.26		3.11			5.41	2.19		4.22		NUTRIA	
80 P	10.34		3.19			5.46	2.23		4.27		COSGRIFF	
121 P	10.41		3.26			5.50	2.27		4.34	DN	OPAL	OW
74 P	10.49		3.34			5.55	2.31		4.40		FOLGER	
125 PW	10.56		3.41			6.00	2.35		4.45		WATERFALL	
	11.06		3.51			6.07	2.41		4.53		EAST KEMMERER YL	
CPTWXZ	11.15		4.00			6.15	2.43		5.05	DN	KEMMERER YL Z	
WS 70 PXY	11.22		4.07			6.19	2.46		5.10		MOYER JCT. YL	
ES 70												
WS 70 PW	11.47 ¹⁰⁶		4.30 ²⁶⁴			6.32	2.57		5.25	f	FOSSIL YL FI	
ES 70 XY												
94 PW	11.57AM		4.40			6.40	3.04		5.33	DN	NUGGET	
74 P	12.05PM		4.48			6.44	3.08		5.37		ORR	
112 P	12.11		4.54			6.47	3.11		5.42	s	SAGE	
66 P	12.18		5.01			6.51	3.15		5.47		CARLSON	
124 P	12.24		5.07			6.55	3.19		5.51		BECKWITH	
74 P	12.32		5.15			7.00	3.24		5.56		PIXLEY	
120 PW	12.42		5.25			7.08	3.29		6.08	DN	COKEVILLE	CK
74 P	12.50		5.33			7.13	3.33		6.15		MARSE	
124 P	12.56		5.39			7.17	3.37		6.20		BORDER	
74 PW	1.04		5.47			7.23	3.42		6.28	s	PEGRAM	
83 P	1.12		5.55			7.30	3.47		6.36		HARER	
69 P	1.21		6.04			7.37	3.52 ²⁶²		6.43		DINGLE	
OPTWYZ	1.45		6.20 ¹⁷			7.50			6.55 ²⁵⁷	DN-R	MONTPELIER YL	MX
	2.20		7.30			8.00	4.00		7.05		PESCADERO	
78 P	2.32		7.42			8.08	4.07		7.13		GEORGETOWN	
105 PW	2.40 ²⁶²		7.50			8.14	4.13		7.20		CAVANAUGH	
124 P	2.47		7.57			8.20	4.18		7.26		MANSON	
100 P	2.53		8.03			8.25	4.22		7.31		ROSE	
73 P	2.59		8.09			8.29	4.26		7.35	DN	SODA SPRINGS	SD
178 PWY	3.08		8.18			8.40	4.32		7.50		ALEXANDER	
108 PW	3.16		8.26			8.48	4.37		7.58		TALMAGE	
112 P	3.23		8.33			8.53	4.41		8.03		BANCROFT YL	BN
225 CPWY	3.35		8.45			9.01	4.46		8.12		KINPORT	
112 P	3.41		8.51			9.06	4.50		8.17		PEBBLE	
112 P	3.48		8.58			9.11	4.54		8.22		BROXON	
103 P	3.55		9.05			9.16	4.58		8.27		BLASER	
100 PW	4.01		9.11			9.19	5.01		8.30	DN	LAVA HOT SPGS.	XY
27 PX	4.09		9.19			9.25	5.05		8.37		TOPAZ	
CS 157 P	4.17		9.27			9.31	5.10		8.44		McCAMMON YL	MC
90 IPWXY	4.30	10.30AM	9.40	1.20AM	10.10PM	9.42	5.18	9.35AM	8.57	D	INKOM	KO
WS 40 PWX	4.46	10.46	9.56	1.36	10.23	9.55	5.29	9.48	9.10		PORTEUF	
ES 88					10.29	10.02	5.34	9.54	9.17	DN-R	POCATELLO YL	H-CA PO
RCS-COPTWYZ	A 5.20PM	A 11.20AM	A 10.35AM	A 2.30AM	A 10.45PM	A 10.20PM	A 5.45PM	A 10.10AM	A 9.35AM			
(213.9)												

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. 13									
October 5, 1952									
STATIONS	Mile Post	FIRST CLASS				SECOND CLASS			
		12	30	106	34	18	262	278	270
		Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Time Freight	Stock Special	Time Freight
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
DN-R	GRANGER YL GN	0.0	9.15AM	A 12.42PM		A 10.30PM	A 7.30PM		A 6.20AM
	DONOVAN	4.1	9.09	12.37		10.22	7.18		6.07
	MOXA	7.7	9.05	12.34		10.18	7.12		6.00
	HASSETT	12.5	9.00	12.30		10.13	7.06		5.52
	NUTRIA	15.4	8.57	12.27		10.10	7.01		5.47
	COSGRIFF	20.2	8.52	12.23		10.05	6.54		5.39
DN	OPAL OW	24.5	8.47	12.19		10.00	6.48		5.32
	FOLGER	29.3	8.41	12.15		9.55	6.41		5.24
	WATERFALL	33.6	8.36	12.11		9.50	6.34		5.16
	EAST KEMMERER YL	39.0	8.29	12.05		9.43	6.24		5.06
DN	KEMMERER YL Z	39.7	8.27	12.03PM		9.41	6.20		5.01
	MOYER JCT. YL	42.3	8.19	11.58AM		9.32	6.03		4.53
DN	FOSSIL YL FI	50.3	8.04	11.47 ²⁶³		9.16	5.40		4.30 ²⁵⁷
	NUGGET	56.0	7.56	11.40		9.07	5.23		4.13
	ORR	59.6	7.51	11.36		9.02	5.15		4.05
	SAGE	63.1	7.47	11.33		8.57	5.08		3.58
	CARLSON	67.3	7.42	11.29		8.52	5.00		3.50
	BECKWITH	71.3	7.38	11.25		8.48	4.53		3.43
	PIXLEY	77.4	7.32	11.20		8.42	4.45		3.35
DN	COKEVILLE CK	83.5	7.25	11.15		8.35	4.35		3.25
	MARSE	88.2	7.16	11.10		8.25	4.23		3.15
	BORDER	92.1	7.12	11.07		8.20	4.17		3.09
	PEGRAM	97.7	7.06	11.02		8.13	4.09		3.01
	HARER	102.9	6.59	10.57		8.06	4.01		2.53
	DINGLE	108.0	6.53	10.52		7.59	3.52 ¹⁰⁵		2.45
DN-R	MONTPELIER YL MX	115.0	6.45	10.45		7.50	3.35		2.30
	PESCADERO	121.3	6.35	10.33		7.40	3.10		1.55
	GEORGETOWN	126.8	6.13	10.28		7.18	2.40 ²⁶³		1.28
	CAVANAUGH	131.9	6.07	10.23		7.12	2.31		1.21
	MANSON	136.1	6.03	10.19		7.08	2.25		1.15
	ROSE	140.0	5.59	10.15		7.04	2.19		1.09
DN	SODA SPRINGS SD	146.0	5.50	10.09		6.55	2.07		12.57
	ALEXANDER	151.6	5.38	10.03		6.43	1.56		12.46
	TALMAGE	156.2	5.32	9.58		6.37	1.45		12.35
DN	BANCROFT YL BN	161.8	5.24	9.53		6.29	1.30		12.20
	KINPORT	165.6	5.16	9.48		6.23	1.19		12.09
	PEBBLE	170.3	5.11	9.43		6.18	1.11		12.01AM
	BROXON	174.8	5.06	9.38		6.13	1.03		11.53PM
	BLASER	177.4	5.03	9.35		6.10	12.56		11.46
DN	LAVA HOT SPGS. XY	180.0	4.58	9.31		6.05	12.48		11.38
	TOPAZ	184.3	4.50	9.26		5.57	12.33		11.23
DN	McCAMMON YL MC	191.2	4.41	As 4.45AM	9.19	As 5.40PM	12.15PM	A 2.20PM	A 8.40PM
	INKOM KO	201.9	4.25	f 4.31	9.08	s 5.26	11.55AM	1.55	8.15
	PORTNEUF	207.7	4.19	4.24	9.02	5.18			10.45
DN-R	POCATELLO YL H-CA PO	213.9	4.10AM	4.15AM	8.55AM	5.10PM	11.30AM	1.30PM	7.50PM
			Daily	Daily	Daily	Daily	Daily	Daily	Daily
	Thru Time.....	(5.05) 42.1	(0.30) 45.4	(3.47) 56.6	(0.30) 45.4	(5.10) 41.4	(8.00) 26.7	(0.50) 27.2	(0.50) 27.2
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.

No. 30 stop daily, except Sunday, to exchange mail at Inkom.

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. 13 October 5, 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	12.30AM	DN-R POCATELLO YL PO	213.9	A 3.40AM	A 8.45AM	A 4.45PM	A 9.15PM	A 11.00PM	
CS 153 P	11.17	6.06	10.47	f 3.55	12.42	10.4 MICHAUD	224.3	3.20	8.30	4.25	8.36	f 10.29	
118 P						5.8 BANNOCK	230.1						
145 PW	s 11.33	6.17	s 11.03	s 4.15	f 12.58	8.4 DN AMERICAN FALLS AF	238.5	s 3.06	8.19	s 4.11	s 8.20	s 10.10	
120 P						3.8 BORAH	242.3						
119 P	11.45	6.28	11.16	4.31	1.10	7.8 QUIGLEY	250.1	2.52	8.08	3.57	8.00	9.50	
119 PW				f 4.38		5.9 WAPI	256.0					f 9.42	
119 P	11.53PM	6.36	11.24	4.43	1.18	3.8 DEWOFF	259.8	2.43	8.00	3.48	7.50	9.36	
119 P						7.5 HAWLEY	267.3						
101 269 CPWY	s 12.08AM	6.47	s 11.48	A 5.05AM	1.32	5.1 DN MINIDOKA RT	272.4	s 2.30	7.49	s 3.35	s 7.35	9.20PM	
119 P						3.8 MAX	276.2						
119 P	12.19	6.58	11.59AM		1.44	8.1 ADELAIDE	284.3	2.10	7.37	3.18	7.09		
119 PW						4.7 KIMAMA	289.0				f 7.02		
119 P	12.29	7.08	12.09PM		1.58	6.7 SENER	295.7	1.58	7.27	3.08	6.49		
122 P						7.8 OWINZA	303.5						
119 P						5.8 BESSLEN	309.3						
116 P	12.45	7.22	12.24		s 2.20	4.6 DIETRICH	313.9	1.41	7.13	2.51	s 6.32		
WS 121-115COP ES 111-130 WY	s 1.00	s 7.32	s 12.40		s 2.45	7.9 DN SHOSHONE X	321.8	s 1.30	s 7.05	s 2.40	s 6.20		
118 P						9.0 TUNUPA	330.8						
117 60 PW	s 1.20	7.48	s 1.00		s 3.06	6.7 DN GOODING GD	337.5	s 12.55	6.47	s 2.17	s 5.52		
120 P						6.3 FULLER	344.2						
118 120 PWY	1.33	7.59	s 1.13		s 3.21	DN BLISS IS	350.5	12.38	6.36	2.02	s 5.35		
CS 120 WS 99 PY						6.8 TICESKA	357.3						
CS 139 PWX	1.51	8.14	1.36		s 3.45	9.5 KING HILL	366.8	12.15	6.19	1.39	f 5.10		
COPTWYZ	A 2.05AM	A s 8.25PM	A 1.50PM		A 4.00AM	7.0 DN-R GLENN'S FERRY YL	373.8	12.05AM	6.10AM	1.30PM	5.00PM		
						(159.9)		Daily	Daily	Daily	Daily	Daily	
(3.00) 53.3						 Thru Time.....		(3.35) 44.6	(2.35) 61.9	(3.15) 49.2	(4.15) 37.6	(1.40) 35.1	
(2.30) 64.0						 Average speed per hour.....							
(3.15) 49.2													
(1.25) 41.4													

WESTWARD					KUNA LINE					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS				Time-Table No. 13 October 5, 1952	Mile Post	SECOND CLASS							
				257						262				
				Time Freight						Time Freight				
				Daily										
	STATIONS						STATIONS							
122	IPWY			11.00AM	BLOCK SIGNALS { DN 11.7 OWYHIEE 12.0 KUNA 9.0 DN-R	ORCHARD YL	OD	423.0	A 9.40PM					
150	PW			11.15				434.7	9.16					
150	P			11.30			KA	446.7	8.48					
	OPTWYZ			A 11.45AM			NAMPA YL	AU-Q-D	456.6	8.20PM				
										Daily				
					(33.6)									

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					Time-Table No. 13 October 5, 1952	Mile Post	FIRST CLASS				SECOND CLASS					
	257	105	17	25	11			106	18	26	12						
	Time Freight Daily	Streamliner Passenger Daily	Passenger Daily	Mail and Express Daily	Passenger Daily			Streamliner Passenger	Passenger	Mail and Express	Passenger		262 Time Freight				
COPTWY	9.30AM	8.25PM	2.00PM	4.10AM	2.15AM	DN-R GLENN'S FERRY YL	373.8	As 6.10AM	A 1.20PM	A 4.45PM	A 11.55PM	A 11.15PM					
CS 110 PW	9.50	8.35	2.12	4.23	2.27	HAMMETT	382.7	5.59	1.06	4.18	11.37	10.55					
CS 123 PY	10.20	8.49	2.30	4.41	2.43	DN REVERSE YL RV	393.3	5.48	12.51	3.59	11.22	10.35					
71 177 PWY	10.32	8.56	2.42	4.55	2.56	DN MOUNTAIN HOME MZ	401.6	5.41	12.41	3.48	11.12	10.20					
149 P	10.40	9.01	2.48	5.01	3.01	SEBREE	407.5	5.36	12.33	3.37	11.03	10.12					
136 P	10.47	9.05	2.52	5.05	3.05	CLEFT	412.7	5.32	12.29	3.31	10.59	10.05					
122 IPWY	A 11.00AM	9.13	3.01	5.24	3.14	DN ORCHARD YL OD	423.0	5.24	12.20	3.20	10.50	9.50PM					
73 P		9.20	3.09	5.33	3.22	LEONE	B-430.3	5.17	12.11	3.09	10.41						
73 P		9.25	3.15	5.39	3.28	BLACK'S CREEK	B-435.9	5.12	12.05PM	3.00	10.34						
59 P		9.31	3.21	5.45	3.34	SHAFFER	B-441.7	5.06	11.58AM	2.53	10.27						
67 PWY	VIA KUNA LINE	9.40	3.35	5.55	3.50	DN BOISE YL BG	B-448.4	5.00	11.50	2.45	10.15	VIA KUNA LINE					
P			3.45	6.15	3.59	BOISE JCT.	B-450.7										
31 P		9.44	3.49	6.26	4.03	PERKINS	B-451.4	4.52	11.38	2.28	9.57						
29 P		9.47	3.52	6.29	4.06	BEATTY	B-454.6	4.49	11.35	2.25	9.54						
74 P		9.50	3.56	6.35	4.09	D MERIDIAN MD	B-457.3	4.46	11.32	2.22	9.50						
22 P		9.53	4.00	6.40	4.13	SONNA	B-460.7	4.43	11.29	2.15	9.37						
OPTWYZ	11.45AM	10.08	4.15	6.55	4.25	DN-R NAMPA YL AU-Q	456.6	4.36	11.20	2.05	9.27	A 8.20PM					
55 P	11.51	10.12	4.30	7.11	4.45	MOSS	460.8	4.24	11.03	1.45	9.10	8.10					
204 PW	11.58AM	10.17	4.40	7.22	4.55	DN CALDWELL YL CW	465.6	4.20	10.58	1.40	9.05	8.02					
122 P	12.03PM	10.20	4.44	7.26	5.00	ENROSE	469.2	4.16	10.50	1.29	8.57	7.57					
127 P	12.07	10.23	4.47	7.30	5.03	D NOTUS U	472.5	4.13	10.47	1.25	8.54	7.53					
160 P	12.18	10.30	4.58	7.41	5.10	DN PARMA MA	480.8	4.06	10.40	1.15	8.47	7.42					
168 PWY	12.28	10.37	5.09	7.53	5.19	DN NYSSA YL SY	488.4	3.59	10.33	1.05	8.39	7.32					
PY	12.40		5.17	8.01	5.28	MALHEUR JCT. YL	496.8		10.23	12.53	8.28	7.20					
ES 170 WS 262 OPY	12.50	10.48	5.25	8.10	5.35	DN ONTARIO YL ON	498.7	3.49	10.20	12.50	8.25	7.15					
150 PWY	12.57	10.54	5.33	8.22	5.43	DN PAYETTE YL AY	502.5	3.43	10.10	12.33	8.15	7.01					
150 P	1.07	11.00	5.40	8.30	5.50	CRYSTAL	509.3	3.37	10.02	12.22	8.07	6.51					
107 130 PWY	1.17	11.08	5.50	8.45	6.00	DN WEISER YL SR	515.9	3.31	9.55	12.15PM	8.00	6.41					
150 P	1.30	11.18	6.01	8.58	6.11	COBB	525.7	3.21	9.43	11.58AM	7.48	6.27					
160 P	1.44	11.28	6.11	9.10	6.20	ROCK ISLAND	534.0	3.12	9.34	11.49	7.39	6.11					
P						BLAKES JCT.	537.1										
OPTWYZ	A 2.10PM	A 11.40PM	A 6.25PM	9.25AM	A 6.35AM	DN-R HUNTINGTON	538.8	3.05AM	9.25AM	11.40AM	7.30PM	5.50PM					
						(176.3)		Daily	Daily	Daily	Daily	Daily					
	(4.40) 35.4	(3.15) 34.3	(4.25) 39.9	(5.15) 33.6	(4.20) 40.7	 Thru Time		(3.05) 57.2	(3.55) 45.0	(5.05) 34.7	(4.25) 39.9	(5.25) 30.5					
	 Average speed per hour																

WESTWARD				YELLOWSTONE BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 13 October 5, 1952	Mile Post	FIRST CLASS		SECOND CLASS				
		477 Local Freight	491 Mixed				31 Passenger		32 Passenger			492 Mixed	478 Local Freight
		Daily Except Sunday	Daily Except Sunday				Daily						
STATIONS													
COPTWYZ		9.15AM	7.55AM		7.00AM	DN-R	IDAHO FALLS YL	0.0	A 2.30PM		A 2.00PM A 6.00PM		
17 PY		9.25	A 8.05AM		7.06		ORVIN YL	8.0	2.13		f 1.50 4.30		
60 PW		9.40			7.14	D	UCON UN	7.6	2.05		1.40PM 4.20		
54 P		10.05			7.25	D	RIGBY RG	13.8	1.55	Via West Belt Branch	4.05		
36 W		10.20			7.31		LORENZO	18.1	1.48		3.45		
25 P		10.40			7.36		THORNTON	20.7	1.43		3.35		
67 P		11.10			7.46	D	REXBURG RX	26.0	1.35		3.15		
51 P		11.25			7.53	D	SUGAR CITY SC	29.8	1.28		2.30		
36 PY							HART	30.9					
110 PWY		11.40AM			8.05	D	ST. ANTHONY YL SH	36.8	1.18	A 10.50AM	2.05		
P							BELT YL	38.3		10.40AM			
43 P		12.05PM			8.15		CHESTER	42.8	1.07		1.25		
46 COPWY		A 12.30PM			A 8.35AM	DN-R	ASHTON YL HN	51.0	12.55PM		1.00PM		
							INGLING	52.5					
28 P							WARM RIVER	58.2					
22 P							GERRIT	66.9					
22							ECCLES	75.7					
15 P							ISLAND PARK	80.6					
26 P							TRUDE	85.4					
25 PWY							BIG SPRINGS	90.7					
22 PY							REAS PASS	97.2					
29 COPWY						D-R	WEST YELLOWSTONE YL	107.1					
							(107.1)		Daily	Daily Except Sunday	Daily Except Sunday		
		(3.15) 15.7	(0.10) 18.0	(1.35) 32.2		 Thru Time		(1.35) 32.2	(3.20) 14.3		(5.00) 10.2		
						 Average speed per hour							
WESTWARD				TETON VALLEY BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 13 October 5, 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	A 12.50PM		A 12.30PM			
19		6.40		f 8.44		MARYSVILLE YL	1.8	f 12.40		12.15			
33		6.55		f 8.52		GRAINVILLE	6.0	f 12.32		12.01PM			
22 PW		7.10		s 8.58	D	DRUMMOND MD	8.6	s 12.27		11.50AM			
12		7.25		f 9.06		FRANCE	12.8	f 12.19		11.33			
33 P		7.35		s 9.13		LAMONT	15.8	s 12.13PM		11.23			
21		8.08		s 9.37		FELT	26.3	s 11.50AM		10.50			
22 PWY		8.23		s 9.47	D	TETONIA NA	30.3	s 11.42		10.35			
				f 9.52		DWIGHT	32.7	f 11.36					
31		8.42		s 10.02	D	DRIGGS DI	37.2	s 11.28		10.02			
19 PWY		A 9.05AM		A 10.20AM	D-R	VICTOR YL VR	45.6	11.10AM		9.30AM			
						(45.6)		Daily		Daily Except Sunday			
		(2.35) 17.6		(1.40) 27.3	 Thru Time		(1.40) 27.3	(3.00) 15.2					
						 Average speed per hour							
Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes. No. 31 stop daily, except Sunday and holidays, to dispatch mail at Chester. For stations not shown on schedule pages.—See page 17.													

WESTWARD				MACKAY BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 13 October 5, 1952	Mile Post	SECOND CLASS		Time-Table No. 13 Oct. 5, 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 BLACKFOOT YL BF	0.0	A 2.20PM	A 3.55PM					
			2.6 GARDNER JCT.	2.6							
7	f 8.25	f 7.42	1.7 CLARKSON	4.3	f 2.00	f 3.42					
31	f 8.30	f 7.47	1.4 MORELAND	5.7	f 1.55	f 3.37					
			0.2 THOMAS JCT.	5.9							
P	A 8.35AM	f 7.51	1.2 ABERDEEN JCT. YL	7.1	1.45PM	f 3.33					
33 PW		f 8.24	13.0 TABER	20.1		f 3.00					
35 PY		f 9.15	19.6 SCOVILLE	39.7		f 2.10					
37 PWY		s 10.05	19.4 ARCO YL RO	59.1		s 1.20					
21 P		s 10.27	7.6 MOORE	66.7		s 12.48					
10		s 10.45	5.9 DARLINGTON	72.6		s 12.30					
5		s 11.00	4.7 LESLIE	77.3		s 12.15PM					
68 PWY		A 11.25AM	8.0 D-R MACKAY YL MY	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	 Thru Time				
			 Average speed per hour				 Average speed per hour				

WESTWARD				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 13 October 5, 1952	Mile Post	SECOND CLASS		Time-Table No. 13 Oct. 5, 1952	Mile Post
	421 Mixed				422 Mixed			
	Daily Except Sunday							
P	8.35AM		ABERDEEN JCT. YL	0.0	A 1.45PM			
32	f 8.48		4.3 ROCKFORD	4.3	f 1.30			
17	f 8.53		1.6 LIBERTY	5.9	f 1.20			
32 P	s 9.13	D	4.3 PINGREE PG	10.2	f 12.58			
31 P	f 9.33		6.3 SPRINGFIELD	16.5	f 12.40			
17 P	s 9.50		3.2 STERLING	19.7	s 12.25PM			
8			6.3 FINGAL	26.0				
37 PWY	A 10.25AM	D-R	2.2 ABERDEEN YL BN	28.2	11.50AM			
			(28.2)		Daily Except Sunday			
(1.50) 15.4		 Thru Time		(1.55) 14.7	 Thru Time		(2.25) 16.0	
		 Average speed per hour			 Average speed per hour			

WESTWARD				WEST BELT BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 13 October 5, 1952	Mile Post	SECOND CLASS		Time-Table No. 13 Oct. 5, 1952	Mile Post			
	491 Mixed				492 Mixed						
	Daily Except Sunday										
60 PW			D-R UCON	UN	0.0	A 1.40PM					
22 P			8.8 LEWISVILLE		8.8	f 1.10					
50 P			D 1.0 MENAN MN	10.6	s 1.00						
			13.5 ANNIS JCT.	11.5							
51 PW			1.7 PLANO	25.0	f 12.12						
18			2.6 EDMONDS	29.7	f 12.05PM						
11 P			2.3 EGIN	29.3	f 11.56AM						
32			1.9 HEMAN	31.6	f 11.46						
19 P			5.2 PARKER	33.6	f 11.40						
110 PWY			D-R ST. ANTHONY YL	SH	38.7	11.15AM					
			(38.7)		Daily Except Sunday						
(2.35) 17.2		 Thru Time		(2.25) 16.0	 Thru Time		(2.25) 16.0				
		 Average speed per hour			 Average speed per hour						

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

WESTWARD						TWIN FALLS BRANCH						EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 13 October 5, 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																
101 269	CPWY	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				
73	P	12.35	3.17	f 4.25	f 5.33		ACEQUIA		8.2	f 2.45	f 8.43	10.35	11.10PM				
94	OPWY	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				
59 68	PWY	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				
16	P			f 5.23	f 6.44		PARSONS		35.5	f 1.45	f 7.56						
71	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				
12							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				
31	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						
	PWY			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				

WESTWARD				KETCHUM BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS				Time-Table No. 13				Mile Post	SECOND CLASS			
				441	October 5, 1952					442			
				Mixed						Mixed			
				Monday Wednesday Friday	STATIONS								
WS 121-115 ES 111-130				6.00AM	ON-R	SHOSHONE YL	X	0.0	A 12.45PM				
3				f		10.9 MARLEY		10.9	f				
39 PWY				s 6.35	D-R	4.4 RICHFIELD YL	FK	15.3	s 12.05PM				
29				f 6.50		6.4 PAGARI		21.7	f 11.45AM				
27				f 7.10		8.0 TIKURA		29.7	f 11.25				
59 PW				s 7.30	D	7.6 PICABO	XN	37.3	s 11.05				
6				f 7.40		4.5 HAY		41.8	f 10.50				
10				f 7.45		2.5 GANNETT		44.3	f 10.45				
30				s 8.05		7.8 BELLEVUE		52.1	s 10.25				
17 W				s 8.16	D	5.1 HAILEY	RI	57.2	s 10.05				
22				f 8.22		2.8 BARITE		60.0	f 9.52				
13				f 8.40		7.6 TRIUMPH		67.6	f 9.35				
30 W Loop				A 8.45AM	D-R	1.8 KETCHUM YL	KU	69.4	9.30AM				
						(69.4)			Monday Wednesday Friday				
(2.45) 25.2				 Thru Time.....				(3.15) 21.4					
				 Average speed per hour.....									

WESTWARD				HILL CITY BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.					Time-Table No. 13				Mile Post				
					October 5, 1952								
					STATIONS								
39 PWY					D-R	4.5 RICHFIELD YL	FK	0.0					
10						4.5 RAWSON		4.5					
31						4.9 BURMAH		9.4					
42 P						12.1 MAGIC		21.5					
32						9.7 MACON		31.2					
32 P						2.8 BLAINE		34.0					
7						2.8 RANDS		36.8					
17						2.9 SELBY		39.7					
42 PW					D	4.1 FAIRFIELD	FD	43.8					
32						7.9 CORRAL		51.7					
50 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. 13 October 5, 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. 13 October 5, 1952				Mile Post			
				STATIONS							
168 PWY				DN-R NYSSA YL SY 8.1				0.0			
19				OVERSTREET 2.5				8.1			
20				ADRIAN 6.3				10.6			
32				NAPTON 7.5				16.9			
62 PWY				D HOMEDALE HR 6.6				24.4			
19				CLAYTONIA 2.1				31.0			
19 OPY				D-R MARSING YL MR				33.1			
				(33.1)							

WESTWARD				PAYETTE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		SECOND CLASS		Time-Table No. 13 October 5, 1952				Mile Post		SECOND CLASS	
		483 Mixed Daily Except Sunday		STATIONS						484 Mixed	
92 OPWY		7.00AM		DN-R PAYETTE YL AY 3.9				0.0		A 2.45PM	
18		f 7.10		EIFFIE 1.2				3.9		f 2.30	
27 P		s 7.30		D FRUITLAND FU 1.7				5.1		s 2.25	
19		f 7.40		BUCKINGHAM 4.3				6.8		f 2.06	
30 P		s 8.00		D NEW PLYMOUTH NP 10.5				11.1		s 1.55	
11		f 8.27		LETHA 8.1				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) 16.2				 Thru Time.....						(1.45) 16.8	
				 Average speed per hour.....							

WESTWARD				WILDER BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.				Time-Table No. 13 October 5, 1952				Mile Post			
				STATIONS							
204 PW				DN-R CALDWELL YL CW 2.5				0.0			
40				SIMPLLOT YL 1.2				2.5			
21				WEITZ YL 1.4				3.7			
26				DOLES YL 4.6				5.1			
13				ALLENDALDE 1.8				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. 13 October 5, 1952				Mile Post			
				STATIONS							
OPTWYZ				DN-R NAMPA YL AU-Q 4.4				0.0			
17				DEAL 4.5				4.4			
44				BOWMONT 5.7				8.9			
28				MELBA 2.5				14.6			
54				STODDARD 2.9				17.1			
				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. 13 October 5, 1952				Mile Post			
				STATIONS							
P				BOISE JCT. 1.1				0.0			
22				FAIR GROUNDS YL 2.1				1.1			
PTWZ				D-R BOISE FREIGHT YL BD 5.2				3.2			
				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 485 Mixed Daily Except Sunday	Time-Table No. 13 October 5, 1952	Mile Post	SECOND CLASS 486 Mixed
STATIONS				
OPTWYZ	8.30AM	DN-R NAMPA YL AU-Q	0.0	A 2.35PM
		IDA. NOR. JCT. YL	0.7	
49	f 8.40	FISCHER	2.4	2.25
14	s 9.00	MIDDLETON	9.3	2.10
15	f 9.20	JENNESS	18.9	f 1.40
96 PWY	s 10.20	D-R EMMETT YL MF	27.0	s 1.10
42	f 10.40	PLAZA	31.8	f 12.45
43 P	s 11.20	MONTOUR	41.1	s 12.20PM
32 P	s 11.55AM	D HORSESHOE BEND HB	49.7	s 11.55AM
32	f 12.20PM	GARDENA	55.1	f 11.35
35 OPTW	s 1.20	D BANKS YL AB	64.1	s 11.10
25 PW	f 2.10	BIG EDDY	75.4	f 10.25
31 PWY	s 3.00	SMITHS FERRY YL	83.0	s 9.55
15 P	f 3.35	CABARTON	92.7	f 9.20
32 W	f 3.45	BELVIDERE	95.6	f 9.11
32 PY	s 4.30	D CASCADE YL CD	99.2	s 9.00
31	f 5.00	ARLING	111.0	f 8.00
33 W	s 5.30	D DONNELLY FY	119.4	s 7.35
14	f 5.45	NORWOOD	124.7	f 7.22
32 OPWY	A 6.15PM	D-R McCALL YL NE	132.8	7.00AM
		(132.8)		Daily Except Sunday
(9.45)	Thru Time.....		(7.35)	
13.6	Average speed per hour.....		17.5	

Westward NEW MEADOWS BRANCH Eastward				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 13			Mile Post
	October 5, 1952			
STATIONS				
107 OP	DN-R	WEISER YL	SR	0.0
130 TWY		6.0 REBECCA		6.0
12		13.1 CONCRETE		19.1
48	D	12.7 MIDVALE	MI	31.8
23 P	D	8.7 CAMBRIDGE	RA	40.5
35 P		2.3 GOODRICH		49.8
3 W		0.8 MESA		56.6
12		2.6 COUNCIL YL	CN	60.2
59 OPWY	D-R	1.4 HOOVER YL		61.6
7		10.4 GLENDALE		72.0
6		8.0 WOODLAND		80.0
15		4.1 RUBICON YL		84.1
43	D-R	5.6 NEW MEADOWS YL	DS	89.7
45 PWY				

WESTWARD OREGON EASTERN BRANCH EASTWARD				
Car Capacity of Sidings, etc., See Rule 6(A), Page 23.	SECOND CLASS 459 Mixed Daily Except Sunday	Time-Table No. 13 October 5, 1952	Mile Post	SECOND CLASS 460 Mixed
STATIONS				
ES 170 OP	1.00PM	DN-R ONTARIO YL ON	0.0	A 4.00PM
WS 252 WY		MALHEUR JCT. YL	1.9	
PY	f 1.10	CAIRO	3.7	f 3.40
14	f 1.15	LUSE	6.9	f 3.25
38	f 1.25	MALLETT	10.0	f 3.15
24	f 1.35	D-R VALE YL VA	15.5	s 3.00
134 PWY	s 1.55	HOPE	23.5	f 2.20
46	f 2.20	LITTLE VALLEY	34.8	f 1.50
52	f 2.50	HARPER	42.0	s 1.25
53 P	s 3.15	NAMORF	51.2	f 12.55
50	f 3.40	JONESBORO	62.2	f 12.28PM
27	f 4.07	JUNTURA JN	73.6	s 11.50AM
53 PWY	s 4.40	LONG	86.6	f 11.10
50	f 5.25	RIVERSIDE	92.7	s 10.50
49 PW	s 5.50	DUNNEAN	102.8	f 10.25
31	f 6.15	VENATOR	110.2	f 10.05
30 PW	f 6.40	CIRCLE BAR	117.9	f 9.45
30	f 7.00	CRANE	126.6	s 9.15
31 PW	s 7.30	REDESS	143.5	f 8.32
31	f 8.20	BURNS YL BR	156.8	8.00AM
23 OP WYZ	A 9.00PM			Daily Except Sunday
		(156.8)		
(8.00)	Thru Time.....		(8.00)	
19.6	Average speed per hour.....		19.6	

WESTWARD		BROGAN BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 13			
		October 5, 1952		Mile Post	
		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
First Subdivision				Ketchum Branch			
Leefe.....	64.8	Spur 2.4 Mi. PY	Both	Priest.....(6).....	33.9	{ 7	East
Onyx.....	197.5	13 P	West	Gimlet.....(6).....	63.2	{ 7	West
Inkom Ballast Quarry....	202.9	140 P	East			32	East
Second Subdivision				Homestead Branch			
Don.....	219.6	{ 43 PX	Both	Home.....	14.0	4 P	East
Schiller.....	226.5	72 P	Both	Mineral.....	15.3	10 W	East
Coates.....	369.5	11 P	Both	Still.....	16.2	2	East
Sand Bank.....	370.9	8 P	West	Sturgill.....	27.1	15	East
		42 PX	Both	Payette Branch			
Third Subdivision				Ingard.....	3.3	8	Both
Hillcrest.....	B-445.1	14 P	Both	Falks.....(7).....	17.2	5	East
Apple Valley.....	485.9	26	Both	Little Rock.....	18.9	9	Both
Arcadia.....	491.7	45 P	Both	Wilder 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	9	East
Fourth Subdivision				Boise Branch			
Chubbuck.....	138.2	36	Both	Penitentiary Spur.....	5.0	10	East
Kimball.....	166.6	17	Both	Vernon.....	6.3	10	West
Mitchell.....	176.9	17	Both	Idaho Northern Branch			
Red Rock.....(1).....	302.8	25 W	Both	Maddens.....(8).....	6.1	5	East
Rock.....	314.6	62	Both	Josephson.....(8).....	12.6	12	Both
Dalys.....(1).....	316.4	14 P	Both	Amsco.....	13.6	12	Both
Glen.....(1).....	347.8	8	West	Bramwell.....(8).....	22.2	5	East
		{ 12	Both	Black Canyon.....(8).....	33.0	5	East
Maiden Rock.....(1).....	366.0	{ 12	Both	Archabal.....(8).....	127.4	9	Both
Goshen Branch				Oregon Eastern Branch			
Cox.....	9.2	11	West	Lawen.....(9).....	138.4	3	East
Ammon.....	18.1	30	West	New Meadows Branch			
Wilkinson.....	21.0	3	West	Presley.....	11.7	9	Both
Yellowstone Branch				Diamond.....	26.7	4 W	West
St. Leon.....	3.7	16	East	Fruitvale.....	66.5	3	Both
Mark.....	22.2	24	Both	Tamarack.....	81.9	29	Both
Jolley.....	27.6	10	Both	Brogan Branch			
Pineview.....	72.5	5 P	Both	Lancaster.....	11.4	20	East
Teton Valley Branch				(1) Flag stop for Nos. 29-30.			
Judkins.....(2).....	22.3	{ 6	East	(6) Flag stop for Nos. 441-442.			
		{ 6	Both	(2) Flag stop for Nos. 31-32.			
Fox Creek.....(2).....	42.3	12	Both	(7) Flag stop for Nos. 483-484.			
Mackay Branch				(3) Flag stop for Nos. 409-410.			
Collins.....(3).....	2.1	10	West	(8) Flag stop for Nos. 485-486.			
Aiken.....(3).....	3.8	{ 10	Both	(4) Flag stop for No. 492.			
		{ 10	East	(9) Flag stop for Nos. 459-460.			
Cerro Grande.....(3).....	35.5	None	None	(5) Flag stop for Nos. 439-440.			
West Belt Branch				CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS			
Coltman.....(4).....	2.8	19 P	East	Train	At	Discharge Passengers From	Pick up Passengers Destined To
Grant.....(4).....	4.8	18 P	East	12	Any station First Sub-division.	Pocatello or beyond.	Green River or beyond.
Barlow.....	7.0	17	East	17	Any station First Sub-division.	Green River or beyond.	Pocatello or beyond.
Midway.....	9.4	{ 31	Both	17	Any station Second and Third Subdivisions.	Ogden, Cheyenne or beyond.	Pendleton or beyond.
		{ 19	West	18	Any station First Sub-division.	Pendleton or beyond.	Cheyenne or beyond.
Pyke.....(4).....	35.3	5	West	18	Any station Second and Third Subdivisions.	Pendleton or beyond.	Ogden, Cheyenne or beyond.
East Belt Branch				105	Minidoka, Gooding, Caldwell, Nyssa, Ontario, Payette, Weiser.	Omaha or beyond.	Portland or beyond.
Gale Spur.....	27.5	10	East	106	Weiser, Payette, Ontario, Nyssa, Caldwell, Gooding, Minidoka.	Portland or beyond.	Omaha or beyond.
Twin Falls Branch							
Amalga.....	17.3	13	Both				
North Side Branch							
Travers.....	3.5	18	Both				
Black.....	26.9	28	Both				
Hunt.....	31.5	8	Both				
Sugar Loaf.....	38.3	12	Both				
Barrymore.....	42.6	10	Both				
Haytown.....	44.7	4	Both				
Hydra.....	45.8	7	Both				
Appleton.....	52.9	12	Both				
King.....	58.1	17	Both				
Raft River Branch							
Evans.....	4.7	{ 5	East				
		{ 10	East				
Wells Branch							
Godwin.....(5).....	7.0	8	Both				
Amsterdam.....(5).....	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.			20
1500 class Diesel-electric road freight locomotives.	50	50	50	Through truss bridges.			6
Diesel-electric freight and road switch locomotives.	65	65	50	Passing fueling stations— On main lines.	50	40	25
Diesel-electric yard switch locomotives in road service.	35	35	35	On branch lines.		30	15
Steam engines running backward.	20	20	20	When using cross-overs and turn-outs: 9000 class engines; Forward movement.		10	10
7000-7800 class engines, except between McCammon and Pocatello.		70	50	Back-up movement.		6	6
7000-7800 class engines, between McCammon and Pocatello.		75	50	All other class engines, except when using No. 14 cross-overs or turn-outs; Forward movement.	15	15	15
MacArthur type engines with 63-inch drivers.		55	50	Back-up movement.	10	10	10
MacArthur type engines with 57-inch drivers.		35	35	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement.	20	20	20
3900 class engines.		65	50	Over spring switches, where movement is over facing point switch, except at Reverse.	20	20	20
3800 class engines.		60	50	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
4000, 9000 and 2-10-2 type engines.		50	50	On wye tracks.	6	6	6
Consolidation type engines.		35	35	Through tunnels, branch lines.		10	10
Mallet type engines, 3500 to 3599, incl., and 3670 to 3674, incl.		35	35	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line.			25
0-6-0 and 0-8-0 type yard engines.		20	20	On branch lines.			15
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	(Slower speed must be observed where conditions require.)			
			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	Alexander Between M.P. 152.1 and 152.4.	60	50	40
Granger Between M.P. 3.4 and 3.7.	70	60	50	Between M.P. 87.4 and 87.7.	60	50	40	Bancroft Over streets and alleys.	25	25	25
Moxa Between M.P. 12.2 and 12.3.	70	60	50	Border Between M.P. 92.9 and 93.1.	60	50	40	Between M.P. 164.2 and 164.6.	70	60	50
Hasset Between M.P. 14.4. and 14.6.	70	60	50	Between M.P. 96.5 and 96.9.	70	60	50	Kinport Between M.P. 167.5 and 168.1.	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	Between M.P. 168.9 and 169.3.	60	50	40
Between M.P. 18.2 and 18.3.	60	50	40	Between M.P. 99.5 and 99.7.	70	60	50	Pebble Between M.P. 171.2 and 171.7.	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	Between M.P. 171.9 and 174.8.	70	60	50
Between M.P. 23.6 and 23.8.	70	60	50	Harer Between M.P. 105.2 and 105.4.	70	60	50	Broxon Between M.P. 176.4 and 176.7.	70	60	50
Opal Between M.P. 28.7 and 29.6.	70	60	50	Montpelier Between M.P. 120. 6 and 123.4.	60	50	40	Blaser Between M.P. 177.4 and 178.5.	60	50	40
Between M.P. 31.3 and 32.3.	50	40	30	Between M.P. 125.0 and 125.3.	70	60	50	M.P. 179.0 to 180.0 (Westward).	45	35	20
Between M.P. 33.0 and 33.1.	70	60	50	Between M.P. 125.8 and 126.8.	60	50	40	M.P. 180.0 to 179.0 (Eastward).	50	40	25
Waterfall Between M.P. 34.6 and 34.8.	60	50	40	Georgetown Between M.P. 127.6 and 127.9.	70	60	50	Lava Hot Springs Between M.P. 180.1 and 181.6.	70	60	50
Between M.P. 35.5 and 38.8.	50	40	25	Between M.P. 128.2 and 128.6.	60	50	40	Between M.P. 181.8 and 183.1.	60	50	40
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. 183.2 and 184.8.	70	60	50
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	Topaz Between M.P. 185.5 and 185.7.	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	Between M.P. 186.0 and 187.3.	50	40	30
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. 187.5 and 187.9.	60	50	40
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. 188.2 and 190.2.	70	60	50
Nugget Between M.P. 58.0 and 59.6.	70	60	50	Between M.P. 142.4 and 143.4.	70	60	50	McCammon Between M.P. 192.4 and 192.6.	60	50	40
Orr Between M.P. 60.8 and 61.2.	70	60	50	Between M.P. 143.7 and 143.9.	60	50	40	Between M.P. 195.0 and 195.4.	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	Onyx Between M.P. 197.7 and 200.3.	70	60	50
Between M.P. 66.5 and 68.2.	70	60	50	Soda Springs Over streets and alleys.	30	30	30	Between M.P. 200.3 and 201.1.	60	50	40
				Between M.P. 148.0 and 148.3.	70	60	50	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

SECOND SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Pocatello Within platform limits of passenger depot.	6	6	6	Minidoka Between M.P. 272.4 and 273.0.	20	20	20	Ticeska Between M.P. 357.3 and 360.2.	70	60	50
On enginehouse lead and tracks.			6	Adelaide Between M.P. 285.8 and 286.2.	70	60	50	Between M.P. 360.2 and 360.8.	60	50	40
American Falls Between M.P. 238.0 and 239.4.	70	60	50	Dietrich M.P. 316.3 to 315.7 (Eastward).	70	60	50	Between M.P. 360.8 and 365.8.	70	60	50
Bridge 239.75.	40	25	25	Shoshone Over Greenwood Street.	15	15	15	King Hill Between M.P. 367.5 and 368.2.	70	60	50
Between M.P. 240.0 and 240.3.	40	40	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. 240.4 and 241.3.	70	60	50	Between M.P. 323.2 and 323.8.	70	60	50	Sand Bank Engines using west switch to Sand Bank set-out track.			5
Borah Between M.P. 244.5 and 244.8.	70	60	50	Between M.P. 325.0 and 326.5.	70	60	50	Between M.P. 371.1 and 373.3.	45	40	25
Wapi Between M.P. 258.8 and 259.2.	70	60	50	Gooding Over streets and alleys.	30	30	30	Between M.P. 373.3 and 373.8.	20	20	20
				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	Weiser 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	
	Psgr.	Frt.		Psgr.	Frt.		Psgr.	Frt.
Maximum speed. Between Pocatello and Idaho Falls.	70	50	Hamer Between M.P. 218.4 and 218.6.	50	40	Dillon Between M.P. 328.6 and 329.2.	35	25
Between Idaho Falls and Silver Bow.	60	40	Dubois Between M.P. 236.0 and 236.6.	35	25	Bond Between M.P. 337.0 and 337.2.	50	40
Between Idaho Falls and Silver Bow. MacArthur type engines with 63-inch drivers.	50	40	Between M.P. 237.8 and 238.0.	40	30	Apex Between M.P. 341.1 and 341.4.	50	40
Pocatello Within platform limits of passenger depot.	6	6	Between M.P. 239.0 and 239.2.	50	40	Between M.P. 342.7 and 342.9.	50	40
Chubbuck Between M.P. 139.9 and 140.2.	60	50	Highbridge Between M.P. 244.5 and 246.6.	40	30	Between M.P. 343.0 and 343.5.	30	20
Tyhee Between M.P. 142.3 and 142.5.	50	40	Spencer Between M.P. 248.5 and 248.9.	45	35	Between M.P. 343.6 and 345.8.	35	25
Between M.P. 143.4 and 143.5.	50	40	Between M.P. 249.5 and 249.6.	40	30	Between M.P. 346.0 and 346.3.	30	20
Gibson Between M.P. 152.6 and 152.9.	50	40	Between M.P. 251.0 and 251.4.	40	30	Glen Between M.P. 347.9 and 348.2.	40	30
Blackfoot Over streets and alleys.	20	20	Between M.P. 252.7 and 257.5.	25	20	Navy Between M.P. 351.0 and 354.4. Between M.P. 357.2 and 357.7.	35	25
Wapello Between M.P. 166.8 and 167.0.	60	50	Humphrey Between M.P. 258.2 and 258.4.	35	25	Melrose Between M.P. 361.8 and 366.4, watch for rocks.	25	20
Firth Between M.P. 169.7 and 170.0.	60	50	Between M.P. 258.6 and 259.2.	45	35	Maiden Rock Between M.P. 366.4 and 366.6.	20	20
Shelley Over streets and alleys.	30	30	Between M.P. 262.9 and 267.6.	35	25	Curve M.P. 366.5 with 5000 and 5300 class engines.	10	10
Idaho Falls Over streets and alleys.	12	12	Between M.P. 269.7 and 269.9.	40	30	Between M.P. 366.7 and 367.8.	35	25
Between M.P. 185.5 and 185.9.	15	5	Between M.P. 271.0 and 271.7.	40	30	Between M.P. 367.8 and 368.2.	30	20
Between M.P. 187.4 and 188.7.	40	30	Snowline Between M.P. 277.4 and 278.5.	35	25	Divide Between M.P. 373.5 and 374.6.	40	30
Between M.P. 190.7 and 190.9.	45	35	Lima Over Center Street east of depot.	20	15	Woodin Between M.P. 375.2 and 377.8.	35	25
Roberts Between M.P. 205.5 and 206.2.	50	40	Westward within yard limits.	25	15	Between M.P. 379.0 and 381.1.	35	25
Tenno Between M.P. 208.4 and 210.1.	50	40	Armstead Between M.P. 307.7 and 308.0.	50	40	Feely Between M.P. 382.4 and 383.9.	25	20
Hawgood Between M.P. 213.7 and 214.0.	50	40	Between M.P. 308.9 and 310.2.	35	25	Between M.P. 384.5 and 385.2.	35	25
			Between M.P. 310.4 and 310.6.	25	20	Buxton Between M.P. 386.6 and 388.1.	35	25
			Between M.P. 311.0 and 311.8.	45	35	Between M.P. 389.0 and 390.2.	20	20
			Grayling Between M.P. 316.0 and 316.5, watch for rocks.	25	20	Silver Bow On interchange tracks beyond N. P. crossing, with 3500, 3600, 5000 and 7000 class engines.	5	5
			Dalys Between M.P. 316.5 and 318.7.	35	25			

BRANCHES

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

BRANCHES (Continued)								
Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
Mackay Branch Between Blackfoot and M.P. 60.0.		25	Annis Branch Maximum speed.		15	Bellevue, over streets and alleys.	12	12
Between M.P. 60.0 and Mackay.		20	Teton Valley Branch Maximum speed.	35	25	Between Hailey and Ketchum, over truss bridges.	15	15
Mackay On curve on low line smelter.		6	Bridges 4.48, 6.96 and 19.97.	12	12	Between M.P. 63.1 and 64.6.	30	20
Gardner Branch Maximum speed.		15	Between M.P. 19.1 and 19.4.	15	15	Between M.P. 68.4 and 68.5.	10	10
Thomas Branch Maximum speed.		15	Between M.P. 25.0 and 25.4.	15	15	Hill City Branch Maximum speed.		25
Aberdeen Branch Maximum speed.		25	Twin Falls Branch Maximum speed.	50	40	Over trestles 21.6 and 23.40 with snow plows.		15
Goshen Branch Maximum speed.		25	3500 and 3800 class engines.	30	30	Boise Branch Between Boise Jet. and Boise Freight.		25
Light MacArthur type engines.		20	Bridge 20.10.	25	25	Between Boise Freight and Barber.		15
Yellowstone Branch Between Idaho Falls and Ashton.	50	35	Rupert, on west leg of wye.	10	10	Stoddard Branch Maximum speed.		15
Between Idaho Falls and Ashton with MacArthur type engines.	40	30	Rupert, over streets and alleys.	12	12	Idaho Northern Branch Maximum speed.		30
Between Ashton and Gerrit, watch for rocks.	35	25	Burley, within city limits.	20	20	Between Jenness and Bramwell.		20
Between Gerrit and Big Springs	50	35	Burley, over street crossings.	12	12	Trains handling high cars between Jenness and Bramwell.		12
Between Big Springs and West Yellowstone, watch for rocks.	35	25	McMillan, on tracks leading to sugar factory, with 3500 and 3800 class engines.	10	10	Between Plaza and Banks. Watch for rocks between Black Canyon and Banks.		25
Rexburg, Sugar City and St. Anthony, over streets and alleys.	20	20	Buhl, on mill and elevator track with MacArthur type engines.		5	Banks, westward around curve east of east passing track switch, to east switch.		5
St. Anthony, over highway crossing just west of depot.	8	8	North Side Branch Maximum speed.		30	Between Banks and Smiths Ferry, watch for rocks.		15
Between M.P. 55.4 and 55.6.	20	15	Heavy MacArthur type engines.		15	Trains handling logs or high cars between Banks and M.P. 81.0.		12
Between M.P. 59.4 and 66.0.	20	15	Between M.P. 30.0 and 30.5.		20	Between Smiths Ferry and Cabarton, watch for rocks.		20
Between M.P. 72.9 and 73.3.	35	25	Raft River Branch Maximum speed.		20	M.P. 31.4.		20
Between M.P. 74.0 and 74.3.	30	25	Burley, within city limits.		20	Between M.P. 33.0 and 35.4.		10
Between M.P. 85.2 and 85.5.	35	25	Burley, over street crossings.		12	Bridge 36.61.		20
Between M.P. 86.4 and 87.0.	20	15	Oakley Branch Maximum speed.		25	Between M.P. 99.6 and 113.6 on curves.		20
Between M.P. 92.0 and 95.0.	20	15	Light MacArthur type engines.		20	Between M.P. 128.2 and 128.5.		15
Between M.P. 100.0 and 101.0.	20	15	Burley, within city limits.		20	McCall, over street crossings.		10
East Belt Branch Maximum speed.		25	Burley, over street crossings.		12	Wilder Branch Maximum speed.		15
Light MacArthur type engines between Lincoln Jet. and Orvin.		20	Wells Branch Maximum speed.		30	Homedale Branch Maximum speed.		25
Light MacArthur type engines between Lincoln Jet. and Ririe.		15	Between M.P. 31.0 and 36.2.		25	Oregon Eastern Branch Maximum speed.		25
Truss bridges.		15	Between M.P. 45.8 and 53.3.		25	Hope Between M.P. 29.5 and 33.5, watch for rocks.		20
West Belt Branch Maximum speed.		25	Between M.P. 69.6 and 71.6.		25	Little Valley Between M.P. 36.5 and 37.6, watch for rocks.		20
Truss bridges.		15	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			

BRANCHES (Continued)											
Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
Little Valley (Continued) Between M.P. 37.6 and 37.7, soft spot.		10	Circle Bar Between M.P. 119.0 and 124.0, watch for rocks.		20	Between Concrete and M.P. 30.0. Straight track. On curves.		15			10
Between M.P. 37.7 and 38.2, watch for rocks.		20	Brogan Branch Maximum speed.		20	Between M.P. 30.0 and 55.0. Straight track. On curves.		25			15
Juntura Between M.P. 78.6 and 80.7, watch for rocks.		20	Payette Branch Maximum speed.		25	Between M.P. 55.0 and 55.5.		10			
Between M.P. 80.7 and 81.0, watch for rocks.		10	Payette Jct., on curve.		10	Between M.P. 55.5 and 66.5. Straight track. On curves.		25			15
Between M.P. 81.0 and 86.6, watch for rocks.		20	Trains handling logs between Payette and Emmett on curves.		20	Between M.P. 66.5 and New Meadows. Straight track. On curves.		15			10
Long Between M.P. 86.6 and 89.0, watch for rocks.		20	New Meadows Branch Maximum speed.		25	Engines running backwards.		10	Homestead Branch Maximum speed, watch for rocks.		20
Dunnean Between M.P. 103.5 and 106.5.		20	Between Weiser and Concrete. Straight track. On curves.		25			20	On curves.		15
Bridge 106.14.		15									
SYMBOLS AND ABBREVIATIONS (Rules 6 and 6(A)) Rule 6 The following letters placed before figures of a schedule indicate: s—regular stop; f—flag stop to receive or discharge traffic; A—arrive. Rule 6(A) The following letters placed in column with station name in time-table indicate: D—day operator; N—night operator; DN—day and night operator; R—train register; YL—yard limits. The following letters placed in columns provided in time-table indicate: C—coal; I—interlocking; O—oil; P—dispatcher's telephone; T—turntable; W—water; X—cross-over; Y—wye; Z—track scales; AI—automatic interlocking signals; CS—center siding; ES—eastward siding; WS—westward siding; RCS—remote control switch.						Standard clocks are located as shown below: Ashton.....Telegraph Office Banks.....Telegraph Office Blackfoot.....Telegraph Office Boise Freight.....Yard Telegraph Office Boise Freight.....Roundhouse Office Buhl.....Telegraph Office Burns.....Telegraph Office Council.....Telegraph Office Emmett.....Telegraph Office Glenns Ferry.....Telegraph Office Glenns Ferry.....Roundhouse Register Room Glenns Ferry.....Yard Office Huntington.....Yard Office Huntington.....Telegraph Office Idaho Falls.....Telegraph Office Idaho Falls.....Yard Office Idaho Falls.....Enginemen's Register Room Jerome.....Telegraph Office Kemmerer.....Telegraph Office Ketchum.....Telegraph Office Lima.....Telegraph Office Marsing.....Telegraph Office McCall.....Telegraph Office Minidoka.....Telegraph Office Montpelier.....Telegraph Office Montpelier.....Engineers' Register Room 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 Ontario.....Telegraph Office Payette.....Telegraph Office Pocatello.....Train Dispatcher's Office 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 Pocatello.....Passenger Conductors' Register Room, Passenger Station Rupert.....Telegraph Office Shoshone.....Telegraph Office Silver Bow.....Telegraph Office Twin Falls.....Telegraph Office Twin Falls.....Freight Office Weiser.....Telegraph Office Wells.....Telegraph Office West Yellowstone.....Telegraph Office					
Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
30"	120.	41"	87.8	52"	69.2	1' 3"	57.1	1' 20"	45.	2' 45"	21.8
31"	116.1	42"	85.7	53"	67.9	1' 4"	56.2	1' 25"	42.3	3'	20.
32"	112.5	43"	83.7	54"	66.6	1' 5"	55.3	1' 30"	40.	3' 30"	17.1
33"	109.1	44"	81.8	55"	65.4	1' 6"	54.5	1' 35"	37.9	4'	15.
34"	105.9	45"	80.	56"	64.2	1' 7"	53.7	1' 40"	36.	5'	12.
35"	102.9	46"	78.3	57"	63.1	1' 8"	52.9	1' 45"	34.3	6'	10.
36"	100.	47"	76.6	58"	62.	1' 9"	52.1	1' 50"	32.7	7'	8.6
37"	97.3	48"	75.	59"	61.	1' 10"	51.4	1' 55"	31.3	8'	7.5
38"	94.7	49"	73.5		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.		