

E. H. BAILEY
General Manager

A. McALLISTER
General Superintendent

C. C. Larkin, Superintendent.....Pocatello, Ida.
C. H. Burnett, Assistant Superintendent.....Pocatello, Ida.
L. E. Mangum, Assistant Superintendent.....Nampa, Ida.
R. B. Hardin, Terminal Superintendent.....Pocatello, Ida.
R. D. Wright, Assistant Terminal Superintendent...Pocatello, Ida.
H. J. Bailey, Trainmaster.....Nampa, Ida.
G. L. Wilmot, Trainmaster.....Pocatello, Ida.
E. L. Chantry, Trainmaster.....Pocatello, Ida.
H. G. Baker, Trainmaster.....Pocatello, Ida.
A. R. Nelson, Master Mechanic.....Pocatello, Ida.
G. L. Jensen, Road Foreman of Engines.....Nampa, Ida.
J. G. Rosevear, Road Foreman of Engines.....Glenns Ferry, Ida.
T. A. Ogee, Jr., Road Foreman of Engines.....Pocatello, Ida.
W. M. Hemphill, Road Foreman of Engines.....Pocatello, Ida.
J. A. Hartvigsen, Road Foreman of Engines.....Pocatello, Ida.
J. C. Beagles, Road Foreman of Engines.....Montpelier, Ida.
L. V. Chausse, Division Engineer.....Pocatello, Ida.
O. H. Carpenter, General Roadmaster.....Pocatello, Ida.
J. J. Kutzman, Safety Representative.....Pocatello, Ida.

H. E. SHUMWAY
General Supt. Transportation

First, Second and Fourth Subdivisions and Branches

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

Third Subdivision and Branches

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

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

Name	Title	Location	Name	Title	Location
Douglas L. Gamette...	Medical Director	Los Angeles, Calif.	Simeon Hopper.....	Surgeon	Hazelton, Ida.
E. R. Merrell.....	District Surgeon	Pocatello, Ida.	R. George Wolf.....	Surgeon	Homedale, 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.	Milton 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.	David E. Harris.....	Surgeon	Lava Hot Springs, Ida.
Clark T. Parker.....	Surgeon	Pocatello, Ida.	Don S. Numbers.....	Surgeon	McCall, Ida.
Merrill J. Sharp.....	Surgeon	Pocatello, Ida.	Carl D. Lusty.....	Surgeon	Meridian, Ida.
Eugene V. Simison.....	Oculist and Aurist	Pocatello, Ida.	Robert H. Burgoyne....	Surgeon	Montpelier, Ida.
Frank L. Harms.....	Surgeon	American Falls, Ida.	Harry H. King.....	Surgeon	Montpelier, Ida.
H. Henry Rock.....	Surgeon	Aberdeen, Ida.	R. B. Lindsay.....	Surgeon	Montpelier, Ida.
Ivan R. Egbert.....	Surgeon	Arco, Ida.	J. P. Weber.....	Surgeon	Mountain Home, Ida.
L. Spencer Parkinson...	Surgeon	Ashton, Ida.	Ernest D. Hunsaker....	Aurist	Nampa, Ida.
James O. Hampton.....	Surgeon	Blackfoot, Ida.	Frederick D. Koehne....	Surgeon	Nampa, Ida.
Norman C. Hedemark....	Oculist	Boise, Ida.	John R. Mangum.....	Surgeon	Nampa, Ida.
A. Curtis Jones, Jr....	Oculist and Aurist	Boise, Ida.	Thomas E. Mangum, Jr..	Surgeon	Nampa, Ida.
Roy L. Peterson.....	Oculist and Aurist	Boise, Ida.	Joseph J. Sarazin.....	Surgeon	Nyssa, Ore.
Warren D. Springer....	Surgeon	Boise, Ida.	Wilfred N. Sanders....	Surgeon	Ontario, Ore.
Melvin A. Drake.....	Surgeon	Buhl, Ida.	Ira R. Woodward, Jr....	Surgeon	Payette, Ida.
John W. Davis.....	Surgeon	Burley, Ida.	Murland F. Rigby.....	Surgeon	Rexburg, Ida.
Chas. A. Terhune.....	Surgeon	Burley, Ida.	A. C. Truxal.....	Surgeon	Rexburg, Ida.
John H. Weare.....	Surgeon	Burns, Ore.	Aldon Tall.....	Surgeon	Rigby, Ida.
Harvey L. Casebeer....	Oculist and Aurist	Butte, Mont.	Otto A. Moellmer.....	Surgeon	Rupert, Ida.
Richard C. Monahan....	Surgeon	Butte, Mont.	Emory L. Soule.....	Surgeon	St. Anthony, Ida.
John V. Plett.....	Oculist and Aurist	Butte, Mont.	Royal G. Neher.....	Surgeon	Shoshone, Ida.
Clifford M. Kaley.....	Surgeon	Caldwell, Ida.	Allen H. Tigert.....	Surgeon	Soda Springs, Ida.
Robert T. Whiteman....	Surgeon	Cambridge, Ida.	Russell Tigert, Jr....	Surgeon	Soda Springs, Ida.
Dale B. Patterson.....	Surgeon	Cascade, Ida.	John R. Moritz.....	Surgeon	Sun Valley, Ida.
John A. Edwards.....	Surgeon	Council, Ida.	George B. Saviers.....	Surgeon	Sun Valley, Ida.
Bernard P. Strouth....	Surgeon	Council, Ida.	Charles B. Beymer....	Surgeon	Twin Falls, Ida.
George L. Routledge....	Surgeon	Dillon, Mont.	Wallace Bond.....	Oculist and Aurist	Twin Falls, Ida.
LaGrande C. Larsen....	Surgeon	Driggs, Ida.	Harwood L. Stowe.....	Surgeon	Twin Falls, Ida.
R. P. Rawlinson.....	Surgeon	Emmett, Ida.	Neal E. McCarthy.....	Surgeon	Vale, Ore.
Marion J. Kerns.....	Surgeon	Fairfield, Ida.	Harold F. Holsinger...	Surgeon	Wendell, Ida.
Ward A. Rulien.....	Surgeon	Glenns Ferry, Ida.	Robert M. Coats.....	Surgeon	Weiser, Ida.
John H. Cromwell.....	Surgeon	Gooding, Ida.	Marion S. McGrath....	Surgeon	Weiser, Ida.
Marion V. Klingler....	Surgeon	Gooding, Ida.			
R. H. Wright.....	Surgeon	Hailey, Ida.			

WESTWARD							CONDENSED TIME-TABLE										EASTWARD			
FIRST CLASS							Distance from Granger via Boise	Time-Table No. 14 June 22, 1953	FIRST CLASS											
401	19	11	105	457	17	25			12	458	106	18	20	26	402					
Passenger	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Mail and Express			Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Mail and Express	Passenger					
Daily	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS													
		6.00	2.05		4.05		GRANGER	A 9.15		A12.42	A10.30									
		10.30	5.45		9.35	1.45	POCATELLO	4.00		8.55	5.20		A 9.15							
		11.15	5.55		10.35			3.30		8.45	4.45									
		2.15	8.25		2.00	5.40	GLENN'S FERRY	12.01		6.10	1.30		5.00							
		3.59	9.40		3.45	7.45	BOISE	10.15		5.00	11.50		2.40							
		6.35	11.40		6.25	10.45	M.T. HUNTINGTON	7.30		3.05	9.25		11.40							
		5.45	10.40		5.35	9.55	P.T. HUNTINGTON	6.20		2.05	8.15		10.25							
		8.25	1.05		8.20	12.45	LA GRANDE	3.45		11.40	5.35		7.20							
		10.47	3.11		11.00	3.15	PENDLETON	1.10		9.35	2.55		4.50							
	9.00						SPOKANE					A 7.00								
	11.27						AYER						4.30							
	12.30						WALLULA						3.18							
	2.00	11.40	3.55		12.30	4.25	HINKLE	12.20		8.55	2.05	2.35	3.50							
	4.05	1.45	5.35		3.25	7.00	THE DALLES	10.15		7.15	11.50	12.05	12.30							
11.45	A 6.30	A 4.00	A 7.30	8.00	A 6.00	A 9.35	PORTLAND	8.10	A 9.15	5.30	9.45	10.00	10.10	A 6.45						
5.20				11.05			TACOMA			5.52				1.15						
A 6.45				A1 1.59			SEATTLE			4.45				11.45						
								Daily	Daily	Daily	Daily	Daily	Daily	Daily						
(7.00)	(9.30)	(23.00)	(18.25)	(3.59)	(26.55)	(20.50) Thru Time							(24.05)	(4.30)	(18.12)	(23.45)	(9.00)	(22.05)	(7.00)
26.2	39.0	40.8	51.0	46.0	34.9	34.8	..Average speed per hour..							39.0	40.7	51.6	39.6	41.1	32.9	26.2

WESTWARD					CONDENSED TIME-TABLE										EASTWARD	
FIRST CLASS					Distance from McCammon	Time-Table No. 14 June 22, 1953	FIRST CLASS									
29	33	31	47	35			32	34	36	30	48					
Passenger	Passenger	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Passenger	Passenger					
Daily	Daily	Daily	Daily	Daily	STATIONS											
10.10	9.35			12.10	0.0	McCAMMON		A 5.40	A 2.55	A 4.45						
10.45	10.10			12.45	22.7	POCATELLO		5.10	2.25	4.05						
11.30	10.40			1.15				4.30	1.55	3.20						
12.55	A12.25	7.00		3.00	73.3	IDAHO FALLS	A 2.30	3.00	12.15	1.40						
		A 8.35	5.10	4.45	124.3	ASHTON	12.55		10.15				A 9.55			
			A 7.00		169.9	VICTOR							8.15			
				A 7.30	180.4	WEST YELLOWSTONE			7.30							
A 7.10					285.8	BUTTE				7.30						
							Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
(9.00)	(2.50)	(1.35)	(1.50)	(7.20)	..... Thru Time					(1.35)	(2.40)	(7.25)	(9.15)	(1.40)	
31.8	25.9	32.2	24.9	24.6	.....Average speed per hour.....					32.2	27.5	24.3	30.9	27.3	

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

MILEAGE

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

		FIRST SUBDIVISION											
		SECOND CLASS				FIRST CLASS							
		263	251	257	277	29	11	105	33	17	35	Time-Table No. 14	
		Time Freight	Time Freight	Time Freight	Time Freight	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Passenger	June 22, 1953	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS	
144	RCS-IPWY	10.00AM		2.45AM			6.00PM	2.05PM		4.05AM		DN-R	GRANGER YL GN
65	P	10.08		2.53			6.04	2.09		4.10			DONOVAN
112	P	10.14		2.59			6.07	2.12		4.14			MOXA
73	P	10.21		3.06			6.11	2.16		4.19			HASSETT
115	P	10.26		3.11			6.14	2.19		4.22			NUTRIA
80	P	10.34		3.19			6.19	2.23		4.27			COSGRIFF
121	P	10.41		3.26			6.23	2.27		4.34		DN	OPAL OW
74	P	10.49		3.34			6.27	2.31		4.40			FOLGER
125	PW	10.56		3.41			6.32 ²⁶²	2.35		4.45			WATERFALL
		11.06		3.51			6.39	2.41		4.53			EAST KEMMERER YL
	COPTWXZ	11.15		4.00			6.45	2.43		5.05		DN	KEMMERER YL Z
	PXY	11.22		4.07			6.49	2.46		5.10			MOYER JCT. YL
WS 70	PW	11.47 ¹⁰⁶		4.30 ²⁶⁴			7.02	2.57		5.25		DN	FOSSIL YL FI
ES 70	X						7.09	3.04		5.33			NUGGET
94	PW	11.57AM		4.40			7.13	3.08		5.37			ORR
74	P	12.05PM		4.48			7.16	3.11		5.42			SAGE
112	P	12.11		4.54			7.20	3.15		5.47			CARLSON
66	P	12.18		5.01			7.24	3.19		5.51			BECKWITH
124	P	12.24		5.07			7.29	3.24		5.56			PIXLEY
74	P	12.32		5.15								DN	COKEVILLE CK
120	PW	12.42		5.25			7.36	3.29		6.08			MARSE
74	P	12.50		5.33			7.41	3.33		6.15			BORDER
124	P	12.56		5.39			7.45	3.37		6.20			PEGRAM
74	PW	1.04		5.47			7.50	3.42		6.28			HARER
88	P	1.12		5.55			8.02 ¹⁸	3.52 ²⁶²		6.43			DINGLE
69	P	1.21		6.04			8.10	4.00		6.55 ^{257}}		DN-R	MONTPELIER MX
	OPTWYZ	1.45		6.20 ^{17}}			8.12	4.02		7.05			PESCADERO
		2.20		7.30			8.28	4.07		7.13			GEORGETOWN
78	P	2.32		7.42			8.34	4.13		7.20			CAVANAUGH
105	PW	2.40 ^{262}}		7.50			8.40	4.18		7.26			MANSON
124	P	2.47		7.57			8.44	4.22		7.31			ROSE
100	P	2.53		8.03			8.48	4.26		7.35		DN	SODA SPRINGS SD
73	P	2.59		8.09			8.57	4.32		7.50			ALEXANDER
178	PWY	3.08		8.18			9.04	4.37		7.58			TALMAGE
108	PW	3.16		8.26			9.18	4.46		8.12		DN	BANCROFT YL BN
112	P	3.23		8.33			9.23	4.50		8.17			KINPORT
225	CPWY	3.35		8.45			9.28	4.54		8.22			PEBBLE
127	P	3.41		8.51			9.33	4.58		8.27			BROXON
112	P	3.48		8.58			9.36	5.01		8.30			BLASER
103	P	3.55		9.05			9.42	5.05		8.37		DN	LAVA HOT SPGS. XY
100	PW	4.01		9.11			9.48	5.10		8.44			TOPAZ
27	PX	4.09		9.19								DN	McCAMMON YL MC
CS 157	P	4.17		9.27									INKOM KO
90	IPWXY	4.30	10.30AM	9.40	1.20AM	10.10PM	9.58	5.18	9.35AM	8.57	12.10AM	D	PORTNEUF
WS 49	PWX	4.46	10.46	9.56	1.36	10.23	10.10	5.29	9.48	9.10	12.23	DN-R	POCATELLO YL H-CA
ES 88						10.29	10.16	5.34	9.54	9.17	12.29		PO
RCS-COPTWYZ	A	5.20PM	A 11.20AM	A 10.35AM	A 2.30AM	A 10.45PM	A 10.30PM	A 5.45PM	A 10.10AM	A 9.35AM	A 12.45AM		

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, 34, 35 and 36, 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												
		FIRST CLASS						SECOND CLASS						
		36	12	30	106	34	18	262	278	270	264	Time-Table No. 14		
		Passenger	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Time Freight	Stock Special	Time Freight	Time Freight	June 22, 1953		
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS		
	DN-R	GRANGER YL GN	0.0		Af 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		f 8.47		12.19		10.00	6.48		5.32		
		FOLGER	29.3		8.40		12.15		9.55	6.41		5.24		
		WATERFALL	33.6		8.35		12.11		9.50	6.32 ^{11}}		5.16		
		EAST KEMMERER YL	39.0		8.28		12.05		9.43	6.09		5.06		
	DN	KEMMERER YL Z	39.7		s 8.26		12.03PM		s 9.41	6.05		5.01		
		MOYER JCT. YL	42.3		8.16		11.58AM		9.32	5.50		4.53		
	DN	FOSSIL YL FI	50.3		f 8.01		11.47 ^{263}}		9.16	5.28		4.30 ^{257}}		
		NUGGET	56.0		7.53		11.40		9.07	5.16		4.13		
		ORR	59.6		7.48		11.36		9.02	5.08		4.05		
		SAGE	63.1		f 7.43		11.33		8.57	5.01		3.58		
		CARLSON	67.3		7.38		11.29		8.52	4.54		3.50		
		BECKWITH	71.3		7.33		11.25		8.48	4.47		3.43		
		PIXLEY	77.4		7.27		11.20		8.42	4.39		3.35		
	DN	COKEVILLE CK	83.5		s 7.20		11.15		s 8.35	4.30		3.25		
		MARSE	88.2		7.11		11.10		8.25	4.23		3.15		
		BORDER	92.1		7.07		11.07		8.20	4.17		3.09		
		PEGRAM	97.7		f 7.01		11.02		8.14	4.09		3.01		
		HARER	102.9		6.54		10.57		8.08	4.01		2.53		
		DINGLE	108.0		6.48		10.52		8.02 ^{11}}	3.52 ^{105}}		2.45		
	DN-R	MONTPELIER MX	115.0		6.40		10.45		7.50	3.35		2.30		
		PESCADERO	121.3		6.30		10.45		7.40	3.10		1.55		
		GEORGETOWN	126.8		6.15		10.33		7.25	2.50		1.37		
		CAVANAUGH	131.9		6.08		10.28		7.18	2.40 ^{263}}		1.28		
		MANSON	136.1		6.02		10.23		7.12	2.31		1.21		
		ROSE	140.0		5.58		10.19		7.08	2.25		1.15		
	DN	SODA SPRINGS SD	146.0		5.54		10.15		7.04	2.19		1.09		
		ALEXANDER	151.6		s 5.45		10.09		s 6.55	2.07		12.57		
		TALMAGE	156.2		5.30		10.03		6.43	1.56		12.46		
		BANCROFT YL BN	161.8		5.24		9.58		6.37	1.45		12.35		
	DN	KINPORT	165.6		f 5.16		9.53		f 6.29	1.30		12.20		
		PEBBLE	170.3		5.08		9.48		6.23	1.19		12.09		
		BROXON	174.8		5.03		9.43		6.18	1.11		12.01AM		
		BLASER	177.4		4.58		9.38		6.13	1.03		11.53PM		
	DN	LAVA HOT SPGS. XY	180.0		4.55		9.35		6.10	12.56		11.46		
		TOPAZ	184.3		f 4.50		9.31		f 6.05	12.48		11.38		
	DN	McCAMMON YL MC	191.2		4.42		9.26		5.57	12.33		11.23		
		INKOM KO	201.9		As 2.55AM	s 4.33	As 4.45AM	9.19	As 5.40PM	5.48	12.15PM	A 2.20PM	A 8.40PM	11.05
	D	PORTNEUF	207.7		2.40	4.15	s 4.23	9.08	s 5.26	5.35	11.55AM	1.55	8.15	10.45
	DN-R	POCATELLO YL H-CA	213.9		2.33	4.09	4.13	9.02	5.18	5.29				
					2.25AM	4.00AM	4.05AM	8.55AM	5.10PM	5.20PM	11.30AM	1.30PM	7.50PM	10.20PM

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, 34, 35 and 36, and not less than fifteen minutes by second-class, extra trains and yard engines.

For conditional stops to discharge or pick up revenue passengers.—See page 17.

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

WESTWARD

SECOND SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	FIRST CLASS									Time-Table No. 14 June 22, 1953
	29	11	105	33	17	49	25	35	STATIONS	
	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Mixed	Mail and Express	Passenger		
COPTWYZ	11.30PM	11.15PM	5.55PM	10.40AM	10.35AM	3.40AM	1.45AM	1.15AM		
P	A11.35PM			A10.45AM				A 1.20AM		
CS 153 P		11.27	6.06		10.47	f 3.55	1.57			
118 P										
145 PW		s11.43	6.17		s11.03	s 4.15	f 2.15			
120 P										
119 P										
119 PW		11.59PM	6.33		11.21	f 4.38	2.33			
119 P										
119 P										
101 CPWY		s12.18AM	6.47		s11.48AM	A 5.05AM	2.55			
119 P										
119 P										
119 PW										
119 P		12.39	7.08		12.09PM		3.21			
122 P										
119 P										
116 P		12.53	7.22		12.24		s 3.43			
WS 121-115 CPWY		s 1.05	s 7.32		s12.40		s 4.10			
ES 111-130										
118 P										
117 PW		s 1.23	7.48		s 1.00		s 4.31			
120 P										
118 PWY										
120 PWY		1.35	7.59		s 1.13		s 4.46			
CS 120 PY										
WS 99										
CS 139 PWX		1.50	8.14		1.36		s 5.10			
COPTWY		A 2.05AM	As 8.25PM		A 1.50PM		A 5.25AM			

Time-Table No. 14
June 22, 1953

STATIONS

DN-R POCATELLO YL H-CA PO
POCATELLO JCT. YL
MICHAUD
BANNOCK
DN AMERICAN FALLS AF
BORAH
QUIGLEY
WAPI
DEWOFF
HAWLEY
DN MINIDOKA RT
MAX
ADELAIDE
KIMAMA
SENER
OWINZA
BESSLEN
DIETRICH
DN SHOSHONE X
TUNUPA
DN GOODING GD
FULLER
D BLISS IS
TICESKA
KING HILL
DN-R GLENN'S FERRY YL GF

(159.9)

..... Thru Time
..... Average speed per hour.....

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

SECOND SUBDIVISION

EASTWARD

Time Table No. 14 June 22, 1953	Mile Post	FIRST CLASS								
		36	30	12	106	34	18	26	50	
		Passenger	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Mail and Express	Mixed	
POCATELLO YL	213.9	A 1.55AM	A 3.20AM	A 3.30AM	A 8.45AM	A 4.30PM	A 4.45PM	A 9.15PM	A 11.00PM	
POCATELLO JCT. YL	216.3	1.40AM	3.05AM			4.15PM				
MICHAUD	224.3			3.06	8.30		4.25	8.36	f 10.29	
BANNOCK	230.1									
DN AMERICAN FALLS AF	238.5			s 2.52	8.19		s 4.11	s 8.20	s 10.10	
BORAH	242.3									
QUIGLEY	250.1									
WAPI	256.0			2.33	8.03		3.51	7.54	f 9.42	
DEWOFF	259.8									
HAWLEY	267.3									
DN MINIDOKA RT	272.4			s 2.15	7.49		s 3.35	s 7.35	9.20PM	
MAX	276.2									
ADELAIDE	284.3									
KIMAMA	289.0							f 7.02		
SENER	295.7			1.44	7.27		3.08	6.49		
OWINZA	303.5									
BESSLEN	309.3									
DIETRICH	313.9			1.26	7.13		2.51	s 6.32		
DN SHOSHONE X	321.8			s 1.15	s 7.05		s 2.40	s 6.20		
TUNUPA	330.8									
DN GOODING GD	337.5			s 12.46	6.47		s 2.17	s 5.52		
FULLER	344.2									
DN BLISS IS	350.5			12.31	6.36		2.02	s 5.35		
TICESKA	357.3									
KING HILL	366.8			12.10	6.19		1.39	f 5.10		
DN-R GLENN'S FERRY YL GF	373.8			12.01AM	6.10AM		1.30PM	5.00PM		
(159.9)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	

..... Thru Time
..... Average speed per hour.....

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

WESTWARD						THIRD SUBDIVISION					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS			Time-Table No. 14 June 22, 1953	Mile Post	FIRST CLASS				SECOND CLASS			
	257	105	17	25	11			106	18	26	12	262			
	Time Freight Daily	Streamliner Passenger Daily	Passenger Daily	Mail and Express Daily	Passenger Daily			Streamliner Passenger	Passenger	Mail and Express	Passenger	Time Freight			
COPTWY	9.30AM	8.25PM	2.00PM	5.40AM	2.15AM	DN-R GLENN'S FERRY YL	373.8	As 6.10AM	A 1.20PM	A 4.45PM	A 11.50PM	A 11.15PM			
CS 110 PW	9.50	8.35	2.12	5.53	2.27	HAMMETT	382.7	5.59	1.06	4.18	11.33	10.55			
CS 123 PY	10.20	8.49	2.30	6.11	2.43	DN REVERSE YL RV	393.3	5.48	12.51	3.59	11.18	10.35			
71 PWY	10.32	8.56	2.42	6.25	2.56	DN MOUNTAIN HOME MZ	401.6	5.41	12.41	3.48	11.08	10.20			
149 P	10.40	9.01	2.48	6.31	3.01	SEBREE	407.5	5.36	12.33	3.37	10.59	10.12			
136 P	10.47	9.05	2.52	6.35	3.05	CLEFT	412.7	5.32	12.29	3.31	10.55	10.05			
IPWY	A 11.00AM	9.13	3.01	6.45	3.14	DN ORCHARD YL OD	423.0	5.24	12.20	3.20	10.46	9.50PM			
73 P		9.20	3.09 ²⁶	6.54	3.22	LEONE	B-430.3	5.17	12.11	3.09 ¹⁷	10.37				
73 P		9.25	3.15	7.00	3.28	BLACK'S CREEK	B-435.9	5.12	12.05PM	2.55	10.30				
59 P		9.31	3.21	7.06	3.34	SHAFFER	B-441.7	5.06	11.58AM	2.48	10.23				
67 PWY	VIA KUNA LINE	9.40	3.35	7.30	3.50	DN BOISE YL BG	B-448.4	5.00	11.50	2.40	10.15	VIA KUNA LINE			
P			3.45	7.45	3.59	BOISE JCT.	B-450.7								
31 P		9.44	3.49	7.49	4.03	PERKINS	B-451.4	4.52	11.38	2.25	9.57				
29 P		9.47	3.52	7.52	4.06	BEATTY	B-454.6	4.49	11.35	2.22	9.54				
74 P		9.50	3.56	7.57	4.09	D MERIDIAN MD	B-457.3	4.46	11.32	2.19	9.50				
22 P		9.53	4.00	8.02	4.13	SONNA	B-460.7	4.43	11.29	2.14	9.37				
OPTWYZ	11.45AM	10.08	4.15	8.15	4.25 ¹⁰⁶	DN-R NAMPA YL AU-Q	456.6	4.36 ¹¹	11.20	2.05	9.27	A 8.20PM			
55 P	11.51	10.12	4.25	8.25	4.36	MOSS	460.8	4.24	11.10	1.55	9.17				
204 PW	11.58AM	10.17	4.30	8.30	4.45	DN CALDWELL YL CW	465.6	4.20	10.58	1.40	9.05	8.02			
122 P	12.03PM	10.20	4.40	8.40	4.55	ENROSE	469.2	4.16	10.50	1.29	8.57	7.57			
127 P	12.07	10.23	4.44	8.44	5.00	D NOTUS U	472.5	4.13	10.47	1.25	8.54	7.53			
160 P	12.18	10.30	4.47	8.47	5.03	DN PARMA MA	480.8	4.13	10.47	1.25	8.54	7.53			
168 PWY	12.28	10.37	4.58	8.57	5.10	DN NYSSA YL SY	488.4	4.06	10.40	1.15	8.47	7.42			
PY	12.40	10.37	5.09	9.08	5.19	DN MALHEUR JCT. YL	496.8	3.59	10.33	1.05	8.39	7.32			
ES 170 WS 252 OPY	12.50 ²⁶	10.48	5.17	9.16	5.28	DN ONTARIO YL ON	498.7	3.49	10.20	1.00	8.25	7.15			
150 PWY	12.57	10.54	5.25	9.25	5.35	DN PAYETTE YL AY	502.5	3.43	10.10	1.00	8.15	7.01			
150 P	1.07	11.00	5.33	9.35	5.43	CRYSTAL	509.3	3.37	10.02	1.22	8.07	6.51			
107 PWY	1.17	11.08	5.40	9.42	5.50	DN WEISER YL SR	515.9	3.31	9.55 ²⁵	12.15PM	8.00	6.41			
150 P	1.30	11.18	6.01	10.09	6.11	COBB	525.7	3.21	9.43	11.58AM	7.48	6.27			
160 P	1.44	11.28	6.11	10.24	6.20	ROCK ISLAND	534.0	3.12	9.34	11.49	7.39	6.11 ¹⁷			
P			6.11	10.24	6.20	BLAKES JCT.	537.1								
OPTWYZ	A 2.10PM	A 11.40PM	A 6.25PM	A 10.45AM	A 6.35AM	DN-R HUNTINGTON YL HU	538.8	3.05AM	9.25AM	11.40AM	7.30PM	5.50PM			
						(176.3)		Daily	Daily	Daily	Daily	Daily			
	(4.40)	(3.15)	(4.25)	(5.05)	(4.20)	..... Thru Time	(3.05)	(3.55)	(5.05)	(4.20)	(5.25)			
	35.4	54.3	39.9	34.7	40.7	..... Average speed per hour	57.2	45.0	34.7	40.7	30.5			

WESTWARD		KUNA LINE		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 14 June 22, 1953	Mile Post	SECOND CLASS	
	257	262			262	262
	Time Freight Daily	Time Freight Daily			Time Freight Daily	Time Freight Daily
122 IPWY	11.00AM	9.40PM	DN ORCHARD YL OD	423.0	A 9.40PM	
150 PW	11.15	9.16	OWYHEE	434.7	9.16	
150 P	11.30	8.48	D KUNA KA	446.7	8.48	
OPTWYZ	A 11.45AM	8.20PM	DN-R NAMPA YL AU-Q-D	456.6	8.20PM	
			(33.6)		Daily	
	(0.45)	(1.20)	..... Thru Time	(1.20)	
	44.8	25.2	..... Average speed per hour	25.2	

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, 25 and 26 and not less than fifteen minutes by second-class, extra trains, and yard engines.

Between Orchard and Nampa, all extra trains will run via Kuna Line unless otherwise instructed.

Rules 251 to 254, inclusive, apply between the end of Centralized Traffic Control territory at Glenns Ferry and the end of double track at Reverse.

For conditional stops to discharge or pick up revenue passengers.—See page 17.

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

WESTWARD						FOURTH SUBDIVISION					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS			Time-Table No. 14 June 22, 1953	Mile Post	FIRST CLASS				SECOND CLASS			
	251	277	29	33	35			36	30	34	252	278			
	Time Freight Daily	Time Freight Daily	Passenger Daily	Passenger Daily	Passenger Daily			Passenger	Passenger	Passenger	Time Freight	Stock Special			
P			11.35PM	10.45AM	1.20AM	POCATELLO JCT. YL	135.1	A 1.40AM	A 3.05AM	A 4.15PM	A 7.10PM	A 10.25AM			
P	3.25PM	3.45AM	11.40	10.50	1.25	MONTANA JCT. YL	136.7	1.35	3.00	4.10	6.58	10.13			
124 P	3.31	3.51	11.45	10.54	1.29 ³⁶	TYHEE	140.4	1.29 ³⁵	2.55	4.06	6.51	10.06			
72 PW	3.39	3.59	11.50	11.02	1.35	D FORT HALL FH	145.7	1.16	2.47	4.00	6.43	9.58			
71 P	3.53 ³⁴	4.08	11.55PM	11.08	1.41	GIBSON	151.0	1.09	2.39	3.53 ²⁵¹	6.35	9.50			
ES 66 WS 80 CPWY	4.10	4.20	12.02AM	11.16	1.49	DN BLACKFOOT YL BF	158.1	12.53	2.21	3.38	6.20	9.35			
72 P	4.20	4.30	12.18	11.38	1.57	WAPELLO	164.0	12.46	2.14	3.31	6.05	9.20			
72 PW	4.28	4.38	12.23	11.47	2.03 ³⁰	D FIRTH FR	169.4	12.40	2.03 ³⁵	3.24	5.55	9.10			
PY						GOSHEN JCT.	169.8								
105 P	4.38	4.48	12.29 ³⁶	11.58AM	2.10	DN SHELLEY SY	175.5	12.29 ²⁰	1.52	3.15	5.45	9.00			
71 P	4.44	4.54	12.34	12.03PM	2.14	COTTON	179.3	12.22	1.47	3.08	5.38	8.53			
97 P	4.50	5.00	12.38	12.07	2.18	BACH YL	183.1	12.18	1.43	3.04	5.30	8.45			
COPTWYZ	5.25 ²⁵²	6.10	12.55	12.25PM	2.35AM	DN-R IDAHO FALLS YL AK	184.5	12.15AM	1.40	3.00PM	5.25 ²⁵¹	8.40			
51 P	5.45	6.30	1.04			PAYNE	191.2		1.20		4.40	7.50			
54 P	5.53	6.40	1.13 ³⁰			BASSETT	196.5		1.13 ²⁹		4.30	7.40			
54 PW	6.02	6.50	1.20			D ROBERTS AR	202.0		1.03		4.20	7.30			
54 P	6.11	7.00	1.26			TENNO	207.0				4.10	7.20			
49 P	6.20	7.10 ²⁷⁸	1.32			HAWGOOD	212.1				4.00	7.10 ²⁷⁷			
51 P	6.29	7.20	1.39			HAMER	217.5				3.50	6.55			
50 PY	6.39	7.32	1.46			CAMAS	223.1				3.40	6.45			
49 P	6.48	7.45	1.53			JONES	228.2				3.28	6.33			
51 106 PWY	7.15	8.20	2.01			DN DUBOIS YL BO	234.9				3.15	6.20			
49 P	7.33	8.38	2.11			HIGHBRIDGE	242.9				2.50	5.55			
57 P	7.45	8.50	2.22			D SPENCER RC	248.5				2.35	5.40			
55 52 PW	8.11	9.16	2.40			HUMPHREY	258.0				2.10	5.12			
61 PY	8.30	9.35	2.52			D MONIDA MO	264.7				1.50	4.45			
50 P	8.47	9.52	3.06			SNOWLINE	273.7				1.30	4.25			
OPWY	9.15 ³⁰	10.15	3.20 ²⁷⁸			DN-R LIMA YL RD	279.9				1.00	4.00 ²⁹			
47 P	11.15	11.50 ²⁵²	3.45			DELL DE	288.0				11.50 ²⁷⁷	2.15			
48 P	11.30	12.05PM	3.53			KIDD	294.0				11.30	2.00			
78 P	11.50PM	12.27	4.15			DN ARMSTEAD AD	307.0				11.00	1.30			
48 P	12.04AM	12.42	4.25			GRAYLING	312.9				10.45	1.15			
64 P	12.19	12.57	4.36			BARRATTS	320.4				10.30	1.00			
64 CPW	12.40 ²⁷⁸	1.30	4.50			DN DILLON YL DN	328.0				10.10	12.40 ²⁵¹			
36 P	12.55	1.43	5.00			BOND	334.4				9.41	12.16			
45 P	1.11	2.00	5.09			APEX	340.3				9.30	12.05AM			
47 PY	1.40	2.25	5.25			NAVY	348.7				9.12	11.47PM			
61 PW	2.10	2.55	5.40			D MELROSE VI	358.9				8.50	11.25			
37 P	2.30	3.15	5.51			QUINN	364.9				8.31	11.06			
39 P	2.45	3.30	6.03			D DIVIDE J	370.1				8.18	10.53			
65 P	2.55	3.40	6.13			WOODIN	374.3				8.07	10.42			
17 P	3.15	4.00	6.25			FEEELY	380.7				7.52	10.27			
50 P	3.26	4.12	6.34			BUXTON	384.6				7.40	10.15			
PWY	A 4.00AM	A 4.30PM	As 6.50AM			DN-R SILVER BOW YL SB	390.0				7.45PM	7.25AM 10.00PM			
Between Silver Bow and Butte, trains will be governed by time-table and rules of Northern Pacific Ry. Time shown at Butte is for information only.															
	A 5.00 AM	A 9.00 PM	A 7.10 AM			DN BUTTE YL BY	397.0				7.30 PM	6.30 AM 9.30 PM			
						(261.9)		Daily	Daily	Daily	Daily	Daily			
	(13.35)	(17.15)	(7.35)	(1.40)											

WESTWARD				MACKAY BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 14 June 22, 1953	Mile Post	SECOND CLASS		Time-Table No. 14 June 22, 1953	Mile Post			
	421 Mixed	409 Mixed			422 Mixed	410 Mixed					
	Daily Except Sunday	Daily Except Sunday			Daily Except Sunday	Daily Except Sunday					
CPWY	8.15AM	7.30AM	DN-R	BLACKFOOT YL BF	0.0	A	2.20PM	A	3.55PM		
7	f 8.25	f 7.42		CLARKSON	4.3	f	2.00	f	3.42		
31	f 8.30	f 7.47		MORELAND	5.7	f	1.55	f	3.37		
				THOMAS JCT.	5.9						
P	A 8.35AM	f 7.51		ABERDEEN JCT. YL	7.1		1.45PM	f	3.33		
33 PW		f 8.24		TABER	20.1			f	3.00		
35 PY		f 9.15		SCOVILLE	39.7			f	2.10		
37 PWY		s10.05	D	ARCO YL RO	59.1			s	1.20		
21 P		s10.27		MOORE	66.7			s	12.48		
10		s10.45		DARLINGTON	72.6			s	12.30		
5		s11.00		LESLIE	77.3			s	12.15PM		
68 PWY	A11.25AM		D-R	MACKAY YL MY	85.3				11.50AM		
				(85.3)				Daily Except Sunday	Daily Except Sunday		
	(0.20)	(3.55)		Thru Time	(0.85)		(4.05)				
	21.3	21.7		Average speed per hour	12.2		20.9				

WESTWARD				ABERDEEN BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 14 June 22, 1953	Mile Post	SECOND CLASS		Time-Table No. 14 June 22, 1953	Mile Post			
	421 Mixed	422 Mixed			422 Mixed	492 Mixed					
	Daily Except Sunday	Daily Except Sunday			Daily Except Sunday	Daily Except Sunday					
P	8.35AM	1.45PM	DN-R	ABERDEEN JCT. YL	0.0	A	1.45PM				
32	f 8.48	f 1.30		ROCKFORD	4.3	f	1.30				
17	f 8.53	f 1.20		LIBERTY	5.9	f	1.20				
32 P	s 9.13	D	10.2	PINGREE PG	10.2		f12.58				
31 P	f 9.33		16.5	SPRINGFIELD	16.5		f12.40				
17 P	s 9.50		19.7	STERLING	19.7		s12.25PM				
8			26.0	FINGAL	26.0						
37 PWY	A10.25AM	D-R	28.2	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 trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
For stations not shown on schedule pages.—See page 17.

WESTWARD				TWIN FALLS BRANCH				EASTWARD							
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 14 June 22, 1953	Mile Post	FIRST CLASS		Time-Table No. 14 June 22, 1953	Mile Post	FIRST CLASS		SECOND CLASS				
	439 Freight	475 Time Freight			573 Motor Passenger	49 Mixed			574 Motor Passenger	50 Mixed	440 Freight	476 Time Freight			
	Daily Except Sunday	Daily Except Sunday			Daily	Daily			Daily	Mixed	Freight	Time Freight			
101 CPWY	12.20PM	3.00AM	3.45PM	5.20AM	DN-R	MINIDOKA YL	RT	0.0	A	2.45PM	A	9.15PM	A11.00AM	A	1.30AM
73 P	12.35	3.17	f 3.58	f 5.33		ACQUA		8.2	f	2.20	f	8.58	10.35	11.10PM	
94 OPWY	12.50	3.40	s 4.12	s 6.05	DN-R	RUPERT YL	MS	13.5	s	2.10	s	8.50	10.20	10.55	
32 P	1.01	3.52	s 4.20	s 6.15		HEYBURN		19.6	s	1.55	f	8.34	10.05	10.40	
59 PWY	1.15	4.10	s 4.30	s 6.32	DN	BURLEY YL	BU	21.7	s	1.50	s	8.30	10.00	10.35	
76 P	1.37	4.20	f 4.37	f 6.39		STARH'S FERRY		25.8	f	1.37	f	8.16	9.45	10.15	
58 P	1.50	4.35	f 4.47	f 6.51		MILNER		33.5	f	1.25	f	8.04	9.30	10.00	
16 P			f 4.50	f 6.54		PARSONS		35.5	f	1.20	f	8.01			
71 PW	2.05	4.50	s 4.58	s 7.04	D	MURTAUGH	MU	41.4	s	1.10	s	7.52	9.15	9.45	
53 P	2.15	4.59	5.04	7.10		BICKEL		45.1	s	1.02		7.44	9.05	9.35	
23						BILLS		49.0							
41 P	2.30	5.10	s 5.11	s 7.18	D	HANSEN	NS	49.7	s	12.54	s	7.37	8.55	9.25	
60 P	2.43	5.18	s 5.19	s 7.26	D	KIMBERLY	KY	53.3	s	12.43	s	7.27	8.45	9.15	
31 P			5.24	7.31		McMILLAN YL		56.4							
	COPWYZ	A 4.00PM	A 7.00AM	5.30 5.35	7.40 7.50	DN-R	TWIN FALLS YL	NA	58.9	12.30 12.25	7.15 7.00	8.30AM	9.00PM		
42			f 5.42	f 7.57		CURRY		63.3	f	12.15	f	6.50			
60 P			s 5.47	s 8.02	D	FILER	FR	65.9	s	12.10	s	6.45			
45			f 5.51	f 8.06		PEAVEY		68.5	f	12.03PM	f	6.40			
41			f 5.55	f 8.10		CEDAR		71.3	f	11.59AM	f	6.35			
	PWY		A 6.00PM	A 8.20AM	DN-R	BUHL YL	BO	73.8		11.55AM		6.30PM			
						(73.8)			Daily	Daily	Daily Except Sunday	Daily Except Sunday			
	(3.40)	(4.00)	(2.15)	(3.00)		Thru Time	(2.50)	(2.45)	(2.30)	(4.30)					
	16.1	14.7	32.8	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.	SECOND CLASS		Time-Table No. 14 June 22, 1953	Mile Post	FIRST CLASS		Time-Table No. 14 June 22, 1953	Mile Post			
	439 Freight	475 Time Freight			573 Motor Passenger	49 Mixed					
	Daily Except Sunday	Daily Except Sunday			Daily	Daily					
59 PWY			DN-R	BURLEY YL	BU	0.0					
28				BEEVILLE		4.3					
23				PELLA		5.2					
23				TROUT		16.3					
60				MARION		17.8					
12				WARR		19.4					
20 Y			D-R	OAKLEY	OA	21.8					
				(21.8)		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.
For stations not shown on schedule pages.—See page 17.

WESTWARD		WELLS BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 14 June 22, 1953	Mile Post	SECOND CLASS	Mile Post
	439 Mixed					440 Mixed
STATIONS					
COPWYZ	7:00PM	DN-R	TWIN FALLS YL NA	0.0	A 8:00AM
31	f 7:25		10.9 BERGER	10.9	f 7:15
26	s 7:45		8.5 HOLLISTER	19.4	s 6:55
9	f 7:54		3.8 AMSTERDAM (Spur)	23.2	f 6:44
21	s 8:10	D	5.6 ROGERSON RG	28.8	s 6:30
38	f 8:35		9.9 METEOR	38.7	f 6:03
34	f 9:05		11.4 IDAVADA	50.1	f 5:36
34	f 9:19		6.0 DELAPLAIN	56.1	f 5:22
34	f 9:35		4.6 SAN JACINTO	60.7	f 5:12
34	s 9:55		8.1 CONTACT	68.8	s 4:55
33	f 10:10		6.3 HENRY	75.1	f 4:38
33	f 10:40		11.6 SHORES	86.7	f 4:14
48	f 11:00		6.9 WILKINS	93.6	f 3:59
37	f 11:10		3.7 HERRELL	97.3	f 3:49
44	s 11:30		5.2 SUMMER CAMP	102.5	s 3:33
44	f 11:50PM		6.4 MELANDCO	108.9	f 3:04
35	f 12:05AM		7.2 TOWN CREEK	116.1	f 2:47
PWY	A 12:30AM	DN-R	7.3 WELLS YL HU	123.4	2:30AM
			(123.4)	Daily Except Monday	
(5.30) Thru Time				(5.30)	
22.4 Average speed per hour				22.4	

WESTWARD		KETCHUM BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 14 June 22, 1953	Mile Post	SECOND CLASS	Mile Post
	441 Mixed					442 Mixed
STATIONS					
WS 121-115 COPWYZ ES 111-130	6:00AM	DN-R	SHOSHONE YL X	0.0	A 12:45PM
3	f		10.9 MARLEY	10.9	f
39	s 6:35	D-R	4.4 RICHFIELD YL FK	15.3	s 12:05PM
29	f 6:50		6.4 PAGARI	21.7	f 11:45AM
27	f 7:10		8.0 TIKURA	29.7	f 11:25
59	s 7:30	D	7.6 PICABO XN	37.3	s 11:05
6	f 7:40		4.5 HAY	41.8	f 10:50
10	f 7:45		2.5 GANNETT	44.3	f 10:45
30	s 8:05		7.8 BELLEVUE	52.1	s 10:25
17	s 8:16	D	5.1 HAILEY RI	57.2	s 10:05
22	f 8:22		2.8 BARITE	60.0	f 9:52
13	f 8:40		7.6 TRIUMPH	67.6	f 9:35
30	W Loop	A	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		NORTH SIDE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 14 June 22, 1953	Mile Post	SECOND CLASS	Mile Post
STATIONS					
94	OPWY	DN-R	4.4 RUPERT YL MS	0.0	
34	P		1.5 MYERS YL	4.4	
36	P	D	2.0 PAUL YL DJ	5.9	
20			8.0 BUDGE	7.9	
54			3.9 SCHODDE	15.9	
21			4.2 McHENRY	19.8	
22		D	2.9 HAZELTON AZ	24.0	
28			1.2 BLACK	26.9	
63	W	D	6.7 EDEN DX	28.1	
54			3.5 PERRINE	34.8	
12			2.3 SUGAR LOAF	38.3	
25			2.0 FALLS CITY	40.6	
10			5.3 BARRYMORE	42.6	
54	OWY	DN	8.8 JEROME YL JO	47.9	
54		D	1.4 WENDELL ND	56.7	
17			8.1 KING	58.1	
54			7.4 TUTTLE	66.2	
118					
120	PWY	D-R	7.4 BLISS YL IS	73.6	
			(73.6)		
(5.30) Thru Time				(5.30)	
22.4 Average speed per hour				22.4	

WESTWARD		HILL CITY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 14 June 22, 1953	Mile Post	SECOND CLASS	Mile Post
STATIONS					
39	PWY	D-R	4.5 RICHFIELD YL FK	0.0	
10			4.9 RAWSON	4.5	
31			12.1 BURMAH	9.4	
42	P		9.7 MAGIC	21.5	
32			2.8 MACON	31.2	
32	P		2.8 BLAINE	34.0	
7			2.9 RANDS	36.8	
17			4.1 SELBY	39.7	
42	PW	D	7.9 FAIRFIELD FD	43.8	
32			6.1 CORRAL	51.7	
50	WY	D-R	6.1 HILL CITY YL HC	57.8	
			(57.8)		
(5.30) Thru Time				(5.30)	
22.4 Average speed per hour				22.4	

WESTWARD		HOMESTEAD BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 14 June 22, 1953	Mile Post	SECOND CLASS	Mile Post
STATIONS					
P			14.0 BLAKES JCT.	0.0	
4	P		1.3 HOME (Spur)	14.0	
10			0.9 MINERAL (Spur)	15.3	
2			10.9 STILL (Spur)	16.2	
15			5.8 STURGILL (Spur)	27.1	
34	PT	D-R	5.8 ROBINETTE YL RQ	32.9	
			(32.9)		

WESTWARD		PAYETTE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 14 June 22, 1953	Mile Post	SECOND CLASS	Mile Post
	483 Mixed					484 Mixed
STATIONS					
92	OPWY	DN-R	3.9 PAYETTE YL AY	0.0	A 2:45PM
18	f 6:20		1.2 EIFFIE	3.9	f 2:30
27	s 6:30	D	1.7 FRUITLAND FU	5.1	s 2:25
19	f 6:40		4.3 BUCKINGHAM	6.8	f 2:06
30	P	D	10.5 NEW PLYMOUTH NP	11.1	s 1:55
11	f 7:27		8.1 LETHA	21.6	f 1:23
96	PWY	A	8.1 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		STODDARD BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 14 June 22, 1953	Mile Post	SECOND CLASS	Mile Post
STATIONS					
OPTWYZ			4.4 NAMPA YL AU-Q	0.0	
17			4.4 DEAL	4.4	
44			4.5 BOWMONT	8.9	
28			5.7 MELBA	14.6	
54			2.5 STODDARD	17.1	
			2.9 END OF TRACK	20.0	
			(20.0)		

WESTWARD		HOMEDALE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 14 June 22, 1953	Mile Post	SECOND CLASS	Mile Post
STATIONS					
168	PWY	DN-R	8.1 NYSSA YL SY	0.0	
19			2.5 OVERSTREET	8.1	
20			6.3 ADRIAN	10.6	
32			7.5 NAPTON	16.9	
62	PWY	D	6.6 HOMEDALE YL HR	24.4	
19			2.1 CLAYTONIA	31.0	
19	OPY	D-R	2.1 MARSING YL MR	33.1	
			(33.1)		

WESTWARD		WILDER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 14 June 22, 1953	Mile Post	SECOND CLASS	Mile Post
STATIONS					
204	PW	DN-R	2.5 CALDWELL YL CW	0.0	
40			1.2 SIMPLOT YL	2.5	
21			1.2 WEITZ YL	3.7	
26			1.4 DOLES YL	5.1	
9			1.9 GREENLEAF (Spur)	7.0	
13			2.7 ALLENDALE	9.7	
43			1.8 WILDER YL WR	11.5	
			(11.5)		

WESTWARD		BOISE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 14 June 22, 1953	Mile Post	SECOND CLASS	Mile Post
STATIONS					
P			1.1 BOISE JCT.	0.0	
22			2.1 FAIR GROUNDS YL	1.1	
	PTWZ	D-R	1.8 BOISE FREIGHT YL BD	3.2	
10			1.3 PENITENTIARY SPUR	5.0	
10			2.1 VERNON (Spur)	6.3	
			2.1 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 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. 14 June 22, 1953	Mile Post	SECOND CLASS
	485 Mixed Daily Except Sunday			486 Mixed
		STATIONS		
OPTWYZ	8.30 AM	DN-R NAMPA YL AU-Q	0.0	A 2.35 PM
		IDA. NOR. JCT. YL	0.7	
49	f 8.40	FISCHER	2.4	2.25
14	s 9.00	MIDDLETON	9.3	s 2.10
15	f 9.20	JENNESS	18.9	f 1.40
96 PWY	s 10.20	D-R EMMETT YL MF	27.0	s 1.10
42	f 10.40	PLAZA	31.8	f 12.55
43 P	s 11.20	MONTOUR	41.1	s 12.20 PM
32 P	s 11.55 AM	D HORSESHOE BEND HB	49.7	s 11.55 AM
32	f 12.20 PM	GARDENA	55.1	f 11.35
35 OPTW	s 1.20	D BANKS YL AB	64.1	s 11.10
25 PW	f 2.10	BIG EDDY	75.4	f 10.25
31 PWY	s 3.00	SMITHS FERRY YL	83.0	s 9.55
15 P	f 3.35	CABARTON	92.7	f 9.20
32 W	f 3.45	BELVIDERE	95.5	f 9.11
32 PY	s 4.30	D CASCADE YL CD	99.2	s 9.00
31	f 5.00	ARLING	111.0	f 8.00
33 W	s 5.30	D DONNELLY FY	119.4	s 7.35
14	f 5.45	NORWOOD	124.7	f 7.22
32 OPWY	A 6.15 PM	D-R McCALL YL NE	132.8	7.00 AM
		(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. 14 June 22, 1953	Mile Post
107 OP	DN-R WEISER YL SR	0.0
130 TWY	REBECCA	6.0
12	CONCRETE	19.1
48	MIDVALE MI	31.8
23 P	D CAMBRIDGE RA	40.5
35 P	GOODRICH	49.8
3 W	MESA	56.6
12	COUNCIL YL CN	60.2
59 OPWY	D-R HOOPER YL	61.6
7	GLENDALE	72.0
6	WOODLAND	80.0
15 W	RUBICON YL	84.1
43	D-R NEW MEADOWS YL	89.7
45 PWY	DS	
	(89.7)	

WESTWARD OREGON EASTERN BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 14 June 22, 1953	Mile Post	SECOND CLASS
	459 Mixed Daily Except Sunday			460 Mixed
		STATIONS		
ES 170 OP	1.00 PM	DN-R ONTARIO YL ON	0.0	A 4.00 PM
WS 252 WY	f 1.10	MALHEUR JCT. YL	1.9	3.40
PY	f 1.15	CAIRO	3.7	f 3.35
14	f 1.25	LUSE	6.9	f 3.25
38	f 1.35	MALLETT	10.0	f 3.15
24	s 1.55	D-R VALE YL VA	15.5	s 3.00
134 PWY	f 2.20	HOPE	23.5	f 2.20
46	f 2.50	LITTLE VALLEY	34.8	f 1.50
52	s 3.15	HARPER	42.0	s 1.25
53 P	f 3.40	NAMORF	51.2	f 12.55
50	f 4.07	JONESBORO	62.2	f 12.28 PM
27	s 4.40	D JUNTURA JN	73.6	s 11.50 AM
53 PWY	f 5.25	LONG	86.6	f 11.10
50	s 5.50	RIVERSIDE	92.7	s 10.50
49 PW	f 6.15	DUNNEAN	102.8	f 10.25
31	f 6.40	VENATOR	110.2	f 10.05
30 PW	f 7.00	CIRCLE BAR	117.9	f 9.45
30	s 7.30	CRANE	126.6	s 9.15
31 PW	f 8.20	REDESS	143.5	f 8.32
31	A 9.00 PM	D-R BURNS YL BR	156.8	8.00 AM
23 OP WYZ		(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. 14 June 22, 1953	Mile Post
134 PWY	D-R VALE YL VA	0.0
20	LANCASTER (Spur)	11.4
29	JAMIESON	17.3
31 PWY	BROGAN YL	23.3
	(23.3)	

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

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 23	Switch Connection	Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 23	Switch Connection
First Subdivision				Ketchum Branch			
Leefe.....	64.8	Spur 2.4 Mi. PY	Both	Priest.....(5).....	33.9	{ 7	East
Onyx.....	197.5	13 P	West	Gimlet.....(5).....	63.2	{ 7	West
Inkom Ballast Quarry....	202.9	140 P	East			32	East
Second Subdivision				Payette Branch			
Don.....	219.6	{43 PX	Both	Ingard.....	3.3	8	Both
Schiller.....	226.5	{72 P	Both	Falks.....(6).....	17.2	5	East
Coates.....	369.5	8 P	Both	Little Rock.....	18.9	9	Both
Sand Bank.....	370.9	42 PX	West	Stoddard Branch			
			Both	Westma.....	11.6	9	East
Third Subdivision				Idaho Northern Branch			
Hillcrest.....	B-445.1	14 P	Both	Maddens.....(7).....	6.1	5	East
Apple Valley.....	485.9	26	Both	Josephson.....(7).....	12.6	12	Both
Arcadia.....	491.7	45 P	Both	Amsco.....	13.6	12	Both
Washoe Spur.....	500.9	32	West	Bramwell.....(7).....	22.2	5	East
Wood.....	506.2	10	Both	Black Canyon.....(7).....	33.0	5	East
Feltham.....	512.7	23	Both	Archabal.....(7).....	127.4	9	Both
Fourth Subdivision				Oregon Eastern Branch			
Chubbuck.....	138.2	36	Both	Lawen.....(8).....	138.4	3	East
Mitchell.....	176.9	17	Both	New Meadows Branch			
Red Rock.....(1).....	302.8	25 W	Both	Presley.....	11.7	9	Both
Rock.....	314.6	62	Both	Diamond.....	26.7	4 W	West
Dalys.....(1).....	316.4	14 P	Both	Tamarack.....	81.9	29	Both
Glen.....(1).....	347.8	8	West				
Maiden Rock..(1).....	366.0	{12	Both				
		{12	Both				
Goshen Branch							
Cox.....	9.2	11	West				
Ammon.....	18.1	30	West				
Wilkinson.....	21.0	3	West				
Yellowstone Branch							
St. Leon.....	3.7	16	East				
Mark.....	22.2	24	Both				
Jolley.....	27.6	10	Both				
Pineview.....	72.5	5 P	Both				
Teton Valley Branch							
Judkins.....(2).....	22.3	{ 6	East				
		{ 6	Both				
Fox Creek.....(2).....	42.3	12	Both				
Mackay Branch							
Collins.....(3).....	2.1	10	West				
Aiken.....(3).....	3.8	{10	Both				
		{10	East				
Cerro Grande..(3).....	35.5	None	None				
West Belt Branch							
Coltman.....(4).....	2.8	19 P	East				
Grant.....(4).....	4.8	18 P	East				
Barlow.....	7.0	17	East				
Midway.....	9.4	{31	Both				
		{19	West				
Pyke.....(4).....	35.3	5	West				
East Belt Branch							
Gale Spur.....	27.5	10	East				
Twin Falls Branch							
Amalga.....	17.3	13	Both				
North Side Branch							
Travers.....	3.5	18	Both				
Hunt.....	31.5	8	Both				
Haytown.....	44.7	4	Both				
Hydra.....	45.8	7	Both				
Appleton.....	52.9	12	Both				

- (1) Flag stop for Nos. 29-30.
- (2) Flag stop for Nos. 31-32.
- (3) Flag stop for Nos. 409-410.
- (4) Flag stop for No. 492.
- (5) Flag stop for Nos. 441-442.
- (6) Flag stop for Nos. 483-484.
- (7) Flag stop for Nos. 485-486.
- (8) Flag stop for Nos. 459-460.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Train	At	Discharge Passengers From	Pick up Passengers Destined To
12	Any station First Subdivision.	Pocatello or beyond.	Green River or beyond.
17	Any station First Subdivision.	Green River or beyond.	Pocatello or beyond.
17	Any station Second and Third Subdivisions.	Ogden, Cheyenne or beyond.	Pendleton or beyond.
18	Any station First Subdivision.	Pendleton or beyond.	Cheyenne or beyond.
18	Any station Second and Third Subdivisions.	Pendleton or beyond.	Ogden, Cheyenne or beyond.
105	Minidoka, Gooding, Caldwell, Nyssa, Ontario, Payette, Weiser.	Omaha or beyond.	Portland or beyond.
106	Weiser, Payette, Ontario, Nyssa, Caldwell, Gooding, Minidoka.	Portland or beyond.	Omaha or beyond.

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

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

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

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

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

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

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

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	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.		60		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. On branch lines.	50 30	40 30	25 15	Trains handling scale test cars— On main line, Twin Falls Branch and between Idaho Falls and Ashton. On other branch lines.			30 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 40	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 6
1500 class Diesel-electric road freight locomotives.	50	50	50	Passing fueling stations— On main lines.	50	40	25
Diesel-electric freight and road switch locomotives.	65	65	50	On branch lines.		30	15
Diesel-electric yard switch locomotives in road service.	35	35	35	When using cross-overs and turn-outs: 9000 class engines; Forward movement.		10	10
Steam engines running backward.	20	20	20	Back-up movement.		6	6
7000-7800 class engines, except between McCammon and Pocatello.		70	50	All other class engines, except when using No. 14 cross-overs or turn-outs; Forward movement.	15	15	15
7000-7800 class engines, between McCammon and Pocatello.		75	50	Back-up movement.	10	10	10
MacArthur type engines with 63-inch drivers.		55	50	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement.	20	20	20
MacArthur type engines with 57-inch drivers.		35	35	Over spring switches, where movement is over facing point switches, except at Reverse, Blaser and Pescadero.	20	20	20
3700 and 3900 class engines.		65	50	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
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
Consolidation type engines.		35	35	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line.			25
Mallet type engines, 3500 to 3599, incl., and 3670 to 3674, incl.		35	35	On branch lines.			15
0-6-0 and 0-8-0 type yard engines.		20	20	(Slower speed must be observed where conditions require.)			
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	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. 12.1 and 12.3.	70	60	50	Border Between M.P. 92.9 and 93.1.	60	50	40	Between M.P. 164.2 and 164.7.	70	60	50
Hassett Between M.P. 14.4. and 14.6.	70	60	50	Between M.P. 96.7 and 96.9.	70	60	50	Kinport Between M.P. 167.5 and 168.1.	70	60	50
Nutria Between M.P. 16.1 and 16.4.	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. 18.1 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. 21.1 and 21.5.	70	60	50	Between M.P. 102.6 and 104.9.	60	50	40	Between M.P. 171.9 and 174.7.	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. 176.3 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. 125.1 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 126.7.	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 181.7.	70	60	50
Between M.P. 35.5 and 38.9.	50	40	25	Between M.P. 128.2 and 128.7.	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. 43.1 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 135.8.	70	60	50	Between M.P. 186.1 and 187.3.	50	40	30
Between M.P. 49.2 and 49.4.	40	35	25	Between M.P. 138.6 and 139.3.	60	50	40	Between M.P. 187.4 and 187.9.	60	50	40
Fossil Between M.P. 54.5 and 57.8.	40	35	25	Manson Between M.P. 138.6 and 139.3.	60	50	40	Between M.P. 188.1 and 190.3.	70	60	50
Nugget Between M.P. 58.0 and 59.5.	70	60	50	Rose Between M.P. 141.0 and 141.9.	60	50	40	McCammion Between M.P. 192.4 and 192.7.	60	50	40
Orr Between M.P. 60.9 and 61.2.	70	60	50	Between M.P. 142.4 and 143.5.	70	60	50	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. 143.7 and 143.9.	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	Between M.P. 144.6 and 145.2.	60	50	40	Between M.P. 200.5 and 201.1.	60	50	40
				Soda Springs Over streets and alleys.	30	30	30	Between M.P. 202.3 and 202.5.	60	50	40
				Between M.P. 148.0 and 148.3.	70	60	50	Between M.P. 207.2 and 208.4.	70	60	50
								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.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	Fr.
Pocatello Within platform limits of passenger depot.	6	6	6	Minidoka Between M.P. 272.4 and 273.0.	20	20	20	Ticeska Between M.P. 357.3 and 360.2.	70	60	50
On enginehouse lead and tracks.			6	Adelaide Between M.P. 285.8 and 286.2.	70	60	50	Between M.P. 360.2 and 360.8.	60	50	40
American Falls Between M.P. 237.9 and 239.4.	70	60	50	Dietrich M.P. 316.3 to 315.8 (Eastward).	70	60	50	Between M.P. 360.8 and 365.9.	70	60	50
Bridge 239.78.	40	25	25	Shoshone Over Greenwood Street.	15	15	15	King Hill Between M.P. 367.4 and 368.3.	70	60	50
Between M.P. 240.0 and 240.3.	40	40	25	Between M.P. 321.5 and 322.2.	20	20	20	Between M.P. 369.1 and 371.0.	60	50	40
Between M.P. 240.4 and 241.3.	70	60	50	Between M.P. 323.2 and 323.9.	70	60	50	Sand Bank Engines using west switch to Sand Bank set-out track.			5
Borah Between M.P. 244.5 and 244.8.	70	60	50	Between M.P. 325.0 and 326.6.	70	60	50	Between M.P. 371.1 and 373.4.	45	40	25
Wapi Between M.P. 258.9 and 259.2.	70	60	50	Gooding Over streets and alleys.	30	30	30	Between M.P. 373.4 and 373.8.	20	20	20
				Between M.P. 340.7 and 341.2.	60	50	40	Glenns Ferry			
				Between M.P. 342.3 and 343.4.	60	50	40				

THIRD SUBDIVISION

Glenns Ferry Eastward, over Commercial Street Crossing.	20	20	20	Between M.P. B-439.4 and B-440.4.	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-446.1.	60	50	40	Between M.P. 484.5 and 485.0.	70	60	50
Between M.P. 378.6 and 379.3.	45	40	25	Washoe Spur With 5000 class engines.							5
Hammett Between Hammett and Reverse.	65	60	40	Boise Between M.P. B-448.3 and B-449.1.	50	40	25	Ontario No. 106, to exchange mail.	10		
Between M.P. 385.6 and 387.0.	60	50	40	Between M.P. B-450.5 and B-451.0.	70	60	50	Between Payette and Weiser, trains handling logs.			30
Between M.P. 389.8 and 390.6.	60	50	40	Meridian No. 17, to exchange mail. No. 18, to dispatch mail.		20	40	Weiser Between M.P. 523.1 and 526.1.	70	60	50
Mountain Home Over street crossings.	25	25	25	Sonna Between M.P. B-467.0 and B-467.8.	40	25	25	Between M.P. 526.4 and 535.9.	60	50	40
Orchard Between M.P. B-429.1 and B-430.0.	60	50	40	Nampa Between passenger depot and M.P. 456.3.	15	15	15	Between M.P. 535.9 and 539.0.	40	25	25
Leone Between M.P. B-431.0 and B-433.8.	70	60	50	Caldwell Over streets and alleys.	25	25	25	Huntington			
Between M.P. B-433.9 and B-434.3.	60	50	40	Parma Over streets and alleys.	30	30	30	Kuna Line Orchard Between M.P. 428.4 and 429.0.	60	50	40
Black's Creek Between M.P. B-435.8 and B-436.1.	70	60	50					Kuna Between M.P. 447.5 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	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
Maximum speed. Between Pocatello Jct. and Idaho Falls.	70	50	Hamer Between M.P. 218.3 and 218.5.	50	40	Dillon Between M.P. 328.6 and 329.2.	35	25
Between Idaho Falls and Silver Bow.	60	40	Dubois Between M.P. 236.0 and 236.6.	35	25	Between M.P. 337.0 and 337.2.	50	40
Between Idaho Falls and Silver Bow. MacArthur type engines with 63-inch drivers.	50	40	Between M.P. 237.8 and 238.0.	40	30	Apex Between M.P. 341.1 and 341.4.	50	40
Pocatello Jct. Between M.P. 135.1 and 136.7.	35	25	Between M.P. 239.1 and 239.3.	50	40	Between M.P. 342.7 and 342.9.	50	40
Montana Jct. Between M.P. 139.9 and 140.1.	60	50	Highbridge Between M.P. 244.4 and 246.7.	40	30	Between M.P. 343.3 and 343.5.	30	20
Tyhee Between M.P. 142.3 and 142.5.	50	40	Spencer Between M.P. 248.5 and 248.9.	45	35	Between M.P. 343.5 and 345.8.	35	25
Between M.P. 143.3 and 143.5.	50	40	Between M.P. 249.5 and 249.7.	40	30	Between M.P. 346.0 and 346.3.	30	20
Gibson Between M.P. 152.6 and 152.9.	50	40	Between M.P. 251.0 and 251.4.	40	30	Between M.P. 347.9 and 348.2.	40	30
Blackfoot Over streets and alleys.	20	20	Between M.P. 252.7 and 257.5.	25	20	Navy Between M.P. 351.0 and 354.4.	35	25
Wapello Between M.P. 166.8 and 167.0.	60	50	Humphrey Between M.P. 258.3 and 258.5.	35	25	Between M.P. 357.2 and 357.7.	40	30
Firth Between M.P. 169.7 and 169.9.	60	50	Between M.P. 258.6 and 259.2.	45	35	Melrose Between M.P. 361.8 and 366.3, watch for rocks.	25	20
Shelley Over streets and alleys.	30	30	Between M.P. 262.9 and 267.6.	35	25	Between M.P. 366.3 and 366.6.	20	20
Idaho Falls Over streets and alleys.	12	12	Between M.P. 269.7 and 269.9.	40	30	Curve M.P. 366.4 with 5000 and 5300 class engines.	10	10
Between M.P. 185.5 and 185.9.	15	5	Between M.P. 271.0 and 271.7.	40	30	Between M.P. 366.7 and 367.5.	35	25
Between M.P. 187.4 and 188.6.	40	30	Snowline Between M.P. 277.4 and 278.3.	35	25	Between M.P. 367.9 and 368.2.	30	20
Between M.P. 190.7 and 191.0.	45	35	Lima Over Center Street east of depot.	20	15	Divide Between M.P. 373.6 and 374.6.	40	30
Roberts Between M.P. 205.4 and 206.0.	50	40	Westward within yard limits.	25	15	Woodin Between M.P. 375.2 and 377.8.	35	25
Tenno Between M.P. 208.4 and 210.2.	50	40	Armstead Between M.P. 307.7 and 308.0.	50	40	Between M.P. 379.0 and 381.1.	35	25
Hawgood Between M.P. 213.7 and 214.0.	50	40	Between M.P. 308.9 and 310.3.	35	25	Feely Between M.P. 382.3 and 383.7.	25	20
			Between M.P. 310.4 and 310.6.	25	20	Between M.P. 384.3 and 385.1.	35	25
			Between M.P. 311.0 and 311.8.	45	35	Buxton Between M.P. 386.6 and 388.1.	35	25
			Grayling Between M.P. 316.0 and 316.5, watch for rocks.	25	20	Between M.P. 389.8 and 390.1.	20	20
			Between M.P. 316.5 and 318.7.	35	25	Silver Bow On interchange tracks beyond N. P. crossing, with 3500, 3800, 5000 and 7000 class engines.	5	5

BRANCHES

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

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
Mackay Branch Between Blackfoot and M.P. 60.0: Diesel engines. Steam engines.		30 25	Teton Valley Branch Maximum speed.	35	25	Bellevue, over streets and alleys.	12	12
Between M.P. 60.0 and Mackay, All engines.		20	Bridges 4.48, 6.96 and 19.97.	12	12	Between Hailey and Ketchum, over truss bridges.	15	15
Mackay On curve on low line smelter.		6	Between M.P. 19.1 and 19.4.	15	15	Between M.P. 63.1 and 64.6.	30	20
Thomas Branch Maximum speed.		15	Between M.P. 25.0 and 25.4.	15	15	Between M.P. 68.4 and 68.5.	10	10
Aberdeen Branch Maximum speed.		25	Twin Falls Branch Maximum speed.	50	40	Hill City Branch Maximum speed.		25
Goshen Branch Maximum speed.		25	3500 and 3800 class engines.	30	30	Over trestles 21.6 and 23.40 with snow plows.		15
Light MacArthur type engines.		20	Rupert, on west leg of wye.	10	10	Boise Branch Between Boise Jct. and Boise Freight.		25
Yellowstone Branch Between Idaho Falls and Ashton.	50	35	Rupert, over streets and alleys.	12	12	Between Boise Freight and Barber.		15
Between Idaho Falls and Ashton with MacArthur type engines.	40	30	Bridge 20.10.	25	25	Stoddard Branch Maximum speed.		15
Between Ashton and Gerrit, watch for rocks.	35	25	Burley, within city limits.	20	20	Idaho Northern Branch Maximum speed.		30
Between Gerrit and Big Springs	50	35	Burley, over street crossings.	12	12	Between Jenness and Bramwell.		20
Between Big Springs and West Yellowstone, watch for rocks.	35	25	Kimberly, within city limits.	40	40	Trains handling high cars be- tween Jenness and Bramwell.		12
Rexburg, Sugar City and St. Anthony, over streets and alleys.	20	20	McMillan, on tracks leading to sugar factory, with 3500 and 3800 class engines.	10	10	Between Plaza and Banks. Watch for rocks between Black Canyon and Banks.		25
St. Anthony, over highway crossing just west of depot.	8	8	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
Between M.P. 55.4 and 55.7.	20	15	North Side Branch Maximum speed.		30	Between Banks and Smiths Ferry, watch for rocks.		15
Between M.P. 59.6 and 65.9.	20	15	Heavy MacArthur type engines.		15	Trains handling logs or high cars between Banks and M.P. 81.0.		12
Between M.P. 72.9 and 73.2.	35	25	Between M.P. 30.0 and 30.5.		20	Between Smiths Ferry and Cabarton, watch for rocks.		20
Between M.P. 74.0 and 74.2.	30	25	Raft River Branch Maximum speed.		20	M.P. 31.4.		20
Between M.P. 85.2 and 85.5.	35	25	Burley, within city limits.		20	Between M.P. 33.0 and 35.4.		10
Between M.P. 86.4 and 87.0.	20	15	Burley, over street crossings.		12	Bridge 36.61.		20
Between M.P. 92.1 and 95.0.	20	15	Oakley Branch Maximum speed.		25	Between M.P. 99.6 and 113.6 on curves.		20
Between M.P. 99.9 and 100.8.	20	15	Light MacArthur type engines.		20	Between M.P. 128.2 and 128.5.		15
East Belt Branch Maximum speed.		25	Burley, within city limits.		20	McCall, over street crossings.		10
Light MacArthur type engines between Lincoln Jct. and Orvin.		20	Burley, over street crossings.		12	Wilder Branch Maximum speed.		25
Light MacArthur type engines between Lincoln Jct. and Ririe.		15	Wells Branch Maximum speed.		30	Homedale Branch Maximum speed.		25
Truss bridges.		15	Between M.P. 31.1 and 36.1.		25	Oregon Eastern Branch Maximum speed.		25
West Belt Branch Maximum speed.		25	Between M.P. 45.9 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
Annis Branch Maximum speed.		15	Between M.P. 91.1 and 91.4.		25			
			Between Herrell and Melandeo.		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	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
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	Homestead Branch Maximum speed, watch for rocks. On curves.		20 15
Dunnean Between M.P. 103.5 and 106.5.		20	Engines running backwards.		10			
Bridge 106.14.		15	Between Weiser and Concrete. Straight track. On curves.		25 20			

SYMBOLS AND ABBREVIATIONS

(Rules 6 and 6(A))

Rule 6
The following letters placed before figures of a schedule indicate:
s—regular stop;
f—flag stop to receive or discharge traffic;
A—arrive.

Rule 6(A)
The following letters placed in column with station name in time-table indicate:
D—day operator;
N—night operator;
DN—day and night operator;
R—train register;
YL—yard limits.

The following letters placed in columns provided in time-table indicate:
C—coal;
I—interlocking;
O—oil;
P—dispatcher's telephone;
T—turntable;
W—water;
X—cross-over;
Y—wye;
Z—track scales;
AI—automatic interlocking signals;
CS—center siding;
ES—eastward siding;
WS—westward siding;
RCS—remote control switch.

Standard clocks are located as shown below:

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

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