



**E. H. BAILEY**  
General Manager

**H. E. SHUMWAY**  
General Supt. Transportation

**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.

**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.
R. 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.	Malone W. Koelsch....	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.
A. C. Jones, Sr.....	Oculist and Aurist	Boise, Ida.	Joseph J. Sarazin.....	Surgeon.....	Nyssa, Ore.
William A. Koelsch.....	Surgeon.....	Boise, Ida.	Wilfred N. Sanders....	Surgeon.....	Ontario, Ore.
Roy L. Peterson.....	Oculist and Aurist	Boise, Ida.	Ira R. Woodward, Jr....	Surgeon.....	Payette, Ida.
Warren D. Springer....	Surgeon.....	Boise, Ida.	Murland F. Rigby.....	Surgeon.....	Rexburg, Ida.
Melvin A. Drake.....	Surgeon.....	Buhl, Ida.	A. C. Truxal.....	Surgeon.....	Rexburg, Ida.
John W. Davis.....	Surgeon.....	Burley, Ida.	Aldon Tall.....	Surgeon.....	Rigby, Ida.
Chas. A. Terhune.....	Surgeon.....	Burley, Ida.	Otto A. Moellmer.....	Surgeon.....	Rupert, Ida.
John H. Weare.....	Surgeon.....	Burns, Ore.	Emory L. Soule.....	Surgeon.....	St. Anthony, Ida.
Harvey L. Casebeer....	Oculist and Aurist	Butte, Mont.	Royal G. Neher.....	Surgeon.....	Shoshone, Ida.
Richard C. Monahan....	Surgeon.....	Butte, Mont.	Allen H. Tigert.....	Surgeon.....	Soda Springs, Ida.
John V. Plett.....	Oculist and Aurist	Butte, Mont.	Russell Tigert, Jr....	Surgeon.....	Soda Springs, Ida.
Robert T. Whiteman....	Surgeon.....	Cambridge, Ida.	John R. Moritz.....	Surgeon.....	Sun Valley, Ida.
Dale B. Patterson.....	Surgeon.....	Cascade, Ida.	George B. Saviers.....	Surgeon.....	Sun Valley, Ida.
John A. Edwards.....	Surgeon.....	Council, Ida.	Charles B. Beymer.....	Surgeon.....	Twin Falls, Ida.
Bernard P. Strouth....	Surgeon.....	Council, Ida.	Wallace Bond.....	Oculist and Aurist	Twin Falls, Ida.
George L. Routledge....	Surgeon.....	Dillon, Mont.	Harwood L. Stowe....	Surgeon.....	Twin Falls, Ida.
LaGrande C. Larsen....	Surgeon.....	Driggs, Ida.	Neal E. McCarthy.....	Surgeon.....	Vale, Ore.
R. P. Rawlinson.....	Surgeon.....	Emmett, Ida.	Harold F. Holsinger...	Surgeon.....	Wendell, Ida.
Marion J. Kerns.....	Surgeon.....	Fairfield, Ida.	Robert M. Coats.....	Surgeon.....	Weiser, Ida.
Ward A. Rulien.....	Surgeon.....	Glenns Ferry, 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. 15 September 11, 1953	FIRST CLASS						
401 Passenger	19 Passenger	11 Passenger	105 Streamliner Passenger	457 Passenger	17 Passenger	25 Mail and Express			12 Passenger	458 Passenger	106 Streamliner Passenger	26 Mail and Express	18 Passenger	20 Passenger	402 Passenger
Daily	Daily	Daily	Daily	Daily	Daily	Daily									
		5.25	2.05		4.05		0.0	GRANGER	A 9.15		A12.42		A10.30		
		10.20	5.45		9.35	1.15	213.9	POCATELLO	4.00		8.55	A 7.00	5.20		
		11.15	5.55		10.35				3.10		8.45		4.45		
		2.15	8.25		2.00	5.30	373.8	GLENN'S FERRY	11.40		6.10	3.00	1.30		
		3.59	9.40		3.45	7.45	448.4	BOISE	9.55		5.00	12.45	11.50		
		6.35	11.40		6.25	10.40	550.1	M.T. HUNTINGTON	7.10		3.05	6.35	9.25		
		5.45	10.40		5.35	9.50	649.7	P.T. HUNTINGTON	6.00		2.05	5.20	8.15		
		8.25	1.05		8.20	12.35	723.9	LA GRANDE	3.25		11.40	2.35	5.35		
		10.43	3.11		11.00	3.00	841.3	PENDLETON	1.05		9.35	12.05	2.55		
	9.00						941.3	SPOKANE					A 7.00		
	11.27						837.4	AYER						4.30	
	12.30						786.3	WALLULA						3.18	
	1.40	11.35	3.55		12.30	4.00	755.3	HINKLE	12.15		8.55	11.15	2.05	2.40	
	4.05	1.45	5.35		3.25	6.25	855.4	THE DALLES	10.10		7.15	9.00	11.50	12.10	
11.45	A 6.30	A 4.00	A 7.30	8.00	A 6.00	A 9.30	939.5	PORTLAND	8.05	A 9.15	5.30	6.55	9.45	10.00	
5.20				11.05			1084.6	TACOMA		5.52				1.15	
A 6.45				A 1.59			1122.7	SEATTLE		4.45				11.45	
									Daily	Daily	Daily	Daily	Daily	Daily	

(7.00) (9.30) (23.35) (18.25) (3.59) (26.55) (21.15) ..... Thru Time ..... (24.10) (4.30) (18.12) (23.05) (23.45) (9.00) (7.00)  
26.2 39.0 39.8 51.0 46.0 34.9 34.1 ..Average speed per hour.. 38.9 40.7 51.6 31.4 39.6 41.1 26.2

**WESTWARD CONDENSED TIME-TABLE EASTWARD**

FIRST CLASS				Distance from McCammon	Time-Table No. 15 September 11, 1953	FIRST CLASS			
29 Passenger	33 Passenger	31 Passenger	32 Passenger			34 Passenger	30 Passenger		
Daily	Daily	Daily							
	10.10	9.35		0.0	McCAMMON		A 5.40	A 4.45	
	10.45	10.10		22.7	POCATELLO		5.10	4.05	
	11.30	10.40					4.30	3.20	
	12.55	A 12.25	7.00	73.3	IDAHO FALLS	A 2.30	3.00	1.40	
			8.40	124.3	ASHTON	12.55			
			A 10.20	169.9	VICTOR	11.10			
				180.4	WEST YELLOWSTONE				
				285.8	BUTTE			7.30	
						Daily	Daily	Daily	

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

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

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

WESTWARD					FIRST SUBDIVISION						
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS				FIRST CLASS					Time-Table No. 15	
	263	251	257	277	29	11	105	33	17	September 11, 1953	
	Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily	Passenger Daily	Passenger Daily	Streamliner Passenger Daily	Passenger Daily	Passenger Daily	STATIONS	
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
COPTWXZ	11.15		4.00		s	6.15	f 2.43		5.05	DN	KEMMERER YL Z
PXY	11.22		4.07			6.19	2.46		5.10		MOYER JCT. YL
WS 70 PW	11.47 <sup>106</sup>		4.30 <sup>264</sup>			6.32	2.57		f 5.25	DN	FOSSIL YL FI
ES 70 X	11.57AM		4.40			6.40	3.04		5.33		NUGGET
94 PW	12.05PM		4.48			6.44	3.08		5.37		ORR
74 P	12.11		4.54			6.47	3.11		5.42		SAGE
112 P	12.11		4.54			6.47	3.11		5.42		CARLSON
66 P	12.18		5.01			6.51	3.15		5.47		BECKWITH
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		s 6.08	DN	COKEVILLE CK
120	12.50		5.33			7.13	3.33		6.15		MARSE
74 P	12.56		5.39			7.17	3.37		6.20		BORDER
124 P	1.04		5.47			7.23	3.42		s 6.28		PEGRAM
74 PW	1.12		5.55			7.30	3.47		6.36		HARER
88 P	1.12		5.55			7.30	3.47		6.36		DINGLE
69 P	1.21		6.04			7.37	3.52 <sup>262</sup>		6.43	DN-R	MONTPELIER MX
	1.45		6.20 <sup>17</sup>			7.50			6.55 <sup>257</sup>		PESCADERO
OPTWYZ	2.20		7.30			8.00	4.00		7.05		GEORGETOWN
78 P	2.32		7.42			8.08	4.07		7.13		CAVANAUGH
105 PW	2.40 <sup>262</sup>		7.50			8.14	4.13		7.20		MANSON
124 P	2.47		7.57			8.20	4.18		7.26		ROSE
100 P	2.53		8.03			8.25	4.22		7.31	DN	SODA SPRINGS SD
73 P	2.59		8.09			8.29	4.26		7.35		ALEXANDER
178 PWY	3.08		8.18			8.40	4.32		s 7.50		TALMAGE
108 PW	3.16		8.26			8.48	4.37		7.58		BANCROFT YL BN
112 P	3.23		8.33			8.53	4.41		8.03		KINPORT
225 CPWY	3.35		8.45			9.01	4.46		f 8.12		PEBBLE
127	3.41		8.51			9.06	4.50		8.17		BROXON
112 P	3.48		8.58			9.11	4.54		8.22		BLASER
103 P	3.55		9.05			9.16	4.58		8.27	DN	LAVA HOT SPGS. XY
100 PW	4.01		9.11			9.19	5.01		8.30		TOPAZ
27 PX	4.09		9.19			9.25	5.05		f 8.37	DN	McCAMMON YL MC
CS 157 P	4.17		9.27			9.31	5.10		8.44		INKOM KO
90 IPWXY	4.30	10.30AM	9.40	1.20AM		10.10PM	9.42	5.18	9.35AM	f	PORTNEUF
WS 49 PWX	4.46	10.46	9.56	1.36		10.23	9.55	5.29	f 9.48	f	POCATELLO YL PO
ES 88						10.29	10.02	5.34	9.54		
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
	(7.20)	(0.50)	(7.50)	(1.10)		(0.35)	(4.55)	(3.40)	(0.35)	(5.30)	..... Thru Time .....
	29.2	27.2	27.3	19.5		38.9	43.5	58.3	38.9	38.9	..... Average speed per hour .....

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 106 is superior to westward trains of the same class.—See Rule S-72.

The time of No. 105 and No. 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 29, 30, 33 and 34, and not less than fifteen minutes by second-class, extra trains and yard engines.

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

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

FIRST SUBDIVISION					EASTWARD						
Time-Table No. 15		Mile Post	FIRST CLASS					SECOND CLASS			
September 11, 1953			12	30	106	34	18	262	278	270	264
STATIONS			Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Time Freight	Stock Special	Time Freight	Time Freight
DN-R	GRANGER YL GN	0.0	Af 9.15AM		A 12.42PM		A 10.30PM		A 7.30PM		A 6.20AM
	DONOVAN	4.1	9.09		12.37		10.22		7.10		6.07
	MOXA	7.7	9.05		12.34		10.18		7.04		6.00
	HASSETT	12.5	9.00		12.30		10.13		6.56		5.52
	NUTRIA	15.4	8.57		12.27		10.10		6.51		5.47
	COSGRIFF	20.2	8.52		12.23		10.05		6.43		5.39
DN	OPAL OW	24.5	f 8.47		12.19		10.00		6.36		5.32
	FOLGER	29.3	8.40		12.15		9.55		6.28		5.24
	WATERFALL	33.6	8.35		12.11		9.50		6.20		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		f 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 <sup>263</sup>		9.16		5.28		4.30 <sup>257</sup>
	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		3.52 <sup>105</sup>		2.45
DN-R	MONTPELIER MX	115.0	6.40		s 10.45		7.50		3.35		2.30
	PESCADERO	121.3	6.15		10.33		7.25		3.10		1.55
	GEORGETOWN	126.8	6.08		10.28		7.18		2.40 <sup>263</sup>		1.28
	CAVANAUGH	131.9	6.02		10.23		7.12		2.31		1.21
	MANSON	136.1	5.58		10.19		7.08		2.25		1.15
	ROSE	140.0	5.54		10.15		7.04		2.19		1.09
DN	SODA SPRINGS SD	146.0	s 5.45		10.09		s 6.55		2.07		12.57
	ALEXANDER	151.6	5.30		10.03		6.43		1.56		12.46
	TALMAGE	156.2	5.24		9.58		6.37		1.45		12.35
DN	BANCROFT YL BN	161.8	f 5.16		9.53		f 6.29		1.30		12.20
	KINPORT	166.6	5.08		9.48		6.23		1.19		12.09
	PEBBLE	170.3	5.03		9.43		6.18		1.11		12.01AM
	BROXON	174.8	4.58		9.38		6.13		1.03		11.53PM
	BLASER	177.4	4.55		9.35		6.10		12.56		11.46
DN	LAVA HOT SPGS. XY	180.0	f 4.50		9.31		f 6.05		12.48		11.38
	TOPAZ	184.3	4.42		9.26		5.57		12.33		11.23
DN	McCAMMON YL MC	191.2	s 4.33	As 4.45AM	9.19	As 5.40PM	5.48		12.15PM	A 2.20PM	A 8.40PM
	INKOM KO	201.9	4.15	s 4.23	9.08	s 5.26	5.35		11.55AM	1.55	8.15
	PORTNEUF	207.7	4.09	4.13	9.02	5.18	5.29				
DN-R	POCATELLO YL PO	213.9	4.00AM	4.05AM	8.55AM	5.10PM	5.20PM		11.30AM	1.30PM	7.50PM
			Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily
	..... Thru Time .....		(5.15)	(0.40)	(3.47)	(0.30)	(5.10)		(8.00)	(0.50)	(0.50)
	..... Average speed per hour .....		40.7	34.0	56.6	45.4	41.4		26.7	27.2	27.2

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, 29, 30, 33 and 34, and not less than fifteen minutes by second-class, extra trains and yard engines.

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

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

**WESTWARD**

**SECOND SUBDIVISION**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	FIRST CLASS								Time-Table No. 15 September 11, 1953		STATIONS			
	29	11	105	33	17	49	25							
	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Mixed	Mail and Express		Daily	Daily		Daily	Daily	Daily
COPTWYZ														
P														
CS 153 P														
118 P														
145 PW														
120 P														
119 P														
119 PW														
119 P														
119 P														
101 CPWY														
269 P														
119 P														
119 P														
119 PW														
119 P														
122 P														
119 P														
116 P														
WS 121-115 ES 111-130 CPWY														
118 P														
117 PW														
60 P														
120 P														
118 PWY														
120 P														
CS 120 PY														
WS 99														
CS 139 PWX														
COPTWY														

(0.05) 28.8 (2.50) 56.4 (2.30) 64.0 (0.05) 28.8 (3.15) 49.2 (1.25) 41.4 (4.00) 39.9  
 .....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. 15 September 11, 1953	Mile Post	FIRST CLASS							STATIONS
		12	30	106	34	18	26	50	
		Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Mail and Express	Mixed	
DN-R POCATELLO YL H-CA PO	213.9	A 3.10AM	A 3.20AM	A 8.45AM	A 4.30PM	A 4.45PM	A 7.00PM	A 11.00PM	
POCATELLO JCT. YL	216.3		3.05AM		4.15PM				
MICHAUD	224.3	2.41		8.30		4.25	6.20	f 10.07	
BANNOCK	230.1								
DN AMERICAN FALLS AF	238.5	s 2.27		8.19		s 4.11	s 6.03	s 9.50	
BORAH	242.3								
QUIGLEY	250.1								
WAPI	256.0	2.06		8.03		3.51	5.42	f 9.20	
DEWOFF	259.8								
HAWLEY	267.3								
DN MINIDOKA RT	272.4	s 1.50		7.49		s 3.35	s 5.25	9.00PM	
MAX	276.2								
ADELAIDE	284.3								
KIMAMA	289.0							f 5.01	
SENER	295.7	1.19		7.27		3.08	4.49		
OWINZA	303.5								
BESSLEN	309.3								
DIETRICH	313.9	1.01		7.13		2.51	s 4.32		
DN SHOSHONE X	321.8	s 12.50		s 7.05		s 2.40	s 4.20		
TUNUPA	330.8								
DN GOODING GD	337.5	s 12.25		6.47		s 2.17	s 3.52		
FULLER	344.2								
D BLISS IS	350.5	s 12.10AM		6.36		2.02	s 3.35		
TICESKA	357.3								
KING HILL	366.8	11.49PM		6.19		1.39	f 3.10		
DN-R GLENN'S FERRY YL GF	373.8	11.40PM		6.10AM		1.30PM	3.00PM		
(159.9)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	

.....Thru Time..... (3.30) 45.7 (0.15) 9.6 (2.35) 61.9 (0.15) 9.6 (3.15) 49.2 (4.00) 39.9 (2.00) 29.0  
 .....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. 15 September 11, 1953	Mile Post	FIRST CLASS				SECOND CLASS			
	257	105	17	25	11			106	26	18	12	262			
	Time Freight Daily	Streamliner Passenger Daily	Passenger Daily	Mail and Express Daily	Passenger Daily			Streamliner Passenger	Mail and Express	Passenger	Passenger	Time Freight			
	STATIONS														
COPTWY	9:30AM	8:25PM	2:00PM	5:30AM	2:15AM	DN-R GLENNS FERRY YL	373.8	As 6:10AM	A 2:45PM	A 1:20PM	A 11:30PM	A 11:15PM			
CS 110 PW	9:50	8:35	2:12	5:44	2:27	HAMMETT	382.7	5:59	2:18	1:06	11:13	10:45			
CS 123 PY	10:20	8:49	2:30	6:02	2:43	DN REVERSE YL RV	393.3	5:48	1:59	12:51	10:58	10:25			
71 177 PWY	10:32	8:56	2:42	6:17	2:56	DN MOUNTAIN HOME MZ	401.6	5:41	1:48	12:41	10:48	10:10			
149 P	10:40	9:01	2:48	6:25	3:01	SEBREE	407.5	5:36	1:37	12:33	10:39	10:02			
136 P	10:47	9:05	2:52	6:32	3:05	CLEFT	412.7	5:32	1:31	12:29	10:35	9:55			
IPWY	A 11:00AM	9:13	3:01	6:46	3:14	DN ORCHARD YL OD	423.0	5:24	1:20	12:20	10:26	9:40PM			
73 P		9:20	3:09	6:55	3:22	LEONE	B-430.3	5:17	1:08	12:11	10:17				
73 P		9:25	3:15	7:03	3:28	BLACK'S CREEK	B-435.9	5:12	1:00	12:05PM	10:10				
59 P		9:31	3:21	7:11	3:34	SHAFFER	B-441.7	5:06	12:53	11:58AM	10:03				
67 PWY	VIA KUNA LINE	9:40 <sup>12</sup>	3:35	7:30	3:50	DN BOISE YL BG	B-448.4	5:00	12:45 <sup>18</sup>	11:50 <sup>26</sup>	9:55 <sup>105</sup>	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	9:23	11:38	9:23				
29 P		9:47	3:52	7:52	4:06	BEATTY	B-454.6	4:49	9:20	11:35	9:20				
74 P		9:50	3:56	7:57	4:09	D MERIDIAN MD	B-457.3	4:46	9:15	11:32	9:17				
22 P		9:53	4:00	8:02	4:13	SONNA	B-460.7	4:43	9:10	11:29	9:14				
OPTWYZ	11:45AM	10:08	4:15	8:15 <sup>26</sup>	4:25 <sup>106</sup>	DN-R NAMPA YL AU-Q	456.6	4:36 <sup>11</sup>	9:00 <sup>25</sup>	11:20	9:05	A 8:20PM			
55 P	11:51	10:12	4:30	8:35	4:45	MOSS	460.8	4:24	8:20	11:03	8:48	8:10			
204 PW	11:58AM	10:17	4:40	8:43	4:55	DN CALDWELL YL CW	465.6	4:20	8:15	10:58	8:43	8:02			
122 P	12:03PM	10:20	4:44	8:47	5:00	ENROSE	469.2	4:16	8:08	10:50	8:35	7:57			
127 P	12:07	10:23	4:47	8:50	5:03	D NOTUS U	472.5	4:13	8:05	10:47	8:32	7:53			
160 P	12:18	10:30	4:58	8:59	5:10	DN PARMA MA	480.8	4:06	7:58	10:40	8:25	7:42			
168 PWY	12:28	10:37	5:09	9:08	5:19	DN NYSSA YL SY	488.4	3:59	7:50	10:33	8:18	7:32			
PY	12:37	10:37	5:17	9:16	5:28	MALHEUR JCT. YL	496.8		7:37	10:23	8:08	7:20			
ES 170 WS 252 OPY	12:40	10:48	5:25	9:25	5:35	DN ONTARIO YL ON	498.7	3:49	7:34	10:20	8:05	7:15			
150 PWY	12:47	10:54	5:33	9:35	5:43	DN PAYETTE YL AY	502.5	3:43	7:23	10:10	7:55	7:01			
150 P	12:56	11:00	5:40	9:42	5:50	CRYSTAL	509.3	3:37	7:17	10:02	7:47	6:51			
107 130 PWY	1:05	11:08	5:50	9:55 <sup>18</sup>	6:00	DN WEISER YL SR	515.9	3:31	7:10	9:55 <sup>25</sup>	7:40	6:41			
150 P	1:18	11:18	6:01	10:09	6:11	COBB	525.7	3:21	6:53	9:43	7:28	6:27			
160 P	1:30	11:28	6:11	10:20	6:20	ROCK ISLAND	534.0	3:12	6:44	9:34	7:19	6:11			
P						BLAKES JCT.	537.1								
OPTWYZ	A 1:45PM	A 1:40PM	A 6:25PM	A 10:40AM	A 6:35AM	DN-R HUNTINGTON YL HU	538.8	3:05AM	6:35AM	9:25AM	7:10PM	5:50PM			
						(176.3)		Daily	Daily	Daily	Daily	Daily			
	(4.15) 35.8	(3.15) 54.3	(4.25) 39.9	(5.10) 34.1	(4.20) 40.7	..... Thru Time .....	(3.05) 57.2	(8.10) 21.6	(3.55) 45.0	(4.20) 40.7	(5.25) 30.5	..... Average speed per hour .....			

WESTWARD		KUNA LINE		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 15 September 11, 1953	Mile Post	SECOND CLASS	
	257	262			257	262
	Time Freight Daily	Time Freight Daily			Time Freight Daily	Time Freight Daily
	STATIONS					
122 IPWY	11:00AM	DN ORCHARD YL OD	423.0	A 9:40PM		
150 PW	11:15	OWYHEE	434.7	9:16		
150 P	11:30	KUNA	446.7	8:48		
OPTWYZ	A 11:45AM	DN-R NAMPA YL AU-Q-D	456.6	8:20PM		
		(33.6)		Daily		
	(0.45) 44.8	..... Thru Time .....	(1.20) 25.2	..... 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, 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. 15 September 11, 1953	Mile Post	FIRST CLASS		SECOND CLASS		
	251	277	29	33			30	34	252	278	
	Time Freight Daily	Time Freight Daily	Passenger Daily	Passenger Daily			Passenger	Passenger	Time Freight	Stock Special	
	STATIONS										
P			11:35PM	10:45AM	POCATELLO JCT. YL	135.1	A 3:05AM	A 4:15PM	A 7:10PM	A 10:25AM	
P	3:25PM	3:45AM	11:40	10:50	MONTANA JCT. YL	136.7	3:00	4:10	6:58	10:13	
124 P	3:31	3:51	11:45	10:54	TYHEE	140.4	2:55	4:06	6:51	10:06	
72 PW	3:39	3:59	11:50	11:02	D FORT HALL FH	145.7	2:47	4:00	6:43	9:58	
71 P	3:53 <sup>34</sup>	4:08	11:55PM	11:08	GIBSON	151.0	2:39	3:53 <sup>251</sup>	6:35	9:50	
ES 66 WS 80 CPWY	4:10	4:20	12:02AM	11:16	DN BLACKFOOT YL BF	158.1	2:21	3:38	6:20	9:35	
72 P	4:20	4:30	12:18	11:38	WAPELLO	164.0	2:14	3:31	6:05	9:20	
72 PW	4:28	4:38	12:23	11:47	D FIRTH FR	169.4	2:03	3:24	5:55	9:10	
PY					GOSHEN JCT.	169.8					
105 P	4:38	4:48	12:29	11:58AM	DN SHELLEY SY	175.5	1:52	3:15	5:45	9:00	
71 P	4:44	4:54	12:34	12:03PM	COTTON	179.3	1:47	3:08	5:38	8:53	
97 P	4:50	5:00	12:38	12:07	BACH YL	183.1	1:43	3:04	5:30	8:45	
COPTWYZ	5:25 <sup>252</sup>	6:10	12:55	12:25PM	DN-R IDAHO FALLS YL AK	184.5	1:40	3:00PM	5:25 <sup>251</sup>	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 <sup>30</sup>		BASSETT	196.5	1:13 <sup>20</sup>		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	12:56		4:10	7:20	
49 P	6:20	7:10 <sup>278</sup>	1:32		HAWGOOD	212.1	12:50		4:00	7:10 <sup>277</sup>	
51 P	6:29	7:20	1:39		HAMER	217.5	12:43		3:50	6:55	
50 PY	6:39	7:32	1:46		CAMAS	223.1	12:35		3:40	6:45	
49 P	6:48	7:45	1:53		JONES	228.2	12:28		3:28	6:33	
51 106 PWY	7:15	8:20	2:01		DN DUBOIS YL BO	234.9	12:20		3:15	6:20	
49 P	7:33	8:38	2:11		HIGHBRIDGE	242.9	12:06AM		2:50	5:55	
57 P	7:45	8:50	2:22		D SPENCER RC	248.5	11:58PM		2:35	5:40	
55 52 PW	8:11	9:16	2:40		HUMPHREY	258.0	11:39		2:10	5:12	
61 PY	8:30	9:35	2:52		D MONIDA MO	264.7	11:29		1:50	4:45	
50 P	8:47	9:52	3:06		SNOWLINE	273.7	11:14		1:30	4:25	
OPWY	9:15 <sup>30</sup>	10:15	3:20 <sup>278</sup>		DN-R LIMA YL RD	279.9	11:05 <sup>251</sup>		1:00	4:00 <sup>29</sup>	
	10:55	11:30	3:30			10:55			12:15PM	3:00	
47 P	11:15	11:50 <sup>252</sup>	3:45		D DELL DE	288.0	10:38		11:50 <sup>277</sup>	2:15	
48 P	11:30	12:05PM	3:53		KIDD	294.0	10:29		11:30	2:00	
78 P	11:50PM	12:27	4:15		DN ARMSTEAD AD	307.0	10:13		11:00	1:30	
48 P	12:04AM	12:42	4:25		GRAYLING	312.9	9:58		10:45	1:15	
64 P	12:19	12:57	4:36		BARRATTS	320.4	9:45		10:30	1:00	
64 CPW	12:40 <sup>278</sup>	1:30	4:50		DN DILLON YL DN	328.0	9:35		10:10	12:40 <sup>251</sup>	
36 P	12:55	1:43	5:00		BOND	334.4	9:20		9:41	12:16	
45 P	1:11	2:00	5:09		APEX	340.3	9:13		9:30	12:05AM	
47 PY	1:40	2:25	5:25		NAVY	348.7	8:57		9:12	11:47PM	
61 PW	2:10	2:55	5:40		D MELROSE VI	358.9	8:42		8:50	11:25	
37 P	2:30	3:15	5:51		QUINN	364.9	8:27		8:31	11:06	
39 P	2:45	3:30	6:03		D DIVIDE J	370.1	8:17		8:18	10:53	
65 P	2:55	3:40	6:13		WOODIN	374.3	8:09		8:07	10:42	
17 P	3:15	4:00	6:25		FEELEY	380.7	8:00		7:52	10:27	
50 P	3:26	4:12	6:34		BUXTON	384.6	7:53		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	
	(13.35) 19.3	(17.15) 15.2	(7.35) 34.5	(1.40) 29.6	..... Thru Time .....	(7.35) 34.5	(1.15) 39.5	(12.40) 24.5	(12.55) 23.9	..... Average speed per hour .....	
	Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.										
	Between Idaho Falls and Silver Bow, second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.										
	All fourth subdivision trains, except westward second-class and extra trains, will operate via Pocatello Jct., unless otherwise directed by train dispatcher.										
	No. 33 will reduce speed to 30 miles per hour passing shelter at Wapello for dispatch of newspapers.										
	For stations not shown on schedule pages.—See page 17.										

WESTWARD KEMMERER BRANCH EASTWARD			WESTWARD CUMBERLAND BRANCH EASTWARD			WESTWARD ELKOL BRANCH EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 15 September 11, 1953		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 15 September 11, 1953		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 15 September 11, 1953		Mile Post
	STATIONS				STATIONS				STATIONS		
CPTWZ	DN-R	KEMMERER YL Z	0.0	70	PY	0.0	53		GLENCOE JCT. YL	0.0	
		1.0 NO. KEMMERER JCT. YL	1.0	53	4.8 GLENCOE JCT. YL	4.8		3.9 ELKOL		3.9	
		1.4 NO. KEMMERER YL	2.4		4.5 BLAZON JCT.	9.3		(3.9)			
		2.7 PHOSPHATE YL	5.1	16	3.7 MINE NO. 8 YL	13.0					
22		4.1 QUEALY YL	9.2		(13.0)						
		(9.2)									

WESTWARD GLENCOE BRANCH EASTWARD			WESTWARD BLAZON BRANCH EASTWARD			WESTWARD CONDA BRANCH EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 15 September 11, 1953		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 15 September 11, 1953		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 15 September 11, 1953		Mile Post
	STATIONS				STATIONS				STATIONS		
53		GLENCOE JCT. YL	0.0		BLAZON JCT.	0.0	178	PWY	DN	SODA SPRINGS YL SD	0.0
55		1.9 GLENCOE	1.9		1.4 RADIANT	1.4	80			1.8 MONSANTO YL (Spur)	1.8
		(1.9)			(1.4)		6			1.0 FORMATION (Spur)	2.8
							6			2.8 PANTING	5.6
							19	Y		1.4 CONDA	7.0
										(7.0)	

WESTWARD GRACE BRANCH EASTWARD			WESTWARD GAY BRANCH EASTWARD			WESTWARD GOSHEN BRANCH EASTWARD							
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 15 September 11, 1953		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 15 September 11, 1953		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 15 September 11, 1953		Mile Post		
	STATIONS				STATIONS				STATIONS				
108	PW	ALEXANDER YL	0.0	72	PW	D	FORT HALL	FH	0.0	PY	GOSHEN JCT.	0.0	
16		6.0 D GRACE GA	6.0	42	9.1 M.P. 9.1	9.1	19		4.8 GOSHEN	4.8		5.8 GERRARD	10.6
		(6.0)		132	11.7 GAY	20.8	22		1.8 INDIAN	12.4		2.8 HACKMAN	15.2
					(20.8)		11		6.4 LINCOLN JCT.	21.6			
							14	P	(21.6)				

WESTWARD ANNIS BRANCH EASTWARD			WESTWARD THOMAS BRANCH EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 15 September 11, 1953		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 15 September 11, 1953		Mile Post
	STATIONS				STATIONS		
		ANNIS JCT.	0.0		THOMAS JCT.	0.0	
		0.5 GRAYS (Spur)	0.5	12	4.4 THOMAS (Spur)	4.4	
		2.1 ANNIS (Spur)	2.6		0.2 END OF TRACK	4.6	
		(2.6)			(4.6)		

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

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	WESTWARD			YELLOWSTONE BRANCH			EASTWARD			
	SECOND CLASS		FIRST CLASS	Time-Table No. 15 September 11, 1953		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						
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	Af 8.05AM	7.06	3.0 ORVIN YL	3.0	2.13		f 1.50	4.30
60	PW	9.40		7.14	4.6 UCON UN	7.6	2.05		1.40PM	4.20
54	P	10.05		7.25	6.2 RIGBY RG	13.8	1.55		Via West Belt Branch	4.05
36	W	10.20		7.31	4.3 LORENZO	18.1	1.48			3.45
25	P	10.40		7.36	5.3 THORNTON	20.7	1.43			3.35
67	P	11.10		7.46	8.8 D REXBURG RX	26.0	1.35			3.15
51	P	11.25		7.53	1.1 D SUGAR CITY SC	29.8	1.28			2.30
36	PY				5.9 HART	30.9				
110	PWY	11.40AM		8.05	1.5 D ST. ANTHONY YL SH	36.8	1.18		A 10.50AM	2.05
	P				4.5 BELT YL	38.3			10.40AM	
43	P	12.05PM		8.15	8.2 CHESTER	42.8	1.07			1.30
46	COPWY	A 12.30PM		A 8.35AM	1.5 DN-R ASHTON YL HN	51.0	12.55PM			1.05PM
					5.7 INGLING	52.5				
28	P				8.7 WARM RIVER	58.2				
22	P				8.8 GERRIT	66.9				
22					4.9 ECCLES	75.7				
15	P				4.8 ISLAND PARK	80.6				
26	P				5.3 TRUDE	85.4				
25	PWY				6.5 BIG SPRINGS	90.7				
22	PY				9.0 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	..... Average speed per hour .....	(3.20) 14.3	(4.55) 10.4	

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	WESTWARD			TETON VALLEY BRANCH			EASTWARD			
	SECOND CLASS		FIRST CLASS	Time-Table No. 15 September 11, 1953		Mile Post	FIRST CLASS		SECOND CLASS	
	481 Local Freight	31 Passenger		32 Passenger	482 Local Freight					
		Daily Except Sunday	Daily							
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	1.8 MARYSVILLE YL	1.8	f 12.40			12.15	
33		6.55	f 8.52	4.2 GRAINVILLE	6.0	f 12.32			12.01PM	
22	PW	7.10	s 8.58	2.6 D DRUMMOND MD	8.6	s 12.27			11.50AM	
12		7.25	f 9.06	4.2 FRANCE	12.8	f 12.19			11.33	
33	P	7.35	s 9.13	3.0 LAMONT	15.8	s 12.13PM			11.23	
21		8.08	s 9.37	10.5 FELT	26.3	s 11.50AM			10.50	
22	PWY	8.23	s 9.47	4.0 D TETONIA NA	30.3	s 11.42			10.35	
			f 9.52	2.4 DWIGHT	32.7	f 11.36				
31		8.42	s 10.02	4.8 D DRIGGS DI	37.2	s 11.28			10.02 <sup>31</sup>	
19	PWY	A 9.05AM	A 10.20AM	8.4 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	..... Average speed per hour .....	(3.00) 15.2			

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		WESTWARD		EAST BELT BRANCH		EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 15 September 11, 1953	Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 15 Sept. 11, 1953	Mile Post				
	421 Mixed	409 Mixed			422 Mixed	410 Mixed		491 Mixed	492 Mixed						
	Daily Except Sunday	Daily Except Sunday			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	17 PY		8.05AM	ORVIN	0.0	
7	f 8.25	f 7.42		CLARKSON	4.3	f	2.00	f	3.42	22		f 8.15	LINCOLN	2.3	
31	f 8.30	f 7.47		MORELAND	5.7	f	1.55	f	3.37	P			LINCOLN JCT.	3.1	
				THOMAS JCT.	5.9					46 P		s 8.27	IONA	5.7	
P	A 8.35AM	f 7.51		ABERDEEN JCT. YL	7.1	1.45PM	f	3.33		21 PW		s 9.05	RIRIE RK	16.4	
33 PW		f 8.24		TABER	20.1		f	3.00		11 P		f 9.18	BYRNE	21.4	
35 PY		f 9.15		SCOVILLE	39.7		f	2.10		11 P		f 9.30	JENSON	25.6	
37 PWY		s 10.05	D	ARCO YL RO	59.1		s	1.20		23 P		f 9.40	WALKER	28.2	
21 P		s 10.27		MOORE	66.7		s	12.48		40 P		f 9.52	PARKINSON	32.4	
10		s 10.45		DARLINGTON	72.6		s	12.30		11 P		f 9.58	MOODY	34.3	
5		s 11.00		LESLIE	77.3		s	12.15PM		12 P		s 10.20	NEWDALE NE	38.1	
68 PWY	A 11.25AM		D-R	MACKAY YL MY	85.3			11.50AM		P		A 10.40AM	BELT YL	44.4	
				(85.3)			Daily Except Sunday	Daily Except Sunday					(44.4)		
(0.20)	(3.55)	..... Thru Time .....		(0.35)	(4.05)			(2.35)	..... Thru Time .....				(17.2)	..... Average speed per hour .....	
21.3	21.7	..... Average speed per hour .....		12.2	20.9			17.2	..... Average speed per hour .....						

WESTWARD		ABERDEEN BRANCH		EASTWARD		WESTWARD		WEST BELT BRANCH		EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 15 September 11, 1953	Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 15 September 11, 1953	Mile Post				
	421 Mixed	422 Mixed			491 Mixed	492 Mixed									
	Daily Except Sunday	Daily Except Sunday			Daily Except Sunday	Daily Except Sunday									
P	8.35AM		DN-R	ABERDEEN JCT. YL	0.0	A	1.45PM	60 PW		D-R	UCON UN	0.0	A	1.40PM	
32	f 8.48			ROCKFORD	4.3	f	1.30	22 P			LEWISVILLE	8.8	f	1.10	
17	f 8.53			LIBERTY	5.9	f	1.20	50 P		D	MENAN MN	10.5	s	1.00	
32 P	s 9.13	D		PINGREE PG	10.2	f	12.58				ANNIS JCT.	11.5			
31 P	f 9.33			SPRINGFIELD	16.5	f	12.40	51 PW			PLANO	25.0	f	12.12	
17 P	s 9.50			STERLING	19.7	s	12.25PM	18			EDMONDS	26.7	f	12.05PM	
8				FINGAL	26.0			11 P			EGIN	29.3	f	11.56AM	
37 PWY	A 10.25AM	D-R		ABERDEEN YL BN	28.2		11.50AM	32			HEMAN	31.6	f	11.46	
				(28.2)			Daily Except Sunday	19 P			PARKER	33.5	f	11.40	
(1.50)	..... Thru Time .....		(1.55)					110 PWY		D-R	ST. ANTHONY YL SH	38.7		11.15AM	
15.4	..... Average speed per hour .....		14.7								(38.7)		Daily Except Sunday		
													(2.25)	..... Thru Time .....	
													16.0	..... 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. 15 September 11, 1953	Mile Post	FIRST CLASS		SECOND CLASS		
	439 Freight	475 Time Freight	49 Mixed	50 Mixed			440 Freight	476 Time Freight			
	Daily Except Sunday	Daily Except Sunday	Daily	Daily			Daily	Daily			
101 269 CPWY	12.20PM	3.00AM		5.20AM	DN-R	MINIDOKA YL RT	0.0	A	9.00PM	A 11.00AM	A 1.30AM
73 P	12.35	3.17		f 5.33		ACEQUIA	8.2	f	8.43		10.35 11.10PM
94 OPWY	12.50	3.40		s 6.05	DN-R	RUPERT YL MS	13.5	s	8.35		10.20 10.55
32 P	1.01	3.52		s 6.15		HEYBURN	19.6	f	8.19		10.05 10.40
59 68 PWY	1.15	4.10		s 6.32	DN	BURLEY YL BU	21.7	s	8.15		10.00 10.35
76 P	1.37	4.20		f 6.39		STARRH'S FERRY	25.8	f	8.01		9.45 10.15
58 P	1.50	4.35		f 6.51		MILNER	33.5	f	7.49		9.30 10.00
16 P				f 6.54		PARSONS	35.5	f	7.46		
71 PW	2.05	4.50		s 7.04	D	MURTAUGH MU	41.4	s	7.37		9.15 9.45
53 P	2.15	4.59		7.10		BICKEL	45.1		7.29		9.05 9.35
23						BILLS	49.0				
41 P	2.30	5.10		s 7.18	D	HANSEN NS	49.7	s	7.22		8.55 9.25
60 P	2.43	5.18		s 7.26	D	KIMBERLY KY	53.3	s	7.12		8.45 9.15
31 P				7.31		McMILLAN YL	56.4				
						2.5					
COPWYZ	A 4.00PM	A 7.00AM		7.40 7.50	DN-R	TWIN FALLS YL NA	58.9		7.00 6.45		8.30AM 9.00PM
42				f 7.57		CURRY	63.3	f	6.35		
60 P				s 8.02	D	FILER FR	65.9	s	6.30		
45				f 8.06		PEAVEY	68.5	f	6.25		
41				f 8.10		CEDAR	71.3	f	6.20		
PWY				A 8.20AM	DN-R	BUHL YL BO	73.8		6.15PM		
						(73.8)		Daily		Daily Except Sunday	Daily Except Sunday
(3.40)	(4.00)	..... Thru Time .....		(3.00)	..... Thru Time .....		(2.45)	(2.30)	(4.30)	..... Average speed per hour .....	
16.1	14.7	..... Average speed per hour .....		24.6	..... Average speed per hour .....		27.0	23.6	13.1		

WESTWARD		OAKLEY BRANCH		EASTWARD		WESTWARD		RAFT RIVER BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 15 September 11, 1953	Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 15 September 11, 1953	Mile Post	
	439 Freight	475 Time Freight			49 Mixed	50 Mixed						
	Daily Except Sunday	Daily Except Sunday			Daily	Daily						
59 68 PWY			DN-R	BURLEY YL BU	0.0		59 68 PWY			DN-R	BURLEY YL BU	0.0
28				BEETVILLE	4.3		34				UNITY	3.1
23				PELLA	5.2		15				EVANS (Spur)	4.7
23				TROUT	16.3		22				SPRINGDALE	6.0
60				MARION	17.8		16				DECLO	9.1
12				WARR	19.4							
20 Y			D-R	OAKLEY OA	21.8							
				(21.8)							(9.1)	

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.  
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.	<b>SECOND CLASS</b>	Time-Table No. 15 September 11, 1953	Mile Post	<b>SECOND CLASS</b>	Mile Post	
	439 Mixed			440 Mixed		
	Daily Except Sunday					
<b>STATIONS</b>						
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		NORTH SIDE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	<b>SECOND CLASS</b>	Time-Table No. 15 September 11, 1953	Mile Post	<b>SECOND CLASS</b>	Mile Post
	439 Mixed			440 Mixed	
	Daily Except Sunday				
<b>STATIONS</b>					
94	OPWY	DN-R	RUPERT YL MS	0.0	
34	P		4.4 MYERS YL	4.4	
36	P	D	1.5 PAUL YL DJ	5.9	
20			2.0 BUDGE	7.9	
54			8.0 SCHODDE	15.9	
21			3.9 McHENRY	19.8	
22		D	4.2 HAZELTON AZ	24.0	
28			2.9 BLACK	26.9	
63	W	D	1.2 EDEN DX	28.1	
54			6.7 PERRINE	34.8	
12			3.5 SUGAR LOAF	38.3	
25			2.3 FALLS CITY	40.6	
10			2.0 BARRYMORE	42.6	
54	OWY	DN	5.3 JEROME YL JO	47.9	
54		D	8.8 WENDELL ND	56.7	
17			1.4 KING	58.1	
54			8.1 TUTTLE	66.2	
118			7.4		
120	PWY	D-R	BLISS YL IS	73.6	
			(73.6)		

WESTWARD		KETCHUM BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	<b>SECOND CLASS</b>	Time-Table No. 15 September 11, 1953	Mile Post	<b>SECOND CLASS</b>	Mile Post	
	441 Mixed			442 Mixed		
	Monday Wednesday Friday					
<b>STATIONS</b>						
WS 121-115 ES 111-130	COPWY	6:00AM	DN-R	SHOSHONE YL X	0.0	
3				10.9 MARLEY	10.9	
39	PWY	s 6:35	D-R	4.4 RICHFIELD YL FK	15.3	
29		f 6:50		6.4 PAGARI	21.7	
27		f 7:10		8.0 TIKURA	29.7	
59	PW	s 7:30	D	7.6 PICABO XN	37.3	
6		f 7:40		4.5 HAY	41.8	
10		f 7:45		2.5 GANNETT	44.3	
30		s 8:05		7.8 BELLEVUE	52.1	
17	W	s 8:16	D	5.1 HAILEY RI	57.2	
22		f 8:22		2.8 BARITE	60.0	
13		f 8:40		7.6 TRIUMPH	67.6	
30	W Loop	A 8:45AM	D-R	1.8 KETCHUM YL KU	69.4	
				(69.4)	Monday Wednesday Friday	
(2.45)	..... Thru Time .....				(3.15)	
25.2	..... Average speed per hour .....				21.4	

WESTWARD		HILL CITY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	<b>SECOND CLASS</b>	Time-Table No. 15 September 11, 1953	Mile Post	<b>SECOND CLASS</b>	Mile Post
	441 Mixed			442 Mixed	
	Monday Wednesday Friday				
<b>STATIONS</b>					
39	PWY	D-R	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 RANDES	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		HOMESTEAD BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	<b>SECOND CLASS</b>	Time-Table No. 15 September 11, 1953	Mile Post	<b>SECOND CLASS</b>	Mile Post
	483 Mixed			484 Mixed	
	Daily Except Sunday				
<b>STATIONS</b>					
P			BLAKES JCT.	0.0	
4	P		14.0 HOME (Spur)	14.0	
10			1.3 MINERAL (Spur)	15.3	
2			0.9 STILL (Spur)	16.2	
15			10.9 STURGILL (Spur)	27.1	
34	PT	D-R	5.8 ROBINETTE YL RQ	32.9	
			(32.9)		

WESTWARD		HOMEDALE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	<b>SECOND CLASS</b>	Time-Table No. 15 September 11, 1953	Mile Post	<b>SECOND CLASS</b>	Mile Post
	483 Mixed			484 Mixed	
	Daily Except Sunday				
<b>STATIONS</b>					
168	PWY	DN-R	NYSSA YL SY	0.0	
19			8.1 OVERSTREET	8.1	
20			2.5 ADRIAN	10.6	
32			6.3 NAPTON	16.9	
62	PWY	D	7.5 HOMEDALE YL HR	24.4	
19			6.6 CLAYTONIA	31.0	
19	OPY	D-R	2.1 MARSING YL MR	33.1	
			(33.1)		

WESTWARD		PAYETTE BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	<b>SECOND CLASS</b>	Time-Table No. 15 September 11, 1953	Mile Post	<b>SECOND CLASS</b>	Mile Post	
	483 Mixed			484 Mixed		
	Daily Except Sunday					
<b>STATIONS</b>						
92	OPWY	6:00AM	DN-R	PAYETTE YL AY	0.0	
18	f 6:20			3.9 EIFFIE	3.9	
27	P	s 6:30	D	1.2 FRUITLAND FU	5.1	
19		f 6:40		1.7 BUCKINGHAM	6.8	
30	P	s 7:00	D	4.3 NEW PLYMOUTH NP	11.1	
11		f 7:27		10.5 LETHA	21.6	
96	PWY	A 7:50AM	D-R	8.1 EMMETT YL MF	29.7	
				(29.7)	Daily Except Sunday	
(1.50)	..... Thru Time .....				(1.45)	
16.2	..... Average speed per hour .....				16.8	

WESTWARD		WILDER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	<b>SECOND CLASS</b>	Time-Table No. 15 September 11, 1953	Mile Post	<b>SECOND CLASS</b>	Mile Post
	483 Mixed			484 Mixed	
	Daily Except Sunday				
<b>STATIONS</b>					
204	PW	DN-R	CALDWELL YL CW	0.0	
40			2.5 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		STODDARD BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	<b>SECOND CLASS</b>	Time-Table No. 15 September 11, 1953	Mile Post	<b>SECOND CLASS</b>	Mile Post
	483 Mixed			484 Mixed	
	Daily Except Sunday				
<b>STATIONS</b>					
OPTWYZ			DN-R	NAMPA YL AU-Q	0.0
17				4.4 DEAL	4.4
44				4.5 BOWMONT	8.9
28				5.7 MELBA	14.6
54				2.5 STODDARD	17.1
				2.9 END OF TRACK	20.0
				(20.0)	

WESTWARD		BOISE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	<b>SECOND CLASS</b>	Time-Table No. 15 September 11, 1953	Mile Post	<b>SECOND CLASS</b>	Mile Post
	483 Mixed			484 Mixed	
	Daily Except Sunday				
<b>STATIONS</b>					
P				BOISE JCT.	0.0
22				1.1 FAIR GROUNDS YL	1.1
	PTWZ		D-R	2.1 BOISE FREIGHT YL BD	3.2
10				1.8 PENITENTIARY SPUR	5.0
10				1.3 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. 15 September 11, 1953	Mile Post	SECOND CLASS
	485 Mixed Daily Except Sunday			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	s 2.10
15	f 9.20	JENNESS	18.9	f 1.40
96 PWY	s 10.20	D-R EMMETT YL MF	27.0	s 1.10
42	f 10.40	PLAZA	31.8	f 12.55
43 P	s 11.20	MONTOUR	41.1	s 12.20PM
32 P	s 11.55AM	D HORSESHOE BEND HB	49.7	s 11.55AM
32	f 12.20PM	GARDENA	55.1	f 11.35
35 OPTW	s 1.20	D BANKS YL AB	64.1	s 11.10
25 PW	f 2.10	BIG EDDY	75.4	f 10.25
31 PWY	s 3.00	SMITHS FERRY YL	83.0	s 9.55
15 P	f 3.35	CABARTON	92.7	f 9.20
32 W	f 3.45	BELVIDERE	95.5	f 9.11
32 PY	s 4.30	D CASCADE YL CD	99.2	s 9.00
31	f 5.00	ARLING	111.0	f 8.00
33 W	s 5.30	D DONNELLY FY	119.4	s 7.35
14	f 5.45	NORWOOD	124.7	f 7.22
32 OPWY	A 6.15PM	D-R McCALL YL NE	132.8	7.00AM
		(132.8)		Daily Except Sunday
	(9.45)	Thru Time	(7.35)	
	13.6	Average speed per hour	17.5	

Westward NEW MEADOWS BRANCH Eastward				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 15 September 11, 1953		Mile Post	
	STATIONS			
107 OP	DN-R	WEISER YL SR	0.0	
130 TWY		REBECCA	6.0	
12		CONCRETE	19.1	
48		MIDVALE MI	31.8	
23 P	D	CAMBRIDGE RA	40.5	
35 P		GOODRICH	49.8	
3 W		MESA	56.6	
12		COUNCIL YL CN	60.2	
59 OPWY	D-R	HOOVER YL	61.6	
7		GLENDALE	72.0	
6		WOODLAND	80.0	
15 W		RUBICON YL	84.1	
43		NEW MEADOWS YL	89.7	
45 PWY	D-R			
		(89.7)		

WESTWARD OREGON EASTERN BRANCH EASTWARD						
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 15 September 11, 1953	Mile Post	SECOND CLASS	
	459 Mixed	Daily Except Sunday			460 Mixed	
STATIONS						
ES 170 OP		1.00PM	DN-R ONTARIO YL ON	0.0	A 4.00PM	
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 12.28PM	
27		s 4.40	D JUNTURA JN	73.6	s 11.50AM	
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 9.00PM	D-R BURNS YL BR	156.8	8.00AM	
23 OP WYZ					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. 15 September 11, 1953		Mile Post	
	STATIONS			
134 PWY	D-R	VALE YL VA	0.0	
20		LANCASTER (Spur)	11.4	
29		JAMIESON	17.3	
31 PWY		BROGAN YL	23.3	
		(23.3)		

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

STATIONS NOT SHOWN ON SCHEDULE PAGES							
Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 23	Switch Connection	Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 23	Switch Connection
<b>First Subdivision</b>				<b>Ketchum Branch</b>			
Leefe.....	64.8	Spur 2.4 Mi. PY	Both	Priest.....(5).....	33.9	{ 7	East
Onyx.....	197.5	13 P	West	Gimlet.....(5).....	63.2	7	West
Inkom Ballast Quarry....	202.9	140 P	East			32	East
<b>Second Subdivision</b>				<b>Payette Branch</b>			
Don.....	219.6	{43 PX	Both	Ingard.....	3.3	8	Both
Schiller.....	226.5	72 P	Both	Falks.....(6).....	17.2	5	East
Coates.....	369.5	8 P	Both	Little Rock.....	18.9	9	Both
Sand Bank.....	370.9	42 PX	West	<b>Stoddard Branch</b>			
			Both	Westma.....	11.6	9	East
<b>Third Subdivision</b>				<b>Idaho Northern Branch</b>			
Hillcrest.....	B-445.1	14 P	Both	Maddens.....(7).....	6.1	5	East
Apple Valley.....	485.9	26	Both	Josephson.....(7).....	12.6	12	Both
Arcadia.....	491.7	45 P	Both	Amsco.....	13.6	12	Both
Washoe Spur.....	500.9	32	West	Bramwell.....(7).....	22.2	5	East
Wood.....	506.2	10	Both	Black Canyon.....(7).....	33.0	5	East
Feltham.....	512.7	23	Both	Archabal.....(7).....	127.4	9	Both
<b>Fourth Subdivision</b>				<b>Oregon Eastern Branch</b>			
Chubbuck.....	138.2	36	Both	Lawen.....(8).....	138.4	3	East
Mitchell.....	176.9	17	Both	<b>New Meadows Branch</b>			
Red Rock.....(1).....	302.8	25 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				
<b>Goshen Branch</b>							
Cox.....	9.2	11	West				
Ammon.....	18.1	30	West				
Wilkinson.....	21.0	3	West				
<b>Yellowstone Branch</b>							
St. Leon.....	3.7	16	East				
Mark.....	22.2	24	Both				
Jolley.....	27.6	10	Both				
Pineview.....	72.5	5 P	Both				
<b>Teton Valley Branch</b>							
Judkins.....(2).....	22.3	{ 6	East				
Fox Creek.....(2).....	42.3	12	Both				
<b>Mackay Branch</b>							
Collins.....(3).....	2.1	10	West				
Aiken.....(3).....	3.8	{10	Both				
Cerro Grande..(3).....	35.5	None	East				
<b>West Belt Branch</b>							
Coltman.....(4).....	2.8	19 P	East				
Grant.....(4).....	4.8	18 P	East				
Barlow.....	7.0	17	East				
Midway.....	9.4	{31	Both				
Pyke.....(4).....	35.3	5	West				
<b>East Belt Branch</b>							
Gale Spur.....	27.5	10	East				
<b>Twin Falls Branch</b>							
Amalga.....	17.3	13	Both				
<b>North Side Branch</b>							
Travers.....	3.5	18	Both				
Hunt.....	31.5	8	Both				
Haytown.....	44.7	4	Both				
Hydra.....	45.8	7	Both				
Appleton.....	52.9	12	Both				

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

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS			
Train	At	Discharge Passengers From	Pick up Passengers Destined To
12	Any station First 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.	50	40	25	Trains handling scale test cars— On main line, Twin Falls Branch and between Idaho Falls and Ashton.			30
On branch lines.	30	30	15	On other branch lines.			20
Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines			20
Diesel-electric locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern). Backing up pulling train. Backing up light.	40	40	40	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20
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
3700 and 3900 class engines.		65	50	Over spring switches, where movement is over facing point switches, except at Reverse, Blaser and Pescadero.	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. (Slower speed must be observed where conditions require.)			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				

**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	<b>Cokeville</b> Over streets and alleys.	30	30	30	<b>Alexander</b> Between M.P. 152.1 and 152.4.	60	50	40
<b>Granger</b> Between M.P. 3.4 and 3.7.	70	60	50	Between M.P. 87.4 and 87.7.	60	50	40	<b>Bancroft</b> Over streets and alleys.	25	25	25
<b>Moxa</b> Between M.P. 12.1 and 12.3.	70	60	50	<b>Border</b> Between M.P. 92.9 and 93.1.	60	50	40	Between M.P. 164.2 and 164.7.	70	60	50
<b>Hassett</b> Between M.P. 14.4. and 14.6.	70	60	50	Between M.P. 96.7 and 96.9.	70	60	50	<b>Kinport</b> Between M.P. 167.5 and 168.1.	70	60	50
<b>Nutria</b> Between M.P. 16.1 and 16.4.	70	60	50	<b>Pegram</b> Between M.P. 98.3 and 99.2.	60	50	40	Between M.P. 168.9 and 169.3.	60	50	40
Between M.P. 18.1 and 18.3.	60	50	40	Between M.P. 99.5 and 99.7.	70	60	50	<b>Pebble</b> Between M.P. 171.2 and 171.7.	60	50	40
<b>Cosgriff</b> 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	<b>Harer</b> Between M.P. 105.2 and 105.4.	70	60	50	<b>Broxon</b> Between M.P. 176.3 and 176.7.	70	60	50
<b>Opal</b> Between M.P. 28.7 and 29.6.	70	60	50	<b>Montpelier</b> Between M.P. 120.6 and 123.4.	60	50	40	<b>Blaser</b> 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
<b>Waterfall</b> Between M.P. 34.6 and 34.8.	60	50	40	<b>Georgetown</b> Between M.P. 127.6 and 127.9.	70	60	50	<b>Lava Hot Springs</b> Between M.P. 180.1 and 181.7.	70	60	50
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
<b>Kemmerer</b> 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	<b>Topaz</b> Between M.P. 185.5 and 185.7.	70	60	50
Between M.P. 44.0 and 49.2.	50	40	30	<b>Cavanaugh</b> Between M.P. 135.5 and 135.8.	70	60	50	Between M.P. 186.1 and 187.3.	50	40	30
Between M.P. 49.2 and 49.4.	40	35	25	Between M.P. 44.0 and 49.2.	50	40	30	Between M.P. 187.4 and 187.9.	60	50	40
<b>Fossil</b> Between M.P. 54.5 and 57.8.	40	35	25	Between M.P. 49.2 and 49.4.	40	35	25	Between M.P. 188.1 and 190.3.	70	60	50
<b>Nugget</b> Between M.P. 58.0 and 59.5.	70	60	50	<b>Manson</b> Between M.P. 138.6 and 139.3.	60	50	40	<b>McCammom</b> Between M.P. 192.4 and 192.7.	60	50	40
<b>Orr</b> Between M.P. 60.9 and 61.2.	70	60	50	Between M.P. 195.0 and 195.4.	60	50	40	Between M.P. 197.7 and 200.3.	70	60	50
<b>Sage</b> Between M.P. 63.6 and 65.4.	60	50	40	<b>Rose</b> Between M.P. 141.0 and 141.9.	60	50	40	Between M.P. 200.5 and 201.1.	60	50	40
Between M.P. 66.5 and 68.2.	70	60	50	Between M.P. 142.4 and 143.5.	70	60	50	Between M.P. 202.3 and 202.5.	60	50	40
				Between M.P. 143.7 and 143.9.	60	50	40	Between M.P. 207.2 and 208.4.	70	60	50
				Between M.P. 144.6 and 145.2.	60	50	40	<b>Inkom</b> Between M.P. 202.3 and 202.5.	60	50	40
				<b>Soda Springs</b> Over streets and alleys.	30	30	30	Between M.P. 207.2 and 208.4.	70	60	50
				Between M.P. 148.0 and 148.3.	70	60	50	<b>Pocatello</b> Within platform limits of passenger depot.	6	6	6

**SECOND SUBDIVISION**

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	Fr.
<b>Pocatello</b> Within platform limits of passenger depot.	6	6	6	<b>Minidoka</b> Between M.P. 272.4 and 273.0.	20	20	20	<b>Ticeska</b> Between M.P. 357.3 and 360.2.	70	60	50
On enginehouse lead and tracks.			6	<b>Adelaide</b> Between M.P. 285.8 and 286.2.	70	60	50	Between M.P. 360.2 and 360.8.	60	50	40
<b>American Falls</b> Between M.P. 237.9 and 239.4.	70	60	50	<b>Dietrich</b> M.P. 316.3 to 315.8 (Eastward).	70	60	50	Between M.P. 360.8 and 365.9.	70	60	50
Bridge 239.78.	40	25	25	<b>Shoshone</b> Over Greenwood Street.	15	15	15	<b>King Hill</b> Between M.P. 367.4 and 368.3.	70	60	50
Between M.P. 240.0 and 240.3.	40	40	25	Between M.P. 321.5 and 322.2.	20	20	20	Between M.P. 369.1 and 371.0.	60	50	40
Between M.P. 240.4 and 241.3.	70	60	50	Between M.P. 323.2 and 323.9.	70	60	50	<b>Sand Bank</b> Engines using west switch to Sand Bank set-out track.			5
<b>Borah</b> Between M.P. 244.5 and 244.8.	70	60	50	Between M.P. 325.0 and 326.6.	70	60	50	Between M.P. 371.1 and 373.4.	45	40	25
<b>Wapi</b> Between M.P. 258.9 and 259.2.	70	60	50	<b>Gooding</b> Over streets and alleys.	30	30	30	Between M.P. 373.4 and 373.8.	20	20	20
				Between M.P. 340.7 and 341.2.	60	50	40	<b>Glenns Ferry</b>			
				Between M.P. 342.3 and 343.4.	60	50	40				

**THIRD SUBDIVISION**

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

**BRANCHES**

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

**BRANCHES (Continued)**

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
<b>Mackay Branch</b> Between Blackfoot and M.P. 60.0: Diesel engines. Steam engines.		30 25	<b>Teton Valley Branch</b> Maximum speed.	35	25	Between Hailey and Ketchum, over truss bridges.	15	15
Between M.P. 60.0 and Mackay, All engines.		20	Bridges 4.48, 6.96 and 19.97.	12	12	Between M.P. 63.1 and 64.6.	30	20
<b>Mackay</b> On curve on low line smelter.		6	Between M.P. 19.1 and 19.4.	15	15	Between M.P. 68.4 and 68.5.	10	10
<b>Thomas Branch</b> Maximum speed.		15	Between M.P. 25.0 and 25.4.	15	15	<b>Hill City Branch</b> Maximum speed.		25
<b>Aberdeen Branch</b> Maximum speed.		25	<b>Twin Falls Branch</b> Maximum speed.	50	40	Over trestles 21.6 and 23.40 with snow plows.		15
<b>Goshen Branch</b> Maximum speed.		25	3500 and 3800 class engines.	30	30	<b>Boise Branch</b> Between Boise Jct. and Boise Freight.		25
Light MacArthur type engines.		20	Rupert, on west leg of wye.	10	10	Between Boise Freight and Barber.		15
<b>Yellowstone Branch</b> Between Idaho Falls and Ashton.	50	35	Rupert, over streets and alleys.	12	12	<b>Stoddard Branch</b> Maximum speed.		15
Between Idaho Falls and West Yellowstone with MacArthur type engines.	40	30	Bridge 20.10.	25	25	<b>Idaho Northern Branch</b> Maximum speed.		30
Between Ashton and Gerrit, watch for rocks.	35	25	Burley, within city limits.	20	20	Between Jenness and Bramwell.		20
Between Gerrit and Big Springs	50	35	Burley, over street crossings.	12	12	Trains handling high cars between Jenness and Bramwell.		12
Between Big Springs and West Yellowstone, watch for rocks.	35	25	Kimberly, within city limits.	40	40	Between Plaza and Banks. Watch for rocks between Black Canyon and Banks.		25
Rexburg, Sugar City and St. Anthony, over streets and alleys.	20	20	McMillan, on tracks leading to sugar factory, with 3500 and 3800 class engines.	10	10	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	Buhl, on mill and elevator track with MacArthur type engines.		5	Between Banks and Smiths Ferry, watch for rocks.		15
Between M.P. 55.4 and 55.7.	20	15	<b>North Side Branch</b> Maximum speed.		30	Between M.P. 30.0 and 30.5.		20
Between M.P. 59.6 and 65.9.	20	15	Heavy MacArthur type engines.		15	<b>Raft River Branch</b> Maximum speed.		20
Between M.P. 72.9 and 73.2.	35	25	Between M.P. 31.1 and 36.1.		25	Burley, within city limits.		20
Between M.P. 74.0 and 74.2.	30	25	Burley, over street crossings.		12	<b>Oakley Branch</b> Maximum speed.		25
Between M.P. 85.2 and 85.5.	35	25	Light MacArthur type engines.		20	Light MacArthur type engines.		20
Between M.P. 86.4 and 87.0.	20	15	Burley, within city limits.		20	Burley, over street crossings.		12
Between M.P. 92.1 and 95.0.	20	15	Burley, over street crossings.		12	<b>Wells Branch</b> Maximum speed.		30
Between M.P. 99.9 and 100.8.	20	15	<b>Wilder Branch</b> Maximum speed.		25	Between M.P. 45.9 and 53.3.		25
<b>East Belt Branch</b> Maximum speed.		25	Between M.P. 69.6 and 71.6.		25	Between M.P. 91.1 and 91.4.		25
Light MacArthur type engines between Lincoln Jct. and Orvin.		20	Between M.P. 91.1 and 91.4.		25	Between Herrell and Melandco.		20
Light MacArthur type engines between Lincoln Jct. and Ririe.		15	Wells yard.		15	<b>Ketchum Branch</b> Maximum speed.	40	30
Truss bridges.		15	<b>Ketchum Branch</b> Maximum speed.	40	30	Bridge 16.04 with MacArthur type engines.	15	15
<b>West Belt Branch</b> Maximum speed.		25	Bridge 16.04 with MacArthur type engines.	15	15	Bellevue, over streets and alleys.	12	12
Truss bridges.		15	<b>Little Valley</b> Between M.P. 29.5 and 33.5, watch for rocks.		20			
<b>Annis Branch</b> Maximum speed.		15						

**BRANCHES (Continued)**

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
<b>Little Valley (Continued)</b> Between M.P. 37.6 and 37.7, soft spot.		10	<b>Circle Bar</b> Between M.P. 119.0 and 124.0, watch for rocks.		20	Between Concrete and M.P. 30.0. Straight track. On curves.		15 10
Between M.P. 37.7 and 38.2, watch for rocks.		20	<b>Brogan Branch</b> Maximum speed.		20	Between M.P. 30.0 and 55.0. Straight track. On curves.		25 15
<b>Juntura</b> Between M.P. 78.6 and 80.7, watch for rocks.		20	<b>Payette Branch</b> Maximum speed.		25	Between M.P. 55.0 and 55.5.		10
Between M.P. 80.7 and 81.0, watch for rocks.		10	Payette Jct., on curve.		10	Between M.P. 55.5 and 66.5. Straight track. On curves.		25 15
Between M.P. 81.0 and 86.6, watch for rocks.		20	Trains handling logs between Payette and Emmett on curves.		20	Between M.P. 66.5 and New Meadows. Straight track. On curves.		15 10
<b>Long</b> Between M.P. 86.6 and 89.0, watch for rocks.		20	<b>New Meadows Branch</b> Maximum speed.		25	<b>Homestead Branch</b> Maximum speed, watch for rocks.		20
<b>Dunnean</b> Between M.P. 103.5 and 106.5.		20	Engines running backwards.		10	On curves.		15
Bridge 106.14.		15	Between Weiser and Concrete. Straight track. On curves.		25 20			

**SYMBOLS AND ABBREVIATIONS**

**(Rules 6 and 6(A))**

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

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

**Rule 6(A)**

The following letters placed in column with station name in time-table indicate:

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

The following letters placed in columns provided in time-table indicate:

- C—coal;
- I—interlocking;
- O—oil;
- P—dispatcher's telephone;
- T—turntable;
- W—water;
- X—cross-over;
- Y—wye;
- Z—track scales;
- AI—automatic interlocking signals;
- CS—center siding;
- ES—eastward siding;
- WS—westward siding;
- RCS—remote control switch.

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

Ashton.....	Telegraph Office	Nampa.....	Telegraph Office
Banks.....	Telegraph Office	Nampa.....	Central Yard Switch Shanty
Blackfoot.....	Telegraph Office	Nampa.....	Roundhouse Office
Boise Freight.....	Yard Telegraph Office	Nampa.....	Train Dispatcher's Office
Boise Freight.....	13th Street Yard Office	Nampa.....	East End Switch Shanty
Buhl.....	Telegraph Office	Nampa.....	West End Switch Shanty
Burns.....	Telegraph Office	Nyssa.....	Telegraph Office
Council.....	Telegraph Office	Ontario.....	Telegraph Office
Emmett.....	Telegraph Office	Payette.....	Telegraph Office
Glenns Ferry.....	Telegraph Office	Pocatello.....	Train Dispatcher's Office
Glenns Ferry.....	Roundhouse Register Room	Pocatello.....	Yard Telegraph Office
Glenns Ferry.....	Yard Office	Pocatello.....	Switchmen's Locker Room
Huntington.....	Yard Office	Pocatello.....	Engine Crew Dispatcher's Office
Huntington.....	Telegraph Office	Pocatello.....	Train Crew Dispatcher's Office
Idaho Falls.....	Telegraph Office	Pocatello.....	West End Yardmaster's Office
Idaho Falls.....	Yard Office	Pocatello.....	Tower Locker Room
Idaho Falls.....	Engineemen'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.		