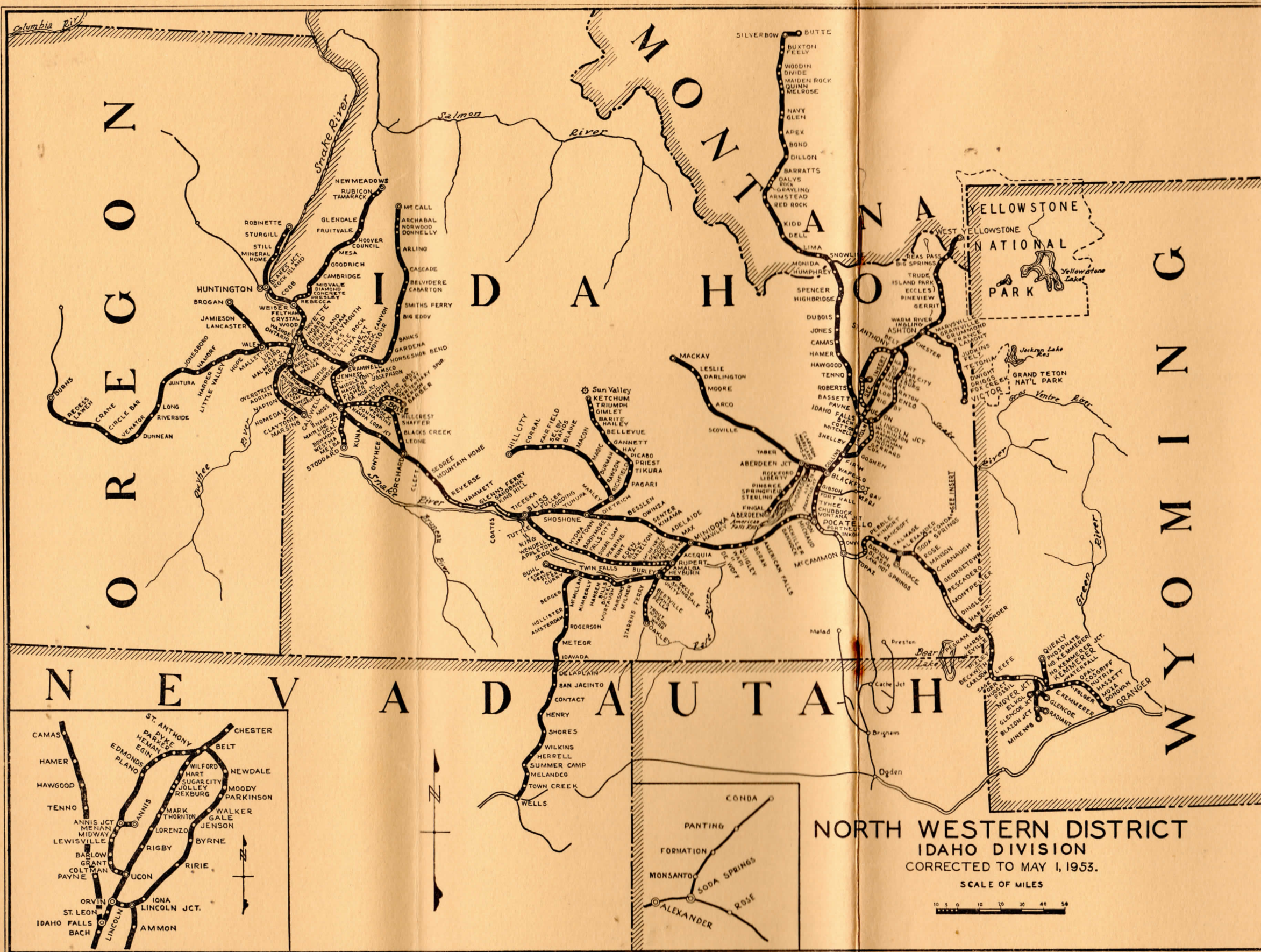




UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



IDAHO DIVISION

TIME-TABLE
No. 19

Effective Sunday
January 9, 1955
At 12:01 A.M. Mountain Time

Careful Handling
Prevents Damage

FOR EMPLOYEES ONLY

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

A. McALLISTER
General Manager

D. F. WENGERT
General Superintendent

H. E. SHUMWAY
General Supt. Transportation

C. H. Burnett, Superintendent Pocatello, Ida.
H. J. Bailey, 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.
G. L. Jensen, Trainmaster Nampa, Ida.
J. B. Shaw, Road Foreman of Engines Nampa, Ida.
J. F. Fehrenbacher, Trainmaster Pocatello, Ida.
E. L. Chantry, Trainmaster Pocatello, Ida.
H. G. Baker, Trainmaster Pocatello, Ida.
A. R. Nelson, Master Mechanic Pocatello, Ida.
V. L. Orr, Road Foreman of Engines Glens 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. V. Leger, Assistant Chief Train Dispatcher Pocatello, Ida.

Third Subdivision and Branches

R. T. Petty, Chief Train Dispatcher Nampa, Ida.
E. C. Bullis, Assistant Chief Train Dispatcher Nampa, Ida.
H. H. Harbaugh, Assistant Chief Train Dispatcher Nampa, Ida.
B. D. Spratt, Assistant Chief Train Dispatcher Nampa, Ida.

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

Name	Title	Location	Name	Title	Location
R. R. Merrell	District Surgeon	Pocatello, Ida.	Simeon Hopper	Surgeon	Hazelton, Ida.
R. K. Gorton	Asst. to District Surgeon	Pocatello, Ida.	R. George Wolf	Surgeon	Homedale, Ida.
Richard G. Crandall	Surgeon	Pocatello, Ida.	Newell H. Battles	Oculist and Aurist	Idaho Falls, Ida.
H. H. Hughart	Surgeon	Pocatello, Ida.	Harvey E. Guyett	Surgeon	Idaho Falls, Ida.
Blaine B. Jorgensen	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.
David C. Miller	Physician	Pocatello, Ida.	W. C. Smail	Surgeon	Jerome, Ida.
C. W. Pond	Oculist and Aurist	Pocatello, Ida.	F. F. Young	Surgeon	Kemmerer, Wyo.
Merrill J. Sharp	Surgeon	Pocatello, Ida.	David E. Harris	Surgeon	Lava Hot Springs, Ida.
Eugene V. Simison	Oculist and Aurist	Pocatello, Ida.	Don S. Numbers	Surgeon	McCall, Ida.
H. Henry Rock	Surgeon	Aberdeen, Ida.	Carl D. Lusty	Surgeon	Meridian, Ida.
Frank L. Harms	Surgeon	American Falls, Ida.	Robert H. Burgoyne	Surgeon	Montpelier, Ida.
Ivan R. Egbert	Surgeon	Arco, Ida.	R. B. Lindsay	Surgeon	Montpelier, Ida.
T. J. Cummings	Surgeon	Ashton, Ida.	Malone W. Koelsch	Surgeon	Mountain Home, Ida.
James O. Hampton	Surgeon	Blackfoot, Ida.	Ernest D. Hunsaker	Oculist and Aurist	Nampa, Ida.
Norman G. Hedemark	Oculist	Boise, Ida.	Frederick D. Koehne	Surgeon	Nampa, Ida.
A. Curtis Jones, Jr.	Ear, Nose, Throat	Boise, Ida.	John R. Mangum	Surgeon	Nampa, Ida.
A. C. Jones, Sr.	Oculist	Boise, Ida.	Thomas E. Mangum, Jr.	Surgeon	Nampa, Ida.
William A. Koelsch	Surgeon	Boise, Ida.	G. O. Cross	Surgeon	Nampa, Ida.
Roy L. Peterson	Ear, Nose, Throat	Boise, Ida.	Joseph J. Sarazin	Surgeon	Nyssa, Ore.
Warren D. Springer	Surgeon	Boise, Ida.	Wilfred N. Sanders	Surgeon	Ontario, Ore.
Vern H. Anderson	Surgeon	Buhl, Ida.	W. S. Kotas	Surgeon	Payette, Ida.
John W. Davis	Surgeon	Burley, Ida.	Ira R. Woodward, Jr.	Surgeon	Payette, Ida.
Chas. A. Terhune	Surgeon	Burley, Ida.	Murland F. Rigby	Surgeon	Rexburg, Ida.
John H. Weare	Surgeon	Burns, Ore.	A. C. Truxal	Surgeon	Rexburg, Ida.
Harvey L. Casebeer	Oculist and Aurist	Butte, Mont.	Aldon Tall	Surgeon	Rigby, Ida.
Richard C. Monahan	Surgeon	Butte, Mont.	Otto A. Moellmer	Surgeon	Rupert, Ida.
John V. Plett	Oculist and Aurist	Butte, Mont.	Emory L. Soule	Surgeon	St. Anthony, Ida.
Lester Shupe	Surgeon	Caldwell, Ida.	Royal G. Neher	Surgeon	Shoshone, Ida.
Robert T. Whiteman	Surgeon	Cambridge, Ida.	Allen H. Tigert	Surgeon	Soda Springs, Ida.
J. F. Moser	Surgeon	Cascade, Ida.	Russell Tigert, Jr.	Surgeon	Soda Springs, Ida.
John A. Edwards	Surgeon	Council, Ida.	John R. Moritz	Surgeon	Sun Valley, Ida.
Bernard P. Strouth	Surgeon	Council, Ida.	George B. Saviers	Surgeon	Sun Valley, Ida.
George L. Routledge	Surgeon	Dillon, Mont.	Charles B. Beymer	Surgeon	Twin Falls, Ida.
LaGrande C. Larsen	Surgeon	Driggs, Ida.	Wallace Bond	Oculist and Aurist	Twin Falls, Ida.
A. C. Truxal	Surgeon	Dubois, Ida.	F. W. Schow	Surgeon	Twin Falls, Ida.
R. P. Rawlinson	Surgeon	Emmett, Ida.	Harwood L. Stowe	Surgeon	Twin Falls, Ida.
Marion J. Kerns	Surgeon	Fairfield, Ida.	Harold F. Holsinger	Surgeon	Wendell, Ida.
Ward A. Rulien	Surgeon	Glens Ferry, Ida.	Robert M. Coats	Surgeon	Weiser, Ida.
Marion V. Klingler	Surgeon	Gooding, Ida.	Marion S. McGrath	Surgeon	Weiser, Ida.
R. H. Wright	Surgeon	Hailey, Ida.			

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS						Distance from Granger via Boise	Time-Table No. 19 January 9, 1955	FIRST CLASS					
	19	11	105	457	17			12	458	106	18	20	
	Passenger	Mail and Express	Streamliner Passenger	Passenger	Passenger			Mail and Express	Passenger	Streamliner Passenger	Passenger	Passenger	
	Daily	Daily	Daily	Daily	Daily		STATIONS						
		6.05	2.05		4.25	0.0	GRANGER	A 9.05		A 12.42	A 10.45		
		11.10 1.00	5.45 5.55		9.40 10.45	213.9	POCATELLO	3.50 2.50		8.55 8.45	5.20 4.45		
		4.30	8.25		2.10	373.8	GLENN'S FERRY	11.40		6.10	1.30		
		6.30	9.40		3.55	448.4	BOISE	9.55		5.00	11.55		
		9.25	11.40		6.50	550.1	M.T. HUNTINGTON	M.T. 7.10		3.05	9.25		
		8.35	10.40		6.00		P.T. LA GRANDE	P.T. 6.00		2.05	8.15		
		11.30	1.05		8.45	649.7	LA GRANDE	3.25		11.40	5.35		
		2.00	3.10		11.10	723.9	PENDLETON	1.05		9.38	2.50		
	9.00					941.3	SPOKANE					A 6.30	
	11.27					837.4	AYER					4.05	
	12.30					786.3	WALLULA					2.55	
	1.50	3.05	3.55		12.40	755.3	HINKLE	12.15		9.00	2.00	2.20	
	3.50	5.50	6.30		3.10	855.4	THE DALLES	10.10		7.20	11.35	12.02	
	A 6.10	A 8.40	A 7.30	8.00	A 5.30	939.5	PORTLAND	8.05	A 9.15	5.30	9.30	10.00	
				11.05		1084.6	TACOMA		5.52				
				A 11.59		1122.7	SEATTLE		4.45				
								Daily	Daily	Daily	Daily	Daily	
	(9.10) 40.4	(27.35) 34.1	(18.25) 51.0	(3.59) 46.0	(26.05) 36.0		 Thru Time	(24.00) 39.1	(4.30) 40.7	(18.12) 51.6	(24.15) 38.7	(8.30) 43.5	
							 Average speed per hour						

WESTWARD					CONDENSED TIME-TABLE										EASTWARD				
FIRST CLASS					Distance from McCammon	Time-Table No. 19 January 9, 1955					FIRST CLASS								
		29 Passenger	33 Passenger	31 Passenger							32 Passenger	34 Passenger	30 Passenger						
		Daily	Daily	Daily			STATIONS												
		11.00	9.35		0.0		McCAMMON			A 5.40	A 4.05								
		11.30 12.01	10.10 10.55		22.7		POCATELLO			5.10 4.30	3.30 2.55								
		1.25	A 12.40	7.00	73.3		IDAHO FALLS	A 2.30	3.00	1.15									
				8.40	124.3		ASHTON	12.55											
				A 10.20	169.9		VICTOR	11.10											
					180.4		WEST YELLOWSTONE												
		A 7.25			285.8		BUTTE				7.15								
									Daily	Daily	Daily								
		(8.25) 33.9	(3.05) 23.7	(3.20) 29.0	 Thru Time					(3.20) 29.0	(2.40) 27.5	(8.50) 32.3							
		 Average speed per hour																	

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

MILEAGE

Main Line 848.07
Branches 1376.68
Grand Total 2224.75

WESTWARD						FIRST SUBDIVISION							Time-Table No. 19	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS					FIRST CLASS							January 9, 1955	
	263	279	251	257	277	29	11	105	33	17				
	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Passenger	Mail and Express	Streamliner Passenger	Passenger	Passenger				
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
144 RCS-IPWY	5.00PM			2.45AM			6.05PM	2.05PM		4.25AM	DN-R	GRANGER YL	GN	
65 P	5.07			2.53			6.09	2.09		4.30		DONOVAN		
112 P	5.12			2.59			6.13	2.12		4.34		MOXA		
73 P	5.18			3.06			6.18	2.16		4.39		HASSETT		
115 P	5.22			3.11			6.21	2.19		4.42		NUTRIA		
80 P	5.28			3.19			6.26	2.24		4.47		COSGRIFF		
121 P	5.35			3.26			6.30	2.28		4.52	D	OPAL	OW	
74 P	5.42			3.34			6.35 ²⁶²	2.32		4.57		FOLGER		
125 P	5.49			3.41			6.40	2.37		5.02		WATERFALL		
	5.59			3.51			6.47	2.44		5.09 ²⁶⁴		EAST KEMMERER YL		
PTWXZ	6.05			4.00			6.55	2.47		5.20	DN	KEMMERER YL Z		
PXY	6.12			4.07			6.59	2.50		5.24		MOYER JCT. YL		
WS 70 PW	6.30			4.30			7.12	3.02		5.37	DN	FOSSIL YL FI		
ES 70 X	6.40			4.40			7.20	3.09		5.45		NUGGET		
94 PW	6.45			4.48			7.24	3.13		5.49		ORR		
74 P	6.45			4.48			7.24	3.13		5.49		SAGE		
112 P	6.50			4.54			7.27	3.16		5.53		CARLSON		
66 P	6.56			5.01			7.31	3.20		5.57		BECKWITH		
124 P	7.02			5.07			7.35	3.24		6.01		PIXLEY		
74 P	7.10			5.15			7.40	3.29		6.06				
120 PW	7.18			5.25			7.48	3.34		6.15	DN	COKEVILLE	CK	
74 P	7.24			5.33			7.53	3.38		6.20		MARSE		
124 P	7.29			5.39			7.57	3.42		6.24		BORDER		
74 PW	7.36			5.47			8.03	3.47		6.32		PEGRAM		
88 P	7.42			5.55			8.10 ¹⁸	3.52		6.38 ¹²		HARER		
69 P	7.50			6.04			8.15	3.57 ²⁶²		6.46		DINGLE		
	8.05 ¹¹			6.20 ¹⁷			8.30 ²⁶³	4.05		7.00 ²⁵⁷	DN-R	MONTPELIER YL	MX	
DOPTWYZ	8.45			7.15			8.40	4.05		7.10		PESCADERO		
78 P	8.55			7.25			8.48	4.12		7.18		GEORGETOWN		
105 PW	9.03			7.33			8.54	4.18		7.24		CAVANAUGH		
124 P	9.10			7.40			9.00	4.23		7.30		MANSON		
100 P	9.16			7.46			9.05	4.27		7.35		ROSE		
73 P	9.22			7.52			9.10	4.31		7.40		SODA SPRINGS YL SD		
178 PWY *	9.30			8.01			9.22	4.37		7.52	DN	ALEXANDER		
108 P	9.38			8.09			9.30	4.42		8.00		TALMAGE		
112 P	9.45			8.16			9.35	4.46		8.05				
225 PWY	9.54			8.25			9.44	4.52		8.14	DN	BANCROFT	BN	
127 P	9.59			8.30			9.49	4.55		8.19		KINPORT		
112 P	10.06			8.37			9.55	4.59		8.25		PEBBLE		
103 P	10.12			8.43			10.00	5.03		8.30		BROXON		
100 P	10.17			8.48			10.03	5.06		8.33		BLASER		
27 PX	10.24			8.55			10.10	5.10		8.40	DN	LAVA HOT SPGS. XY		
CS 148 P	10.31			9.02			10.16	5.14		8.46		TOFAZ		
90 IPWXY	10.44	11.40PM	10.30AM	9.15	5.45AM	11.00PM	10.30	5.21	9.35AM	9.00	DN	McCAMMON YL MC		
WS 40 ES 88 PWX							11.13	10.43	5.31	9.48	D	INKOM	KO	
							11.19	10.50	5.36	9.54		PORTNEUF		
											DN-R	POCATELLO YL	H-CA PO	
RCS-DOPTWYZ	A 11.15PM	A 12.15AM	A 11.20AM	A 9.45AM	A 6.45AM	A 11.30PM	A 11.10PM	A 5.45PM	A 10.10AM	A 9.40AM				

WESTWARD				SECOND SUBDIVISION								
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS							Time-Table No. 19		
		125			105	33	17	49	11	29	January 9, 1955	
		Time Freight			Streamliner Passenger	Passenger	Passenger	Mixed	Mail and Express	Passenger		
		Daily Except Sunday and Monday			Daily	Daily	Daily	Daily	Daily	Daily	STATIONS	
DOPTWYZ		1.45AM			5.55PM	10.55AM	10.45AM	4.00AM	1.00AM	12.01AM	BLOCK SIGNALS	DN-R POCATELLO YL 2.4 H-CA PO POCATELLO JCT. YL 8.0
P						A11.00AM				A12.06AM		
CS 153 P								f 4.15			CENTRALIZED TRAFFIC CONTROL	5.8 MICHAUD
118 P												8.4 BANNOCK
145 PW					6.17		s 11.13	s 4.35	s 1.28			DN AMERICAN FALLS AF
120 P												3.8 BORAH
119 P												7.8 QUIGLEY
119 PW								f 4.55				5.9 WAPI
119 P												3.8 DEWOFF
119 P												7.5 HAWLEY
101 PWY					6.46		s 11.55AM	A 5.20AM	s 2.08			DN MINIDOKA RT
269 P												3.8 MAX
119 P												8.1 ADELAIDE
119 P												4.7 KIMAMA
119 PW												6.7 SENER
119 P												7.8 OWINZA
122 P												5.8 BESSLEN
119 P											4.6 DIETRICH	
116 P									s 2.48		DN SHOSHONE X	
WS 121-115 PWY					s 7.32		s 12.50PM		s 3.05		9.0 TUNUPA	
ES 111-130 PWY											6.7 GOODING GD	
118 P											6.3 FULLER	
117 PW					7.48		s 1.10		s 3.25		BLISS	
120 P											6.8	
118 PWY							s 1.23		s 3.38		TICESKA	
CS 120 PY											9.8 KING HILL	
WS 99											6.7 DN-R GLENNS FERRY YL GF	
CS 130 PWX					8.14		1.46		s 4.01		(159.9)	
DOPTWY		A 5.10AM			As 8.25PM		A 2.00PM		A 4.20AM			

WESTWARD						THIRD SUBDIVISION						EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS			Time-Table No. 19 January 9, 1955	Mile Post	FIRST CLASS			STATIONS	SECOND CLASS					
	257	125	105	17	11			106	18	12		126	262				
	Time Freight	Time Freight	Streamliner Passenger	Passenger	Mail and Express			Streamliner Passenger	Passenger	Mail and Express		Time Freight	Time Freight				
	Daily	Daily Except Sunday and Monday	Daily	Daily	Daily												
DOPTWY	9.15AM	5.20AM	8.25PM	2.10PM	4.30AM	DN-R GLENN'S FERRY YL GF	373.8	As 6.10AM	A 1.20PM	A 1.30PM	A 1.30AM	A 1.10PM					
CS 110 PW	9.35	5.31	8.35	2.21	4.41	8.9 HAMMETT	382.7	5.59	1.06	11.13	11.10	10.45					
CS 123 PY	10.05	5.48 ¹⁰⁶	8.47	2.37	4.57	10.6 DN REVERSE YL RV	393.3	5.48 ¹²⁵	12.54	10.58	10.57	10.25					
71 PWY	10.17	6.00	8.56	2.50	5.10	8.3 DN MOUNTAIN HOME MZ	401.6	5.41	12.45	10.48	10.48	10.10					
149 P	10.37 ¹²⁶	6.06	9.01	2.55	5.16	5.9 SEBREE	407.5	5.36	12.37	10.39	10.37 ²⁵⁷	10.02					
138 P	10.45	6.12	9.05	3.00	5.32 ¹⁰⁶	5.2 CLEFT	412.7	5.32 ¹¹	12.33	10.35	10.25	9.55					
122 IPWY	10.58	6.23	9.13	3.09	5.43	10.3 DN ORCHARD YL OD	423.0	5.24	12.24	10.26	10.13	9.40					
150 PW	11.12	VIA BOISE	VIA BOISE	VIA BOISE	VIA BOISE	11.7 OWYHEE	434.7	VIA BOISE	VIA BOISE	VIA BOISE	VIA BOISE	9.16					
150 P	11.30	VIA BOISE	VIA BOISE	VIA BOISE	VIA BOISE	12.0 KUNA	446.7	VIA BOISE	VIA BOISE	VIA BOISE	VIA BOISE	8.48					
73 P		6.31	9.20	3.17	5.51	7.3 LEONE	B-430.3	5.17	12.16	10.17	10.03						
73 P		6.37	9.25	3.23	5.57	5.6 BLACK'S CREEK	B-435.9	5.12	12.10	10.10	9.56						
59 P		6.43	9.31	3.29	6.03	5.8 SHAFER	B-441.7	5.06	12.03PM	10.03	9.48						
67 PWY	VIA KUNA	6.53	9.40 ¹²	3.45	6.20	6.7 DN BOISE YL BG	B-448.4	5.00	11.55AM	9.55 ¹⁰⁵	9.40	VIA KUNA					
P						2.3 BOISE JCT.	B-450.7										
31 P		7.08	9.44	3.59	6.34	0.7 PERKINS	B-451.4	4.52	11.43	9.23	9.23						
29 P		7.12	9.47	4.02	6.37	3.2 BEATTY	B-454.6	4.49	11.40	9.20	9.19						
74 P		7.16	9.50	4.06	6.42	2.7 D MERIDIAN MD	B-457.3	4.46	11.37	9.17	9.15						
22 P		7.20	9.53	4.10	6.46	3.4 SONNA	B-460.7	4.43	11.33	9.14	9.10						
DOPTWYZ	11.45	7.35	10.08	4.25	7.00	7.2 DN-R NAMPA YL AU-Q	456.6	4.36	11.25	9.05	9.00	8.20					
55 P	11.51	8.00	10.12	4.40	7.15	4.2 MOSS	460.8	4.24	11.07	8.48	8.15	8.10					
204 PW	11.58AM	8.10 ¹²⁶	10.17	4.55	7.30	4.8 DN CALDWELL YL CW	465.6	4.20	11.02	8.43	8.10 ¹²⁵	8.02					
122 P	12.03PM	8.14	10.20	4.59	7.34	3.6 ENROSE	469.2	4.16	10.55	8.35	8.04	7.57					
127 P	12.07	8.18	10.23	5.02	7.38	3.3 D NOTUS U	472.5	4.13	10.52	8.32	8.00	7.53					
160 P	12.18	8.27	10.30	5.15	7.51 ¹²⁶	8.3 DN PARMA MA	480.8	4.06	10.43	8.25	7.51 ¹¹	7.42					
168 PWY	12.28	8.35	10.37	5.27	8.03	7.6 DN NYSSA YL SY	488.4	3.59	10.33	8.18	7.40	7.32					
PY	12.37	8.44		5.36	8.12	8.4 MALHEUR JCT. YL	496.8		10.20	8.08	7.28	7.20					
ES 170 WS 252	12.40	8.49	10.48	5.43	8.19	1.9 DN ONTARIO YL ON	498.7	3.47	10.18	8.05	7.25	7.15					
150 PWY	12.47	8.54	10.54	5.53	8.29	3.8 DN PAYETTE YL AY	502.5	3.41	10.07	7.52	7.14	7.01					
150 P	12.56	9.01	11.00	6.00	8.36	6.8 CRYSTAL	509.3	3.35	10.01	7.46	7.07	6.51					
107 PWY	1.05	9.10	11.08	6.12	8.48	6.6 DN WEISER YL SR	515.9	3.29	9.55	7.40	7.00	6.41					
150 P	1.18	9.42 ¹⁸	11.18	6.24 ²⁶²	9.00	9.8 COBB	525.7	3.20	9.42 ¹²⁵	7.28	6.43	6.24 ¹⁷					
160 P	1.30	10.00	11.28	6.34	9.10	8.3 ROCK ISLAND	534.0	3.12	9.33	7.19	6.34	6.03					
P						3.1 BLAKES JCT.	537.1										
DOPTWYZ	A 1.45PM	A 10.15AM	A 11.40PM	A 6.50PM	A 9.25AM	1.7 DN-R HUNTINGTON YL HU	538.8	3.05AM	9.25 ¹¹ AM	7.10PM	6.25AM	5.50PM					
						VIA KUNA (165.0)		Daily	Daily	Daily	Daily Except Sunday and Monday	Daily					
						VIA BOISE (176.3)											
	(4.30) 36.7	(4.55) 35.8	(3.15) 54.3	(4.40) 37.7	(4.55) 35.8	 Thru Time		(3.05) 57.2	(3.55) 45.0	(4.20) 40.7	(5.05) 34.6	(5.20) 30.9					
						 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, and except that No. 126 is superior to No. 125 and No. 257.—See Rule 72.																	
Between Orchard and Nampa, all extra trains will run via Kuna unless otherwise instructed.																	
Rules 251 to 254, inclusive, apply between end of Centralized Traffic Control territory Glens Ferry and end of double track 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. 19 January 9, 1955	Mile Post	FIRST CLASS		SECOND CLASS			
	251	277	33	29			30	34	252	278		
	Time Freight	Time Freight					Passenger	Passenger			Time Freight	Stock Special
	Daily	Daily					Daily	Daily			Daily	Daily
P				11.00AM	12.06AM	POCATELLO JCT. YL	135.1	A 2.40AM	A 4.15PM	A 7.10PM	A 8.00AM	
P	3.25PM	3.45AM		11.05	12.11	MONTANA JCT. YL	136.7	2.35	4.10	6.58	7.43	
124 P	3.31	3.51		11.09	12.16	TYREE	140.4	2.30	4.06	6.51	7.36	
150 PW	3.39	3.59		11.17	12.21	D FORT HALL FH	145.7	2.23	4.00	6.43	7.28	
71 P	3.53 ³⁴	4.08		11.23	12.26	GIBSON	151.0	2.15	3.53 ²⁵¹	6.35	7.20	
ES 66 WS 110 PWY	4.10	4.20		11.31	12.33	DN BLACKFOOT YL BF	158.1	1.57	3.38	6.20	7.05	
72 P	4.20	4.30		11.53AM	12.49	WAPELLO	164.0	1.50	3.31	6.05	6.50	
123 PWY	4.28	4.38		12.02PM	12.54	D FIRTH FR	169.4	1.40	3.24	5.55	6.40	
105 P	4.38	4.48		12.13	1.00	DN SHELLEY SY	175.5	1.30	3.15	5.45	6.30	
71 P	4.44	4.54		12.18	1.05	COTTON	179.3	1.23	3.08	5.38	6.23	
97 P	4.50	5.00		12.22	1.09	BACH YL	183.1	1.18	3.04	5.30	6.15	
DOPTWYZ	5.25 ²⁵²	6.10 ²⁷⁸		A 12.40PM	1.15 ³⁰ 1.25	DN-R IDAHO FALLS YL AK	184.5	1.15 ²⁹ 1.00	3.00PM	5.25 ²⁵¹	6.10 ²⁷⁷	
51 P	5.45	6.30			1.34	PAYNE	191.2	12.50		4.40	5.35	
54 P	5.53	6.40			1.40	BASSETT	196.5	12.44		4.30	5.25	
54 PW	6.02	6.50			1.47	D ROBERTS AR	202.0	12.37		4.20	5.15	
54 P	6.11	7.00			1.53	TENNO	207.0	12.30		4.10	5.05	
49 P	6.20	7.10			1.59	HAWGOOD	212.1	12.24		4.00	4.55	
51 P	6.29	7.20			2.06	HAMER	217.5	12.17		3.50	4.45	
50 PY	6.39	7.32			2.13	CAMAS	223.1	12.10		3.40	4.35	
49 P	6.48	7.45			2.19	JONES	228.2	12.03AM		3.28	4.23	
51 106 PWY	7.15	8.20			2.27	DN DUBOIS YL BO	234.9	11.55PM		3.15	4.10	
49 P	7.33	8.38			2.37	HIGHBRIDGE	242.9	11.41		2.50	3.45	
57 P	7.45	8.50			2.47	D SPENCER RC	248.5	11.33		2.35	3.29	
55 52 PW	8.11	9.16			3.04 ²⁷⁸	HUMPHREY	258.0	11.14		2.10	3.04 ²⁹	
61 PY	8.30	9.35			3.16	D MONIDA MO	264.7	11.04		1.50	2.25	
50 P	8.47	9.52			3.30	SNOWLINE	273.7	10.49		1.30	2.05	
DPWY	9.15 ³⁰ 10.30	10.15 11.30			3.40 3.50	DN-R LIMA YL RD	279.9	10.40 ²⁵¹ 10.30		1.00 12.15PM	1.40 12.55	
47 P	11.05	11.50AM ²⁵²			4.05	D DELL DE	288.0	10.13		11.50AM ²⁷⁷	12.35	
48 P	11.20	12.05PM			4.13	KIDD	294.0	10.04		11.30	12.20AM	
78 P	11.50PM ²⁷⁸	12.27			4.35	DN ARMSTEAD AD	307.0	9.48		11.00	11.50PM ²⁵¹	
48 P	12.04AM	12.42			4.45	GRAYLING	312.9	9.36		10.45	11.28	
64 P	12.19	12.57			4.56	BARRATTS	320.4	9.25		10.30	11.15	
64 P	12.40	1.30			5.10	DN DILLON YL DN	328.0	9.15		10.10	11.00	
36 P	12.55	1.43			5.20	BOND	334.4	9.01		9.41	10.45	
45 P	1.11	2.00			5.29	APEX	340.3	8.54		9.30	10.35	
47 PY	1.40	2.25			5.45	NAVY	348.7	8.38		9.12	10.17	
61 PW	2.10	2.55			6.00	D MELROSE VI	358.9	8.23		8.50	9.55	
37 P	2.30	3.15			6.11	QUINN	364.9	8.12		8.31	9.36	
39 P	2.45	3.30			6.23	D DIVIDE J	370.1	8.02		8.18	9.23	
65 P	2.55	3.40			6.33	WOODIN	374.3	7.54		8.07	9.12	
17 P	3.15	4.00			6.45	FEELY	380.7	7.45		7.52	8.57	
50 P	3.26	4.12			6.54	BUXTON	384.6	7.38		7.40	8.45	
PWY	A 4.00AM	A 4.30PM			A 7.10AM	DN-R SILVER BOW YL SB	390.0	7.30PM		7.25AM	8.30PM	
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 7.25 AM	DN BUTTE YL BY	397.0	7.15 PM		6.30 AM	8.00 PM	
						(261.9)		Daily	Daily	Daily	Daily	
	(13.35) 19.3	(17.15) 15.2		(1.40) 29.0	(7.19) 35.8	 Thru Time		(7.25) 35.3	(1.15) 39.5	(12.40) 20.6	(12.00) 21.8	
Westward trains are superior to trains of the same class in the opposite direction.—See Rule 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.												
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. 19 January 9, 1955	Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 19 January 9, 1955	Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 19 January 9, 1955	Mile Post
	STATIONS			STATIONS			STATIONS	
PTWZ	DN-R KEMMERER YL Z	0.0	70 PY	MOYER JCT. YL	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. 19 January 9, 1955	Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 19 January 9, 1955	Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 19 January 9, 1955	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		0.8 RADIANT	0.8	80	1.8 MONSANTO YL (Spur)	1.8
	(1.9)			(0.8)		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. 19 January 9, 1955	Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 19 January 9, 1955	Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 19 January 9, 1955	Mile Post
	STATIONS			STATIONS			STATIONS	
108 PW	ALEXANDER YL	0.0	150 PW	D FORT HALL FH	0.0	123 PWY	D FIRTH FR	0.0
16	6.0 GRACE GA	6.0	42	9.1 M.P. 9.1	9.1	19	5.2 GOSHEN	5.2
	(6.0)		132 YZ	11.7 GAY	20.8	22	5.8 GERRARD	11.0
				(20.8)		11	1.8 INDIAN	12.8
						14	2.8 HACKMAN	15.6
						P	6.4 LINCOLN JCT.	22.0
							(22.0)	
WESTWARD THOMAS BRANCH EASTWARD								
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 19 January 9, 1955	Mile Post						
	STATIONS							
	THOMAS JCT.	0.0						
	4.4 THOMAS (Spur)	4.4						
12	0.2 END OF TRACK	4.6						
	(4.6)							

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

WESTWARD YELLOWSTONE BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	FIRST CLASS	Time-Table No. 19 January 9, 1955	Mile Post	FIRST CLASS
	491 Mixed Daily Except Sunday	477 Local Freight Daily Except Sunday			32 Passenger
			STATIONS		492 Mixed 478 Local Freight
DOPTWYZ	7.55AM	4.30AM	DN-R IDAHO FALLS YL	0.0	A 2.30PM
17 PY	8.05AM	4.40	3.0 ORVIN YL	3.0	2.13
60 PW		4.55	4.6 UCON UN	7.6	2.05
54 P		5.20	6.2 RIGBY RG	13.8	1.55
36 W		5.35	4.3 LORENZO	18.1	1.48
25 P		5.55	2.6 THORNTON	20.7	1.43
67 P		6.25	5.3 REXBURG RX	26.0	1.35
51 P		6.40	3.8 SUGAR CITY SC	29.8	1.28
36 PY			1.1 HART	30.9	
110 PWY		6.55	5.9 ST. ANTHONY YL SH	36.8	1.18
P			1.5 BELT YL	38.3	
43 P		7.20	4.5 CHESTER	42.8	1.07
46 PWY	A 7.45AM	A 8.35AM	8.2 DN-R ASHTON YL HN	51.0	12.55PM
			1.5 INGLING	52.5	
28 P			5.7 WARM RIVER	58.2	
22 P			8.7 GERRIT	66.9	
22			8.8 ECCLES	75.7	
15 P			4.9 ISLAND PARK	80.6	
26 P			4.8 TRUDE	85.4	
25 PWY			5.3 BIG SPRINGS	90.7	
22 PY			6.5 REAS PASS	97.2	
29 PWY			9.9 D-R WEST YELLOWSTONE YL	107.1	
			(107.1)		
	(0.10) 18.0	(3.15) 15.7	(1.35) 32.2	Thru Time	(1.35) 32.2
				Average speed per hour	(3.20) 14.3
					(4.55) 10.4
WESTWARD TETON VALLEY BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	FIRST CLASS	Time-Table No. 19 January 9, 1955	Mile Post	FIRST CLASS
	481 Local Freight Daily Except Sunday	31 Passenger Daily			32 Passenger
			STATIONS		482 Local Freight
46 PWY	6.30AM	8.40AM	DN-R ASHTON YL HN	0.0	A 12.50PM
19	6.40	8.44	8.2 MARYSVILLE YL	1.8	12.40
33	6.55	8.52	4.2 GRAINVILLE	6.0	12.32
22 PW	7.10	8.58	2.6 DRUMMOND MD	8.6	12.27
12	7.25	9.06	4.3 FRANCE	12.8	12.19
33 P	7.35	9.13	3.0 LAMONT	15.8	12.13PM
21	8.08	9.37	10.6 FELT	26.3	11.50AM
22 PWY	8.23	9.47	4.0 TETONIA NA	30.3	11.42
31	8.42	10.02	482 D DRIGGS DI	37.2	11.28
19 PWY	A 9.05AM	A 10.20AM	8.4 D-R VICTOR YL VR	45.6	11.10AM
			(45.6)		
	(2.35) 17.6	(1.40) 27.3	(1.40) 27.3	Thru Time	(3.00) 15.2
				Average speed per hour	

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 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. 19 January 9, 1955	Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 19 January 9, 1955	Mile Post	SECOND CLASS		Time-Table No. 19 January 9, 1955	Mile Post	SECOND CLASS	
	421	409			422	410		491									
	Mixed	Mixed			Mixed	Mixed		Mixed									
	Daily Except Sunday	Daily Except Sunday						Daily Except Sunday									
STATIONS																	
66 110 PWY	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	D 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	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	D NEWDALE NE	38.1							
68 PY		A 11.25AM	MACKAY YL MY	85.3		11.50AM	P	A 10.40AM	BELT YL	44.4							
				(85.3)		Daily Except Sunday					(44.4)						
(0.20)		(3.55)	 Thru Time		(0.35)		(4.05)		(2.35)		 Thru Time		(2.35)		 Thru Time		
21.3		21.7	 Average speed per hour		12.2		20.9		17.2		 Average speed per hour		17.2		 Average speed per hour		

WESTWARD		ABERDEEN BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 19 January 9, 1955	Mile Post	SECOND CLASS	
	421 Mixed			422 Mixed	
	Daily Except Sunday				
STATIONS					
P	8.35AM	ABERDEEN JCT. YL	0.0	A 1.45PM	
32	f 8.48	ROCKFORD 4.3	4.3	f 1.30	
17	f 8.53	LIBERTY 1.6	5.9	f 1.20	
32 P	s 9.13	PINGREE 4.3	10.2	f 12.58	
31 P	f 9.33	SPRINGFIELD 6.3	16.5	f 12.40	
17 P	s 9.50	STERLING 3.2	19.7	s 12.25PM	
8		FINGAL 6.3	26.0		
37 PWY	A 10.25AM	D-R ABERDEEN YL BN 2.2	28.2	11.50AM	
		(28.2)		Daily Except Sunday	
(1.50)		Thru Time.....	(1.55)		
15.4		Average speed per hour....	14.7		

WESTWARD		WEST BELT BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 19 January 9, 1955	Mile Post		SECOND CLASS
				492 Mixed	
STATIONS					
60 PW		D-R UCON	UN	0.0	A 1.40PM
22 P		LEWISVILLE 8.8		8.8	f 1.10
50 P		D MENAN	MN	10.5	s 1.00
51 PW		PLANO 14.5		25.0	f 12.12
18		EDMONDS 1.7		26.7	f 12.05PM
11 P		EGIN 2.6		29.3	f 11.56AM
32		HEMAN 2.3		31.6	f 11.46
19 P		PARKER 1.9		33.5	f 11.40
110 PWY		D-R ST. ANTHONY YL	SH	38.7	11.15AM
		(38.7)			Daily Except Sunday
		Thru Time.....	(2.25)		
		Average speed per hour.....	16.0		

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 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. 19 January 9, 1955		Mile Post	FIRST CLASS		SECOND CLASS	
	439	475		49				50		440	476
	Freight	Time Freight		Mixed	Mixed			Freight	Time Freight		
	Daily Except Sunday	Daily Except Sunday		Daily							
STATIONS											
101 269	PWY	12.20PM	3.00AM	5.30AM	DN-R	MINIDOKA YL	RT	0.0	A 8.45PM		A 11.00AM A 1.30AM
73	P	12.35	3.17	f 5.43		ACEQUA		8.2	f 8.32		10.35 11.10PM
94	PWY	12.50	3.40	s 6.10	DN-R	RUPERT YL	MS	13.5	s 8.25		10.20 10.55
13						AMALGA		17.3			
32	P	1.01	3.52	s 6.18		HEYBURN		19.6	f 8.14		10.05 10.40
59 68	PWY	1.15	4.10	s 6.35	DN	BURLEY YL	BU	21.7	s 8.10		10.00 10.35
76	P	1.37	4.20	f 6.42		STARH'S FERRY		25.8	f 7.56		9.45 10.15
58	P	1.50	4.35	f 6.54		MILNER		33.5	f 7.45		9.30 10.00
16	P			f 6.57		PARSONS		35.5	f 7.42		
71	PW	2.05	4.50	s 7.07	D	MURTAUGH	MU	41.4	s 7.33		9.15 9.45
53	P	2.15	4.59	7.13		BICKEL		45.1	7.25		9.05 9.35
23						BILLS		49.0			
41	P	2.30	5.10	s 7.20	D	HANSEN	NS	49.7	s 7.18		8.55 9.25
60	P	2.43	5.18	s 7.27	D	KIMBERLY	KY	53.3	s 7.10		8.45 9.15
31	P			7.32		McMILLAN YL		56.4			
	DOPWYZ	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
		(3.40) 16.1	(4.00) 14.7	(2.50) 26.0	 Thru Time				(2.30) 29.5		(2.30) 23.6 (4.30) 13.1
					 Average speed per hour						

WESTWARD		OAKLEY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 19		Mile Post	
		January 9, 1955			
		STATIONS			
59 68 PWY		DN-R	BURLEY YL BU	0.0	
28			4.3 BEEVILLE	4.3	
23			0.9 PELLA	5.2	
30			3.1 KENYON	8.3	
11			5.2 CHURCHILL	13.5	
23			2.8 TROUT	16.3	
60			1.5 MARION	17.8	
12			1.6 WARR	19.4	
20 Y		D-R	OAKLEY OA	21.8	
			(21.8)		

WESTWARD		RAFT RIVER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 19		Mile Post	
		January 9, 1955			
		STATIONS			
59 68 PWY		DN-R	BURLEY YL BU	0.0	
34			3.1 UNITY	3.1	
15			1.6 EVANS (Spur)	4.7	
22			1.3 SPRINGDALE	6.0	
16			3.1 DECLO	9.1	
				</	

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

WESTWARD		WELLS BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 19 January 9, 1955	Mile Post	SECOND CLASS	
	439 Mixed			440 Mixed	
	Daily Except Sunday			STATIONS	
DOPWYZ	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		5.6 ROGERSON	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 P	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 P	s 9.55		8.1 CONTACT	68.8	s 4.55
33	PW		6.3 HENRY	75.1	f 4.38
33			11.6 SHORES	86.7	f 4.14
48	PWY		6.9 WILKINS	93.6	f 3.59
37			3.7 HERRELL	97.3	f 3.49
44	PY		5.2 SUMMER CAMP	102.5	s 3.33
44			6.4 MELANDCO	108.9	f 3.04
35			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. 19 January 9, 1955	Mile Post	SECOND CLASS	
	441 Mixed			442 Mixed	
	Monday Wednesday Friday			STATIONS	
WS 121-115 PWY ES 111-130	6.00AM	DN-R	SHOSHONE YL X	0.0	A 12.45PM
3	f		10.9 MARLEY	10.9	f
39	PWY		4.4 RICHFIELD YL FK	15.3	s 12.05PM
29			6.4 PAGARI	21.7	f 11.45AM
27			8.0 TIKURA	29.7	f 11.25
59	PW		7.6 PICABO XN	37.3	s 11.05
6			4.5 HAY	41.8	f 10.50
10			2.5 GANNETT	44.3	f 10.45
30			7.8 BELLEVUE	52.1	s 10.25
17	W		5.1 HAILEY RI	57.2	s 10.05
22			2.8 BARITE	60.0	f 9.52
13			7.6 TRIUMPH	67.6	f 9.35
30	W Loop		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.	Time-Table No. 19 January 9, 1955	STATIONS	Mile Post				
94	PWY	DN-R	RUPERT YL MS	0.0			
34	P		4.4 MYERS YL	4.4			
38	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	WY	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 BLISS YL	73.6			
120	PWY		(73.6)				

WESTWARD		HILL CITY BRANCH		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 19 January 9, 1955	STATIONS	Mile Post				
39	PWY	D-R	RICHFIELD YL FK	0.0			
10			4.5 RAWSON	4.5			
12			4.9 BURMAH	9.4			
42	P		12.1 MAGIC	21.5			
32			9.7 MACON	31.2			
13	P		2.8 BLAINE	34.0			
7			2.8 RANDS	36.8			
17			2.9 SELBY	39.7			
42	PW	D	4.1 FAIRFIELD FD	43.8			
32			7.9 CORRAL	51.7			
50	WY	D-R	6.1 HILL CITY YL HC	57.8			
			(57.8)				

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

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

WESTWARD HOMESTEAD BRANCH EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 19 January 9, 1955	Mile Post
		STATIONS	
	P	BLAKES JCT. 14.0	0.0
4 P	HOME (Spur) 1.3	14.0	
10	MINERAL (Spur) 0.9	15.3	
2	STILL (Spur) 10.9	16.2	
15	STURGILL (Spur) 5.8	27.1	
34 PT	D-R ROBINETTE YL RQ	32.9	
	(32.9)		

WESTWARD HOMEDALE BRANCH EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 19 January 9, 1955	Mile Post
		STATIONS	
	168 PWY	DN-R NYSSA YL SY 8.1	0.0
19	OVERSTREET 2.5	8.1	
20	ADRIAN 6.3	10.6	
32	NAPTON 7.5	16.9	
62 PWY	D HOMEDALE YL HR 6.6	24.4	
19	CLAYTONIA 2.1	31.0	
19 PY	D-R MARSING YL MR	33.1	
	(33.1)		

WESTWARD PAYETTE BRANCH EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 19 January 9, 1955	Mile Post
	483 Mixed Daily Except Sunday	STATIONS	484 Mixed
	92 PWY	6.00AM	DN-R PAYETTE YL AY 3.9
18	f 6.20	EIFFIE 1.2	3.9
27 P	s 6.30	D FRUITLAND FU 1.7	5.1
19	f 6.40	BUCKINGHAM 4.3	6.8
30 P	s 7.00	D NEW PLYMOUTH NP 10.5	11.1
11	f 7.27	LETHA 8.1	21.6
96 PWY	A 7.50AM	D-R EMMETT YL MF	29.7
		(29.7)	1.00PM
			Daily Except Sunday
(1.50)	Thru Time.....		(1.45)
16.2	Average speed per hour.....		16.8

WESTWARD WILDER BRANCH EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 19 January 9, 1955	Mile Post
		STATIONS	
	204 PW	DN-R CALDWELL YL CW 2.5	0.0
40	SIMPLOT YL 1.2	2.5	
21	WEITZ YL 1.4	3.7	
26	DOLES YL 1.9	5.1	
9	GREENLEAF (Spur) 2.7	7.0	
13	ALLENDALE 1.8	9.7	
43	WILDER YL WR	11.5	
	(11.5)		

WESTWARD STODDARD BRANCH EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 19 January 9, 1955	Mile Post
		STATIONS	
	DOPWYZ	DN-R NAMPA YL AU-Q 4.4	0.0
17	DEAL 4.5	4.4	
44	BOWMONT 5.7	8.9	
28	MELBA 2.5	14.6	
54	STODDARD 2.9	17.1	
	END OF TRACK	20.0	
	(20.0)		

WESTWARD BOISE BRANCH EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 19 January 9, 1955	Mile Post
		STATIONS	
	P	BOISE JCT. 1.1	0.0
22	FAIR GROUNDS YL 2.1	1.1	
	D-R BOISE FREIGHT YL BD 1.8	3.2	
10	PENITENTIARY SPUR 1.3	5.0	
10	VERNON (Spur) 2.1	6.3	
	BARBER	8.4	
	(8.4)		

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

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

Westward IDAHO NORTHERN BRANCH Eastward					WESTWARD OREGON EASTERN BRANCH EASTWARD				
Car Capacity of Sidings, etc., See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 19	Mile Post	SECOND CLASS	Car Capacity of Sidings, etc., See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 19	Mile Post	SECOND CLASS
	485 Mixed	January 9, 1955		486 Mixed		459 Mixed	January 9, 1955		460 Mixed
	Daily Except Sunday	STATIONS				Daily Except Sunday	STATIONS		
DOPWYZ	8.30AM	DN-R Nampa YL AU-Q	0.0	A 2.35PM	ES 170 P WS 252 WY	1.00PM	DN-R Ontario YL ON	0.0	A 4.00PM
		IDA. NOR. JCT. YL	0.7		PY	1.10	MALHEUR JCT. YL	1.9	3.40
49	f 8.40	FISCHER YL	2.4	2.25	14	f 1.15	CAIRO	3.7	f 3.35
14	s 9.00	MIDDLETON	9.3	s 2.10	38	f 1.25	LUSE	6.9	f 3.25
15	f 9.20	JENNESS	18.9	f 1.40	24	f 1.35	MALLETT	10.0	f 3.15
96 PWY	s 10.20	D-R EMMETT YL MF	27.0	s 1.10	134 PY	s 1.55	D-R VALE YL VA	15.5	s 3.00
42	f 10.40	PLAZA	31.8	f 12.55	46	f 2.20	HOPE	23.5	f 2.20
43 P	s 11.20	MONTOUR	41.1	s 12.20PM	52	f 2.50	LITTLE VALLEY	34.8	f 1.50
32 P	s 11.55AM	D HORSESHOE BEND HB	49.7	s 11.55AM	53 P	s 3.15	HARPER	42.0	s 1.25
32	f 12.20PM	GARDENA	55.1	f 11.35	50	f 3.40	NAMORF	51.2	f 12.55
35 PTW	s 1.20	D BANKS YL AB	64.1	s 11.10	27	f 4.07	JONESBORO	62.2	f 12.28PM
25 PW	f 2.10	BIG EDDY	75.4	f 10.25	53 PWY	s 4.40	D JUNTURA JN	73.6	s 11.50AM
31 PWY	s 3.00	SMITHS FERRY YL	83.0	s 9.55	50	f 5.25	LONG	86.6	f 11.10
15 P	f 3.35	CABARTON	92.7	f 9.20	49 PW	s 5.50	RIVERSIDE	92.7	s 10.50
32 W	f 3.45	BELVIDERE	95.5	f 9.11	31	f 6.15	DUNNEAN	102.8	f 10.25
32 PY	s 4.30	D CASCADE YL CD	99.2	s 9.00	30 PW	f 6.40	VENATOR	110.2	f 10.05
31	f 5.00	ARLING	111.0	f 8.00	30	f 7.00	CIRCLE BAR	117.9	f 9.45
33 W	s 5.30	D DONNELLY FY	119.4	s 7.35	31 PW	s 7.30	CRANE	126.6	s 9.15
14	f 5.45	NORWOOD	124.7	f 7.22	31	f 8.20	REDESS	143.5	f 8.32
32 PWY	A 6.15PM	D-R McCall YL NE	132.8	7.00AM	23 P WYZ	A 9.00PM	D-R BURNS YL BR	156.8	8.00AM
		(132.8)		Daily Except Sunday			(156.8)		Daily Except Sunday
	(9.45)	Thru Time.....	(7.35)			(8.00)	Thru Time.....	(8.00)	
	13.6	Average speed per hour....	17.5			19.6	Average speed per hour....	19.6	
Westward NEW MEADOWS BRANCH Eastward					WESTWARD BROGAN BRANCH EASTWARD				
Car Capacity of Sidings, etc., See Rule 6(A), Page 23.		Time-Table No. 19	Mile Post		Car Capacity of Sidings, etc., See Rule 6(A), Page 23.		Time-Table No. 19	Mile Post	
		January 9, 1955					January 9, 1955		
		STATIONS					STATIONS		
107 P		DN-R WEISER YL SR	0.0		134 PY		D-R VALE YL VA	0.0	
130 TWY		REBECCA	6.0		20		LANCASTER (Spur)	11.4	
12		CONCRETE	19.1		29		JAMIESON	17.3	
48		MIDVALE	31.8		31 PY		BROGAN YL	23.3	
23 P		CAMBRIDGE RA	40.5				(23.3)		
35 P		GOODRICH	49.8						
3 W		MESA	56.6						
26		COUNCIL YL CN	60.2						
12		HOOVER YL	61.6						
59 PWY		GLENDALE	72.0						
7		RUBICON YL	84.1						
6		NEW MEADOWS YL	89.7						
43		(89.7)							
45 PWY									

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 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 32	West
Inkom Ballast Quarry....	202.9	140 P	East	Payette Branch			
Second Subdivision				Ingard.....	3.3	8	Both
Don.....	219.6	{43 PX	Both	Falks.....(6).....	17.2	5	East
Schiller.....	226.5	{72 PX	Both	Little Rock.....	18.9	9	Both
Coates.....	369.5	11 P	Both	Stoddard Branch			
Sand Bank.....	370.9	8 P	West	Westma.....	11.6	9	East
Third Subdivision				Idaho Northern Branch			
Hillcrest.....	B-445.1	42 PX	Both	Maddens.....(7).....	6.1	5	East
Apple Valley.....	485.9	14 P	Both	Josephson.....(7).....	12.6	12	Both
Arcadia.....	491.7	26	Both	Amsco.....	13.6	12	Both
Washoe Spur.....	500.9	45 P	Both	Bramwell.....(7).....	22.2	5	East
Wood.....	506.2	32	West	Black Canyon.....(7).....	33.0	5	East
Feltham.....	512.7	10	Both	Archabal.....(7).....	127.4	9	Both
Fourth Subdivision				Oregon Eastern Branch			
Chubbuck.....	138.2	23	Both	Lawen.....(8).....	138.4	3	East
Mitchell.....	176.9	36	Both	New Meadows Branch			
Red Rock.....(1).....	302.8	17	Both	Presley.....	11.7	9	Both
Rock.....	314.6	25	Both	Diamond.....	26.7	4 W	West
Dalys.....(1).....	316.4	62 P	Both	Tamarack.....	81.9	29	Both
Glen.....(1).....	347.8	14 P	Both				
Maiden Rock..(1).....	366.0	8	West	(1) Flag stop for Nos. 29-30. (5) Flag stop for Nos. 441-442.			
Goshen Branch				(2) Flag stop for Nos. 31-32. (6) Flag stop for Nos. 483-484.			
Cox.....	9.2	11	West	(3) Flag stop for Nos. 409-410. (7) Flag stop for Nos. 485-486.			
Ammon.....	18.1	30	West	(4) Flag stop for No. 492. (8) Flag stop for Nos. 459-460.			
Wilkinson.....	21.0	3	West				
Yellowstone Branch				CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS			
St. Leon.....	3.7	16	East	Train	At	Discharge Passengers From	Pick up Passengers Destined To
Mark.....	22.2	24	Both	17	Any station First Sub-division.	Green River or beyond.	Pocatello or beyond.
Jolley.....	27.6	10	Both	17	Any station Second and Third Subdivisions.	Ogden, Pocatello or beyond.	Huntington or beyond.
Pineview.....	72.5	5 P	Both	18	Any station First Sub-division.	Pocatello or beyond.	Green River or beyond.
Teton Valley Branch				18	Any station Second and Third Subdivisions.	Huntington or beyond.	Pocatello, Ogden or beyond.
Judkins.....(2).....	22.3	{ 6	East	105	Minidoka, Gooding, Mountain Home, Caldwell, Nyssa, Ontario, Weiser.	Omaha or beyond.	Portland or beyond.
Dwight.....(2).....	32.7	6	Both	106	Weiser, Ontario, Nyssa, Caldwell, Mountain Home, Gooding, Minidoka.	Portland or beyond.	Omaha or beyond.
Fox Creek.....(2).....	42.3	None	None				
Mackay Branch							
Collins.....(3).....	2.1	12	Both				
Aiken.....(3).....	3.8	10	West				
Cerro Grande..(3).....	35.5	{10	Both				
West Belt Branch							
Coltman.....(4).....	2.8	10	East				
Grant.....(4).....	4.8	{10	East				
Barlow.....	7.0	10	East				
Midway.....	9.4	17	East				
Pyke.....(4).....	35.3	{31	Both				
East Belt Branch							
Gale Spur.....	27.5	19	West				
North Side Branch							
Travers.....	3.5	5	West				
Haytown.....	44.7	18 P	East				
Hydra.....	45.8	18	East				
Appleton.....	52.9	7	Both				
		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
17	Any station First Sub-division.	Green River or beyond.	Pocatello or beyond.
17	Any station Second and Third Subdivi-sions.	Ogden, Pocatello or beyond.	Huntington or beyond.
18	Any station First Sub-division.	Pocatello or beyond.	Green River or beyond.
18	Any station Second and Third Subdivi-sions.	Huntington or beyond.	Pocatello, Ogden or beyond.
105	Minidoka, Gooding, Mountain Home, Caldwell, Nyssa, Ontario, Weiser.	Omaha or beyond.	Portland or beyond.
106	Weiser, Ontario, Nyssa, Caldwell, Mountain Home, 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 locomotive and all light-weight roller-bearing passenger equipment.

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

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

When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." 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 wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first 5 miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35 20
No. 125 and No. 126, maximum speed.		60	60				
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	Trains handling company roadway machines on their own wheels, except wrecking derricks— On main line and Twin Falls Branch: On straight track. On curves. Between Idaho Falls and Ashton. On other branch lines.			30 25 20 15
Inspection bus cars.		40	40	Trains handling dead steam locomotives: With a side rod or main rod removed.			15
Battery motor car 01886.		50		With side rods and main rods in place.			25
When caboose is handled in train consisting of passenger train equipment.		60		Jordan spreaders and other machines of spreader type, when in operation.			15
Within yard limits— Protected by continuous block signal system. Not protected by continuous block signal system. On branch lines.	60 50 30	50 40 30	25 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
No. 125 and No. 126, within yard limits.		40	40	Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines			20
Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 6
Diesel 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	Passing fueling stations— On main lines. On branch lines.	50	40 30	25 15
1500 class Diesel road freight locomotives.	50	50	50	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement. Over spring switches, where movement is over facing point switches, except at Reverse, Blaser and Pescadero.	20	20	20
Diesel freight and road switch locomotives.	65	65	50	When using cross-overs or turn-outs: Forward movement. Back-up movement.	15 10	15 10	15 10
1000-1100 class Diesel yard switch locomotives in road service.	35	35	35	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
1800 class Diesel yard locomotives in road service.	50	50	50	On wye tracks.	6	6	6
Steam engines running backward.	20	20	20	Through tunnels, branch lines.		10	10
7000-7800 class engines, except between McCammon and Pocatello.		70	50	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch lines. (Slower speed must be observed where conditions require.)			25 15
7000-7800 class engines, between McCammon and Pocatello.		75	50				
MacArthur type engines with 63-inch drivers.		55	50				
MacArthur type engines with 57-inch drivers.		35	35				
3700 and 3900 class engines.		65	50				
3800 class engines.		60	50				
5000 class engines.		50	50				
Consolidation type engines.		35	35				
0-6-0 and 0-8-0 type yard engines.		20	20				

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. 0.0 and 0.8.	40	35	25	Between M.P. 87.4 and 87.7.	60	50	40	Bancroft Passing Coal Chute.	50	40	25
Between M.P. 3.4 and 3.7.	70	60	50	Border Between M.P. 92.9 and 93.1.	60	50	40	Between M.P. 163.6 and 163.9.	70	60	50
Moxa Between M.P. 12.1 and 12.3.	70	60	50	Between M.P. 96.7 and 96.9.	70	60	50	Between M.P. 164.2 and 164.7.	70	60	50
Hassett Between M.P. 14.4. and 14.6.	70	60	50	Pegram Between M.P. 98.3 and 99.2.	60	50	40	Kinport Between M.P. 167.5 and 168.1.	70	60	50
Nutria Between M.P. 16.1 and 16.4.	70	60	50	Between M.P. 99.5 and 99.7.	70	60	50	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. 102.6 and 104.9.	60	50	40	Pebble Between M.P. 171.2 and 171.7.	60	50	40
Cosgriff Between M.P. 21.1 and 21.5.	70	60	50	Harer Between M.P. 105.2 and 105.4.	70	60	50	Between M.P. 171.9 and 174.7.	70	60	50
Between M.P. 23.6 and 23.8.	70	60	50	Between M.P. 114.9 and 115.2.	50	40	25	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. 115.9 and 116.2.	50	40	25	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. 120.6 and 123.4.	60	50	40	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. 125.1 and 125.3.	70	60	50	M.P. 180.0 to 179.0 (Eastward).	50	40	35
Waterfall Between M.P. 34.6 and 34.8.	60	50	40	Between M.P. 125.8 and 126.7.	60	50	40	Lava Hot Springs Between M.P. 180.1 and 181.7.	70	60	50
Between M.P. 35.5 and 36.5.	50	40	25	Georgetown Between M.P. 127.6 and 127.9.	70	60	50	Between M.P. 181.8 and 183.1.	60	50	40
Between M.P. 36.5 and 38.9.	40	35	25	Between M.P. 128.2 and 128.7.	60	50	40	Between M.P. 183.2 and 184.8.	70	60	50
Kemmerer 7000 and heavier type engines, turntable lead. Passing coal chute.	30	30	25	Between M.P. 129.5 and 130.0.	60	50	40	Topaz Between M.P. 185.5 and 185.7.	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	Between M.P. 186.1 and 187.3.	50	40	30
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. 187.4 and 187.9.	60	50	40
Between M.P. 49.2 and 49.4.	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
Fossil Between M.P. 54.5 and 57.8.	40	35	25	Rose Between M.P. 141.0 and 141.9.	60	50	40	McCammon Between M.P. 195.0 and 195.4.	60	50	40
Nugget Between M.P. 58.0 and 59.5.	70	60	50	Between M.P. 142.4 and 143.5.	70	60	50	Onyx Between M.P. 197.7 and 200.3.	70	60	50
Orr Between M.P. 60.9 and 61.2.	70	60	50	Between M.P. 143.7 and 143.9.	60	50	40	Between M.P. 200.4 and 201.1.	60	50	40
Sage Between M.P. 63.6 and 65.4.	60	50	40	Between M.P. 144.6 and 145.2.	60	50	40	Inkom Between M.P. 202.3 and 202.5.	60	50	40
Between M.P. 66.5 and 68.2.	70	60	50	Soda Springs 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	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.	Frt.		Str.	Psg.	Frt.		Str.	Psg.	Frt.
Pocatello Within platform limits of passenger depot.	6	6	6	Minidoka Between M.P. 272.4 and 273.0.	20	20	20	Ticeska Between M.P. 357.3 and 360.2.	70	60	50
On enginehouse lead and tracks.			6	Adelaide Between M.P. 285.8 and 286.2.	70	60	50	Between M.P. 360.2 and 360.8.	60	50	40
American Falls Between M.P. 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	25	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	Leone Between M.P. B-431.0 and B-433.8.	70	60	50	Nampa Between passenger depot and M.P. 456.3.	15	15	15
Between M.P. 376.5 and 377.6.	60	50	40	Between M.P. B-433.9 and B-434.3.	60	50	40	Caldwell Over streets and alleys.	25	25	25
Between M.P. 378.6 and 379.3.	45	40	25	Black's Creek Between M.P. B-435.8 and B-436.1.	70	60	50	Parma Over streets and alleys.	30	30	30
Hammett Between Hammett and Reverse.	65	60	40	Between M.P. B-438.5 and B-438.8.	70	60	50	Between M.P. 482.8 and 483.0.	70	60	50
Between M.P. 385.6 and 387.0.	60	50	40	Between M.P. B-439.4 and B-440.4.	50	40	25	Between M.P. 484.5 and 485.0.	70	60	50
Between M.P. 389.8 and 390.6.	60	50	40	Between M.P. B-440.4 and B-446.1.	60	50	40	Washoe Spur With 5000 class engines.			5
Mountain Home Over street crossings.	25	25	25	Boise Between M.P. B-448.3 and B-449.1.	50	40	25	Ontario No. 106, to exchange mail.	10		
Orchard Between M.P. 428.4 and 429.0.	60	50	40	Between M.P. B-450.5 and B-451.0.	70	60	50	Payette Between Payette and Weiser, trains handling logs.			30
Kuna Between M.P. 447.5 and 450.8.	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
Nampa				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-423.5 and B-423.9.	60	50	40					Between M.P. 535.9 and 539.0.	40	25	25
Between M.P. B-429.1 and B-430.0.	60	50	40					Huntington			

FOURTH SUBDIVISION											
Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
Maximum speed. Between Pocatello Jet. 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	Bond Between M.P. 337.0 and 337.2.	50	40
Between Idaho Falls and Silver Bow.	59	40	Dubois Between M.P. 236.0 and 236.6.	35	25	Apex Between M.P. 341.1 and 341.4.	50	40	Between M.P. 342.7 and 342.9.	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	Between M.P. 343.3 and 343.5.	30	20	Between M.P. 343.5 and 345.8.	35	25
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. 346.0 and 346.3.	30	20	Between M.P. 347.9 and 348.2.	40	30
Montana Jct. Between M.P. 139.9 and 140.1.	60	50	Highbridge Between M.P. 244.4 and 246.7.	40	30	Spencer Between M.P. 248.5 and 248.9.	45	35	Navy Between M.P. 351.0 and 354.4.	35	25
Tyhee Between M.P. 142.3 and 142.5.	50	40	Between M.P. 249.5 and 249.7.	40	30	Between M.P. 251.0 and 251.4.	40	30	Between M.P. 357.2 and 357.7.	40	30
Between M.P. 143.3 and 143.5.	50	40	Between M.P. 252.7 and 257.5.	25	20	Humphrey Between M.P. 258.3 and 258.5.	35	25	Melrose Between M.P. 361.8 and 366.3, watch for rocks.	25	20
Gibson Between M.P. 152.6 and 152.9.	50	40	Between M.P. 258.6 and 259.2.	45	35	Between M.P. 262.9 and 267.6.	35	25	Between M.P. 366.3 and 366.6.	20	20
Blackfoot Over streets and alleys.	20	20	Between M.P. 269.7 and 269.9.	40	30	Between M.P. 271.0 and 271.7.	40	30	Curve M.P. 366.4 with 5000 class engines.	10	10
Wapello Between M.P. 166.8 and 167.0.	60	50	Snowline Between M.P. 277.4 and 278.3.	35	25	Between M.P. 367.9 and 368.2.	30	20	Between M.P. 367.9 and 368.2.	30	20
Firth Between M.P. 169.7 and 169.9.	60	50	Lima Over Center Street east of depot.	20	15	Divide Between M.P. 373.6 and 374.6.	40	30	Woodin Between M.P. 375.2 and 377.8.	35	25
Shelley Over streets and alleys.	30	30	Westward within yard limits.	25	15	Between M.P. 379.0 and 381.1.	35	25	Between M.P. 382.3 and 383.7.	25	20
Idaho Falls Over streets and alleys.	12	12	Armstead Between M.P. 307.7 and 308.0.	50	40	Feely Between M.P. 384.3 and 385.1.	35	25	Buxton Between M.P. 386.6 and 388.1.	35	25
Between M.P. 185.5 and 185.9.	15	5	Between M.P. 308.9 and 310.3.	35	25	Between M.P. 389.8 and 390.1.	20	20	Silver Bow On interchange tracks beyond N. P. crossing, with 3800, 5000 and 7000 class engines.	5	5
Between M.P. 187.4 and 188.6.	40	30	Between M.P. 310.4 and 310.6.	25	20						
Between M.P. 190.7 and 191.0.	45	35	Between M.P. 311.0 and 311.8.	45	35						
Roberts Between M.P. 205.4 and 206.0.	50	40	Grayling Between M.P. 316.0 and 316.5, watch for rocks.	25	20						
Tenno Between M.P. 208.4 and 210.2.	50	40	Between M.P. 316.5 and 318.7.	35	25						
Hawgood Between M.P. 213.7 and 214.0.	50	40									
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						
Elkol Branch Maximum speed.		15	Conda Branch. Maximum speed.		15	Between M.P. 3.0 and Gay.		15			

BRANCHES (Continued)								
Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
Mackay Branch Between Blackfoot and M.P. 60.0: Diesel engines. Steam engines.		30 25	Teton Valley Branch 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
Mackay 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
Thomas Branch Maximum speed.		15	Between M.P. 25.0 and 25.4.	15	15	Hill City Branch Maximum speed.		25
Aberdeen Branch Maximum speed.		25	Twin Falls Branch Maximum speed.	50	40	Over trestles 21.6 and 23.40 with snow plows.		15
Goshen Branch Maximum speed.		25	First Class Trains, within yard limits.	30	30	Boise Branch Between Boise Jct. and Boise Freight.		25
Light MacArthur type engines.		20	3800 class engines.	30	30	Between Boise Freight and Barber.		15
Yellowstone Branch Between Idaho Falls and Ashton.	50	35	Rupert, on west leg of wye.	10	10	Stoddard Branch Maximum speed.		20
Between Idaho Falls and West Yellowstone with MacArthur type engines.	40	30	Rupert, over streets and alleys.	12	12	Between Stoddard and end of track.		15
Between Ashton and Gerrit, watch for rocks.	35	25	Bridge 20.10.	25	25	Idaho Northern Branch Maximum speed.		30
Between Gerrit and Big Springs	50	35	Burley, within city limits.	20	20	Between Jenness and Bramwell.		20
Between Big Springs and West Yellowstone, watch for rocks.	35	25	Burley, over street crossings.	12	12	Trains handling high cars between Jenness and Bramwell.		12
Rexburg, Sugar City and St. Anthony, over streets and alleys.	20	20	Kimberly, within city limits.	40	40	Between Plaza and Banks. Watch for rocks between Black Canyon and Banks.		25
St. Anthony, over highway crossing just west of depot.	8	8	McMillan, on tracks leading to sugar factory, with 3800 class engines.	10	10	Banks, westward around curve east of east passing track switch, to east switch.		5
Between M.P. 55.4 and 55.7.	20	15	Buhl, on mill and elevator track with MacArthur type engines.		5	Between Banks and Smiths Ferry, watch for rocks.		15
Between M.P. 59.6 and 65.9.	20	15	North Side Branch Maximum speed.		30	Trains handling logs or high cars between Banks and M.P. 81.0.		12
Between M.P. 72.9 and 73.2.	35	25	Heavy MacArthur type engines.		15	Between Smiths Ferry and Cabarton, watch for rocks.		20
Between M.P. 74.0 and 74.2.	30	25	Between M.P. 30.0 and 30.5.		20	M.P. 31.4.		20
Between M.P. 85.2 and 85.5.	35	25	Raft River Branch Maximum speed.		20	Between M.P. 33.0 and 35.4.		10
Between M.P. 86.4 and 87.0.	20	15	Burley, within city limits.		20	Bridge 36.61.		20
Between M.P. 92.1 and 95.0.	20	15	Burley, over street crossings.		12	Between M.P. 99.6 and 113.6 on curves.		20
Between M.P. 99.9 and 100.8.	20	15	Oakley Branch Maximum speed.		25	Between M.P. 103.75 and 103.90.	10	10
East Belt Branch Maximum speed.		25	Light MacArthur type engines.		20	Between M.P. 128.2 and 128.5.		15
Light MacArthur type engines between Lincoln Jct. and Orvin.		20	Burley, within city limits.		20	McCall, over street crossings.		10
Light MacArthur type engines between Lincoln Jct. and Ririe.		15	Burley, over street crossings.		12	Wilder Branch Maximum speed.		25
Truss bridges.		15	Wells Branch Maximum speed.		30	Homedale Branch Maximum speed.		25
West Belt Branch Maximum speed.		25	Between M.P. 31.1 and 36.1.		25	Oregon Eastern Branch Maximum speed.		25
Truss bridges.		15	Between M.P. 45.9 and 53.3.		25	Hope Between M.P. 29.5 and 33.5, watch for rocks.		20
Highway Crossing M.P. 37.44.	5	5	Between M.P. 69.6 and 71.6.		25	Little Valley Between M.P. 36.5 and 37.6, watch for rocks.		20
			Between M.P. 91.1 and 91.4.		25			
			Between Herrell and Melandco.		20			
			Wells yard.		15			
			Ketchum Branch Maximum speed.	40	30			
			Bridge 16.04 with MacArthur type engines.	15	15			
			Bellevue, over streets and alleys.	12	12			

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

SYMBOLS AND ABBREVIATIONS

(Rules 6 and 6(A))

Rule 6

The following letters placed before figures of a schedule indicate:

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

Rule 6(A)

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

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

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

- C—coaling station;
- D—diesel oil station;
- I—interlocking;
- O—fuel oil station;
- P—dispatcher's telephone;
- T—turntable;
- W—water station;
- 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:

Blackfoot.....	Telegraph Office	Nampa.....	Train Dispatcher's Office
Boise Freight.....	Yard Telegraph Office	Nampa.....	East End Switch Shanty
Boise Freight.....	13th Street Yard Office	Nampa.....	West End Switch Shanty
Buhl.....	Telegraph Office	New Meadows.....	Telegraph Office
Burns.....	Telegraph Office	Nyssa.....	Telegraph Office
Emmett.....	Telegraph Office	Ontario.....	Telegraph Office
Glenns Ferry.....	Telegraph Office	Payette.....	Telegraph Office
Glenns Ferry Roundhouse	Register Room	Pocatello.....	Train Dispatcher's Office
Glenns Ferry.....	Yard Office	Pocatello.....	Yard Telegraph Office
Huntington.....	Yard Office	Pocatello.....	Switchmen's Locker Room
Huntington.....	Telegraph Office	Pocatello.....	Engine Crew Dispatcher's Office
Idaho Falls.....	Telegraph Office	Pocatello.....	Train Crew Dispatcher's Office
Idaho Falls.....	Yard Office	Pocatello.....	West End Yardmaster's Office
Idaho Falls.....	Engineers' Register Room	Pocatello.....	Tower Locker Room
Jerome.....	Telegraph Office	Pocatello.....	Passenger Conductors' Register Room, Passenger Station
Kemmerer.....	Telegraph Office	Rupert.....	Telegraph Office
Ketchum.....	Telegraph Office	Shoshone.....	Telegraph Office
Lima.....	Telegraph Office	Silver Bow.....	Telegraph Office
Marsing.....	Telegraph Office	Twin Falls.....	Telegraph Office
McCall.....	Telegraph Office	Twin Falls.....	Freight Office
Minidoka.....	Telegraph Office	Victor.....	Telegraph Office
Montpelier.....	Telegraph Office	Weiser.....	Telegraph Office
Montpelier.....	Engineers' Register Room	Wells.....	Telegraph Office
Nampa.....	Telegraph Office	West Yellowstone.....	Telegraph Office
Nampa.....	Central Yard Switch Shanty		
Nampa.....	Roundhouse Office		

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