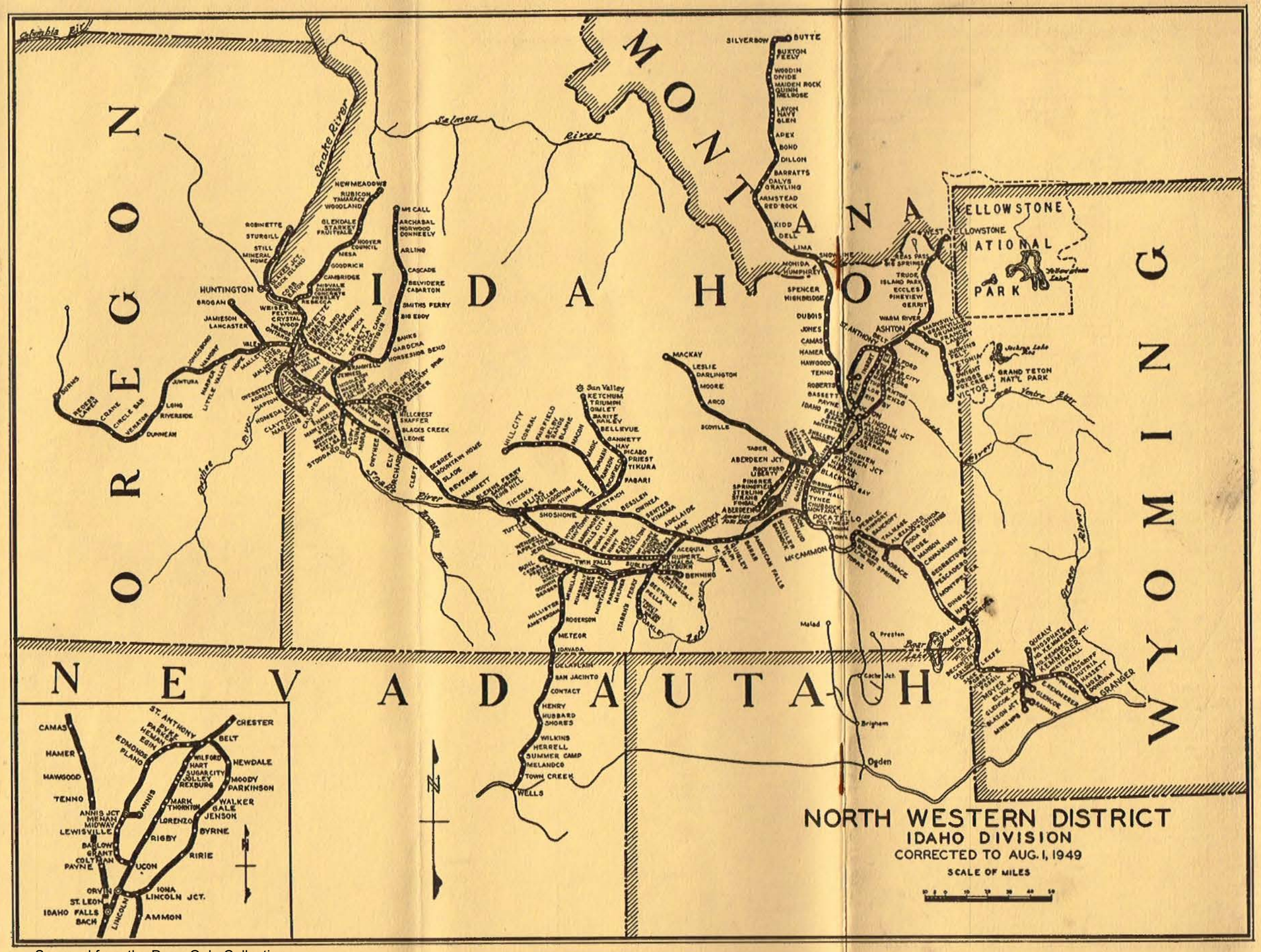

UNION PACIFIC RAILROAD COMPANY

NORTHWESTERN DISTRICT

SAFETY FIRST

IDAHO DIVISION

TIME-TABLE No. 9

Effective Sunday

June 17, 1951

At 12:01 A.M. Mountain Time

Be Careful Today

FOR EMPLOYES ONLY

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

Scanned from the Dean Ogle Collection.

L. A. COLLINS
General Manager

A. D. HANSON
General Supt. Transportation

E. HICKS
General Superintendent

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

First, Second and Fourth Subdivisions and Branches

W. H. Powers, Chief Train Dispatcher.....Pocatello, Ida.
L. R. Schou, Asst. Chief Train Dispatcher.....Pocatello, Ida.
R. R. Johnson, Asst. Chief Train Dispatcher..Pocatello, Ida.
H. L. Crawford, Asst. Chief Train Dispatcher..Pocatello, Ida.
H. J. Bailey, Asst. Chief Train Dispatcher....Pocatello, Ida.
K. A. Leger, Asst. Chief Train Dispatcher.....Pocatello, Ida.

Third Subdivision and Branches

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

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Train	At	Discharge Passengers From	Pick up Passengers Destined To
12	Any station First Subdivision.	Any station.	Any station.
17	Any station First Subdivision.	Any station.	Any station.
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.

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

NAME	TITLE	PLACE	TERRITORY
Douglas L. Gamette..	**Medical Director.**	**Los Angeles..**	**System.**
R. R. Merrell.....	**District Surgeon.**	**Pocatello.....**	**Idaho Division.**
H. H. Hughart.....	**Asst. to District Surgeon.....**	**Pocatello.....**	**Idaho Division.**
Richard G. Crandall...	Surgeon.....	Pocatello.....	Vicinity Pocatello.
H. Dean Hartvigson...	Surgeon.....	Pocatello.....	Vicinity Pocatello.
Forrest H. Howard.....	Surgeon.....	Pocatello.....	Vicinity Pocatello.
O. E. Merrell.....	Surgeon.....	Pocatello.....	Vicinity Pocatello.
David C. Miller.....	Surgeon.....	Pocatello.....	Vicinity Pocatello.
Clark T. Parker.....	Surgeon.....	Pocatello.....	Vicinity Pocatello.
Eugene V. Simison.....	Oculist and Aurist.	Pocatello.....	Vicinity Pocatello.
Frank L. Harms.....	Surgeon.....	Aberdeen.....	Aberdeen Jct. to Aberdeen.
Lowell G. Merrill.....	Surgeon.....	American Falls	Shoshone to Pocatello.
Ivan R. Egbert.....	Surgeon.....	Arco.....	Mackay Branch.
LaGrande C. Larsen...	Surgeon.....	Ashton.....	St. Anthony to Judkins and Big Spgs.
James O. Hampton.....	Surgeon.....	Blackfoot.....	Firth to Fort Hall and Aberdeen Jct.
Norman C. Hedemark.	Oculist.....	Boise.....	Vicinity Boise.
Arthur C. Jones.....	Oculist and Aurist.	Boise.....	Vicinity Boise.
William A. Koelsch.....	Surgeon.....	Boise.....	Orchard to Nampa and Boise.
Roy L. Peterson.....	Oculist and Aurist.	Boise.....	Vicinity Boise.
Warren D. Springer....	Surgeon.....	Boise.....	Orchard to Boise.
Melvin A. Drake.....	Surgeon.....	Buhl.....	Buhl to Twin Falls.
John W. Davis.....	Surgeon.....	Burley.....	Rupert, Oakley, Hansen.
Chas. A. Terhune.....	Surgeon.....	Burley.....	Rupert, Oakley, Hansen.
John H. Weare.....	Surgeon.....	Burns.....	Oregon Eastern Branch.
Harvey L. Casebeer....	Oculist and Aurist.	Butte.....	Butte to Dillon.
Robert L. Casebeer.....	Oculist and Aurist.	Butte.....	Butte to Dillon.
Richard C. Monahan...	Surgeon.....	Butte.....	Butte to Dillon.
Clifford M. Kaley.....	Surgeon.....	Caldwell.....	Nampa to Nyssa.
Robert T. Whiteman...	Surgeon.....	Cambridge....	Goodrich to Weiser.
Dale B. Patterson.....	Surgeon.....	Cascade.....	Donnelly to Banks.
John A. Edwards.....	Surgeon.....	Council.....	Midvale to New Meadows.
George L. Routledge...	Surgeon.....	Dillon.....	Melrose to Armstead.
Gordon M. Jensen.....	Surgeon.....	Driggs.....	Ashton to Victor.
A. C. Truxal.....	Surgeon.....	Dubois.....	Dubois and Vicinity.
James L. Reynolds.....	Surgeon.....	Emmett.....	New Plymouth to Banks and Middleton.
Marion J. Kerns.....	Surgeon.....	Fairfield.....	Hill City Branch.
Ward A. Rulien.....	Surgeon.....	Glenns Ferry..	Shoshone to Mountain Home.
John H. Cromwell.....	Surgeon.....	Gooding.....	Tunupa to Bliss.
R. H. Wright.....	Surgeon.....	Hailey.....	Ketchum Branch.
Simeon Hopper.....	Surgeon.....	Hazelton.....	Rupert to Bliss.
W. J. Kelly.....	Surgeon.....	Homedale.....	Homedale and vicinity.
Newell H. Battles.....	Oculist and Aurist.	Idaho Falls....	Idaho Falls.
Harvey E. Guyett.....	Surgeon.....	Idaho Falls....	Firth to Roberts, Ucon and Goshen Branch.
M. T. Rees.....	Surgeon.....	Idaho Falls....	Firth to Roberts, Ucon and Goshen Branch.
Fred E. Wallber.....	Oculist and Aurist.	Idaho Falls....	Idaho Falls.
W. C. Smail.....	Surgeon.....	Jerome.....	Rupert to Bliss.
Robert O. Hummer	Surgeon.....	Kemmerer....	Granger to Cokeville.
A. Edgar Robison.....	Surgeon.....	Lava Hot Springs.....	Soda Springs and Inkom.
Don S. Numbers.....	Surgeon.....	McCall.....	Idaho Northern Branch.
Carl D. Lusty.....	Surgeon.....	Meridian.....	Meridian and vicinity.
Harry H. King.....	Surgeon.....	Montpelier....	Cokeville to McCammon.
R. B. Lindsay.....	Surgeon.....	Montpelier....	Cokeville to Soda Springs.
Russell Tigert, Jr.....	Surgeon.....	Montpelier....	Montpelier and vicinity.
J. P. Weber.....	Surgeon.....	Mountain Home.....	Mountain Home and vicinity.
Ernest D. Hunsaker....	Aurist.....	Nampa.....	Nampa and vicinity.
Frederick D. Koehne...	Surgeon.....	Nampa.....	Mountain Home to Caldwell.
J. R. Mangum.....	Surgeon.....	Nampa.....	Mountain Home to Caldwell.
Thomas E. Mangum, Jr.	Surgeon.....	Nampa.....	Mountain Home to Caldwell.
Joseph J. Sarazin.....	Surgeon.....	Nyssa.....	Parma to Ontario and Marsing.
Sam Pobanz.....	Surgeon.....	Ontario.....	Payette to Nyssa.
Ira R. Woodward, Jr....	Surgeon.....	Payette.....	Weiser to Ontario and Fruitland.
M. F. Rigby.....	Surgeon.....	Rexburg.....	Rigby to St. Anthony.
W. L. Sutherland.....	Surgeon.....	Rexburg.....	Rigby to St. Anthony.
Aldon Tall.....	Surgeon.....	Rigby.....	Ucon to Rexburg and West and East Belt Branches.
Otto A. Moellmer.....	Surgeon.....	Rupert.....	Minidoka to Heyburn and Eden.
Emory L. Soule.....	Surgeon.....	St. Anthony..	Ashton to Sugar City.
Royal G. Neher.....	Surgeon.....	Shoshone.....	Richfield to Bliss and Minidoka.
Allen H. Tigert.....	Surgeon.....	Soda Springs..	Montpelier to McCammon.
Russell Tigert.....	Surgeon.....	Soda Springs..	Montpelier to McCammon.
John R. Moritz.....	Surgeon.....	Sun Valley....	Sun Valley.
Royal S. Cutler.....	Surgeon.....	Sun Valley....	Sun Valley.
Charles B. Beymer.....	Surgeon.....	Twin Falls....	Burley to Buhl and Contact.
Wallace Bond.....	Oculist and Aurist.	Twin Falls....	Twin Falls and vicinity.
Harwood L. Stowe.....	Surgeon.....	Twin Falls....	Buhl to Idavada and Milner.
Neal E. McCarthy.....	Surgeon.....	Vale.....	Vale and vicinity.
Harold F. Holsinger....	Surgeon.....	Wendell.....	Wendell and vicinity.
Marion S. McGrath.....	Surgeon.....	Weiser.....	Midvale to Payette and Rock Island.
F. K. Root.....	Surgeon.....	Wells.....	Wells to Contact.

CONDENSED TIME-TABLE

WESTWARD — EASTWARD

FIRST CLASS								Distance from Granger via Boise	Time-Table No. 9 June 17, 1951	FIRST CLASS							
19 Psgr.	61 Psgr.	11 Psgr.	105 Streamliner Passenger	403 Psgr.	457 Psgr.	17 Psgr.	25 Mail and Express			12 Psgr.	404 Psgr.	458 Psgr.	106 Streamliner Passenger	20 Psgr.	18 Psgr.	26 Mail and Express	62 Psgr.
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		STATIONS								
		5.05	**2.05**			4.05		0.0	GRANGER	A 9.15			A **12.42**		A **10.30**		
		10.25	**5.55**			9.50	1.10	213.9	POCATELLO	4.10			8.55		**5.25**	A **9.15**	
		1.40	**8.25**			**1.25**	4.45	373.8	GLENNS FERRY	12.15			6.10		**1.50**	**5.00**	
		3.25	**9.40**			**3.10**	7.05	448.4	BOISE	**10.25**			5.00		**12.10**	**2.40**	
		6.05	**11.40**			**5.55**	10.15	550.1	M.T. M.T. HUNTINGTON	**7.30**			3.05		9.40	11.40	
		5.15	**10.40**			**5.05**	9.25		P.T. P.T.	**6.20**			2.05		8.30	10.25	
		8.00	1.05			**8.05**	**12.20**	649.7	LA GRANDE	**3.45**			**11.40**		5.55	7.05	
		10.35	3.20			**11.20**	**3.00**	723.9	PENDLETON	**1.10**			**9.35**		3.15	4.25	
		10.45	3.30			**11.30**	**3.10**	727.5	RIETH	**12.50**			**9.20**		2.35	3.45	
9.00	Moscow **6.45**							940.6	SPOKANE					A 7.00			Moscow A 8.50
11.15	**10.50**							836.7	AYER					4.08			5.15
12.50	12.35							783.4	WALLULA					2.45			2.55
1.58	1.20	11.14	3.57			12.11	**3.52**	755.3	HINKLE	**12.10**			**8.46**	1.40	1.58	2.47	12.30
4.05		**1.15**	5.35			3.25	**6.20**	855.4	THE DALLES	10.15			**7.15**	**11.35**	12.05	12.30	
A 6.30	A 2.10 Pendleton	A **3.30**	A 7.30	8.30	8.00	A 6.00	A **9.00**	939.5	PORTLAND	8.10	A **1.45**	A **9.15**	**5.30**	**9.30**	**10.00**	**10.10**	**11.30** Pendleton
				10.59	9.53			1030.6	CENTRALIA		11.05	**7.05**					
				12.30	11.05			1084.6	TACOMA		9.45	**5.52**					
				A **1.45**	A 11.59			1122.7	SEATTLE		8.30	**4.45**					
										Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
(9.30) 38.9	(7.25) 29.4	(23.25) 40.1	(18.25) 51.0	(5.15) 34.9	(3.59) 46.0	(26.55) 34.9	(20.50) 34.8		.....Thru Time..... Average speed per hour	(24.05) 39.0	(5.15) 34.9	(4.30) 40.7	(18.12) 51.6	(9.30) 38.9	(23.30) 40.0	(22.05) 32.9	(9.20) 23.4

CONDENSED TIME-TABLE

WESTWARD — EASTWARD

FIRST CLASS					Distance from McCammon	Time-Table No. 9 June 17, 1951	FIRST CLASS				
31 Passenger	47 Passenger	33 Passenger	35 Passenger	29 Passenger			32 Passenger	34 Passenger	30 Passenger	36 Passenger	48 Passenger
Daily	Daily	Daily	Daily	Daily		STATIONS					
9.20		3.40		12.10	0.0	McCAMMON	A 4.45	A **6.05**	A 3.45		
A **9.55**		5.15	1.45	1.35	22.7	POCATELLO	4.15	**5.35**	3.15	A 1.35	
		6.08	2.30	2.20	46.9	BLACKFOOT		**4.00**	1.53	12.50	
		7.20	3.30	3.10	73.3	IDAHO FALLS		**3.15**	1.15	12.05	
	5.20	A 8.55	5.10		124.3	ASHTON		**1.15**		**10.10**	A **9.55**
	A 7.00				169.9	VICTOR					**8.15**
			A 7.30		180.4	WEST YELLOWSTONE				**7.30**	
				A 9.30	285.8	BUTTE			**7.00**		
							Daily	Daily	Daily	Daily	Daily
(0.35) 38.9	(1.40) 27.3	(5.15) 23.7	(5.45) 27.4	(9.20) 30.6		.....Thru Time..... .....Average speed per hour.....	(0.30) 45.4	(4.50) 25.7	(8.45) 32.6	(6.05) 25.9	(1.40) 27.3

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 263 Time Freight Daily	251 Time Freight Daily	257 Time Freight Daily	277 Time Freight Daily	FIRST CLASS 31 Passenger Daily	11 Passenger Daily	105 Streamliner Passenger Daily	17 Passenger Daily	33 Passenger Daily	29 Passenger Daily	Time-Table No. 9 June 17, 1951 STATIONS
150	RCS IPWY	10.00AM		2.45AM			5.05PM	2.05PM	4.05AM			DN-R GRANGER YL GN
70	P	10.08		2.53			5.09	2.09	4.09			DONOVAN
114	P	10.14		2.59			5.13	2.12	4.13			MOXA
75	P	10.21		3.06			5.18	2.16	4.18			HASSETT
117	P	10.26		3.11			5.21	2.19	4.21			NUTRIA
83	P	10.34		3.19			5.26	2.23	4.26			COSGRIFF
125	P	10.41		3.26			5.30	2.27	s 4.32			DN OPAL OW
77	P	10.49		3.34			5.36	2.31	4.38			FOLGER
130	PW	10.56		3.41			5.40	2.35	4.43			WATERFALL
		11.06		3.51			5.47	2.41	4.50			EAST KEMMERER YL
	CPTWXZ	11.15		4.00			s 5.54	f 2.43	s 5.00			DN KEMMERER YL Z
WS 71 ES 70	PXY	11.22		4.07			5.58	2.46	5.04			MOYER JCT. YL
WS 72 ES 76	PW XY	106 **11.47**		264 **4.30**			6.11	2.57	5.18			DN FOSSIL YL FI
98	PW	11.57AM		4.40			6.18	3.04	5.26			NUGGET
77	P	12.05PM		4.48			6.22	3.08	5.30			ORR
113	P	12.11		4.54			6.25	3.11	5.35			SAGE
68	P	12.18		5.01			6.29	3.15	5.40			CARLSON
124	P	12.24		5.07			6.33	3.19	5.44			BECKWITH
74	P	12.32		5.15			6.38	3.24	5.49			PIXLEY
128 125	PW	12.42		5.25			s 6.46	3.29	s 6.00			DN COKEVILLE CK
77	P	12.50		5.33			6.51	3.33	6.06			MARSE
124	P	12.56		5.39			6.55	3.37	6.11			BORDER
74	PW	1.04		5.47			7.01	3.42	6.19			PEGRAM
92	P	1.12		5.55			7.07	3.47	6.27			HARER
69	P	1.21		6.04			7.13	**3.52**262	6.33			DINGLE
	COPTWYZ	1.45 2.20		**6.20**17 **7.00**			7.25 7.35	s 4.00	**6.45**257 **6.55**			DN-R MX MONTPELIER YL
80	P	2.32		7.12			7.43	4.07	7.03			PESCADERO
109	PW	**2.40**262		7.20			7.49	4.13	7.10			GEORGETOWN
127	P	2.47		7.27			7.55	4.18	7.16			CAVANAUGH
104	P	2.53		7.33			7.59	4.22	7.21			MANSON
77	P	2.59		7.39			8.03	4.26	7.26			ROSE
186	PWY	3.08		7.48			f 8.12	4.32	s 7.40			DN SODA SPRINGS SD
113	PW	3.16		7.56			8.19	4.37	7.47			ALEXANDER
116	P	3.23		8.03			8.24	4.41	7.52			TALMAGE
368	CPWY	3.35		8.15			f 8.33	4.46	f 8.01			DN BANCROFT YL BN
116	P	3.41		8.21			8.38	4.50	8.06			KINPORT
120	P	3.48		8.28			8.43	4.54	8.11			PEBBLE
104	P	3.55		8.35			8.48	4.58	8.16			BROXON
102	PW	4.01		8.41			8.51	5.01	8.19			BLASER
30	PX	4.09		8.49			f 8.57	5.05	f 8.25			DN LAVA HOT SPGS. XY
CS 162	P	4.17		8.57			9.03	5.10	8.32			TOPAZ
226	IPWXY	4.30	10.30AM	9.10	1.20AM	9.20PM	9.13	5.18	f 8.43	3.40AM	12.10AM	DN McCAMMON YL MC
WS 51 ES 91	PWX	4.46	10.46	9.26	1.36	f 9.33	9.25	5.29	f 8.57	f 3.53	12.23	D INKOM KO
						9.39	9.31	5.34	9.04	3.59	12.29	PORTNEUF
	RCS COPTWYZ	A 5.20PM	A11.20AM	A10.05AM	A 2.30AM	A 9.55PM	A 9.45PM	A 5.45PM	A 9.20AM	A 4.15AM	A12.45AM	DN-R POCATELLO YL PO HCA
												(213.9)
		(7.20) 29.2	(0.50) 27.2	(7.20) 29.2	(1.10) 19.5	(0.35) 38.9	(4.40) 45.8	(3.40) 58.3	(5.15) 40.7	(0.35) 38.9	(0.35) 38.9	.....Thru Time..... .....Average speed per hour.....

BLOCK SIGNALS — Double Track

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, 31, 32, 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 2.

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

FIRST SUBDIVISION — EASTWARD

Time-Table No. 9 June 17, 1951 STATIONS	Mile Post	FIRST CLASS 30 Passenger	12 Passenger	32 Passenger	106 Streamliner Passenger	18 Passenger	34 Passenger	SECOND CLASS 262 Time Freight	278 Stock Special	270 Time Freight	264 Time Freight
DN-R GRANGER YL GN	0.0		Af9.15AM		A12.42PM	A10.30PM		A 7.30PM			A 6.20AM
DONOVAN	4.1		9.09		12.37	10.22		7.16			6.07
MOXA	7.7		9.05		12.34	10.18		7.10			6.00
HASSETT	12.5		9.00		12.30	10.13		7.03			5.52
NUTRIA	15.4		8.57		12.27	10.10		6.58			5.47
COSGRIFF	20.2		8.52		12.23	10.05		6.51			5.39
DN OPAL OW	24.5		f 8.47		12.19	10.00		6.44			5.32
FOLGER	29.3		8.41		12.15	9.55		6.37			5.24
WATERFALL	33.6		8.36		12.11	9.50		6.30			5.16
EAST KEMMERER YL	39.0		8.29		12.05	9.43		6.20			5.06
DN KEMMERER YL Z	39.7		s 8.27		f12.03PM	s 9.41		6.15			5.01
MOYER JCT. YL	42.3		8.19		11.58AM	9.33		6.03			4.53
DN FOSSIL YL FI	50.3		8.04		263 **11.47**	9.18		5.40			257 **4.30**
NUGGET	56.0		7.56		11.40	9.10		5.23			4.13
ORR	59.6		7.51		11.36	9.05		5.15			4.05
SAGE	63.1		7.47		11.33	9.01		5.08			3.58
CARLSON	67.3		7.42		11.29	8.56		5.00			3.50
BECKWITH	71.3		7.38		11.25	8.52		4.53			3.43
PIXLEY	77.4		7.32		11.20	8.47		4.45			3.35
DN COKEVILLE CK	83.5		s 7.25		11.15	s 8.40		4.35			3.25
MARSE	88.2		7.16		11.10	8.30		4.23			3.15
BORDER	92.1		7.12		11.07	8.25		4.17			3.09
PEGRAM	97.7		7.06		11.02	8.18		4.09			3.01
HARER	102.9		6.59		10.57	8.11		4.01			2.53
DINGLE	108.0		6.53		10.52	8.04		**3.52**105			2.45
DN-R MX MONTPELIER YL	115.0		6.45 6.35		s10.45	7.55 7.45		3.35 3.10			2.30 1.55
PESCADERO	121.3		6.20		10.33	7.30		2.50			1.37
GEORGETOWN	126.8		6.13		10.28	7.23		**2.40**263			1.28
CAVANAUGH	131.9		6.07		10.23	7.17		2.31			1.21
MANSON	136.1		6.03		10.19	7.13		2.25			1.15
ROSE	140.0		5.59		10.15	7.09		2.19			1.09
DN SODA SPRINGS SD	146.0		s 5.50		10.09	s 7.00		2.07			12.57
ALEXANDER	151.6		5.38		10.03	6.48		1.56			12.46
TALMAGE	156.2		5.32		9.58	6.42		1.45			12.35
DN BANCROFT YL BN	161.8		f 5.24		9.53	f 6.34		1.30			12.20
KINPORT	165.6		5.16		9.48	6.28		1.19			12.09
PEBBLE	170.3		5.11		9.43	6.23		1.11			12.01AM
BROXON	174.8		5.06		9.38	6.18		1.03			11.53PM
BLASER	177.4		5.03		9.35	6.15		12.56			11.46
DN LAVA HOT SPGS. XY	180.0		f 4.58		9.31	f 6.10		12.48			11.38
TOPAZ	184.3		4.50		9.26	6.02		12.33			11.23
DN McCAMMON YL MC	191.2	A 3.45AM	s 4.41	As4.45AM	9.19	5.53	As6.05PM	12.15PM	A 2.20PM	A 8.40PM	11.05
D INKOM KO	201.9	3.31	4.25	s 4.31	9.08	5.40	f 5.51	11.55AM	1.55	8.15	10.45
PORTNEUF	207.7	3.25	4.19	4.24	9.02	5.34	5.44				
DN-R PO POCATELLO YL HCA	213.9	3.15AM	4.10AM	4.15AM	8.55AM	5.25PM	5.35PM	11.30AM	1.30PM	7.50PM	10.20PM
(213.9)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
.....Thru Time..... .....Average speed per hour.....		(0.30) 45.4	(5.05) 42.1	(0.30) 45.4	(3.47) 56.6	(5.05) 42.1	(0.30) 45.4	(8.00) 26.7	(0.50) 27.2	(0.50) 27.2	(8.00) 26.7

BLOCK SIGNALS — Double Track

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, 31, 32, 33 and 34, and not less than fifteen minutes by second-class, extra trains and yard engines.

No. 12 reduce speed to 20 MPH to dispatch mail and newspapers at Alexander and Georgetown.

For conditional stops to discharge or pick up revenue passengers.—See page 2.

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

WESTWARD — SECOND SUBDIVISION — EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		FIRST CLASS 11 Passenger Daily	105 Streamliner Passenger Daily	17 Passenger Daily	49 Mixed Daily	25 Mail and Express Daily	Time-Table No. 9 June 17, 1951 STATIONS	Mile Post	FIRST CLASS 12 Passenger Daily	106 Streamliner Passenger Daily	18 Passenger Daily	26 Mail and Express Daily	50 Mixed Daily
	COPTWYZ	10.25PM	5.55PM	9.50AM	3.30AM	1.10AM	DN-R II-CA POCATELLO YL PO (DOUBLE TRACK)	213.9	A 3.40AM	A 8.45AM	A 5.05PM	A 9.15PM	A11.45PM
							10.4						
151	P	10.40	6.10	10.05	f 3.45	1.25	MICHAUD (DOUBLE TRACK)	224.3	3.20	8.30	4.45	8.36	f11.17
							5.8						
125	P	10.46		10.11	3.53	1.31	BANNOCK	230.1	3.15		4.40	8.30	11.09
							8.4						
147	PW	s10.56[50]	6.21	s10.21	s 4.06	f 1.40	DN AMERICAN FALLS AF	238.5	s 3.06	8.19	s 4.31	s 8.20	s10.56[11]
							3.8						
125	P	11.01	6.26	10.26	4.12	1.45	BORAH	242.3	2.59	8.14	4.24	8.08	10.41
							7.8						
125	P	11.08	6.32	10.34	4.20	1.52	QUIGLEY	250.1	2.52	8.08	4.17	8.00	10.30
							5.9						
125	PW	11.13	6.37	10.39	f 4.26	1.57	WAPI	256.0	2.47	8.03	4.12	7.54	f10.22
							3.8						
125	P	11.16	6.40	10.42	4.30	2.00	DEWOFF	259.8	2.43	8.00	4.08	7.50	10.16
							7.5						
125	P	11.22	6.46	10.49	4.37	2.06	HAWLEY	267.3	2.36	7.54	4.01	7.42	10.07
							5.1						
469	COPWY	s11.30	6.51	s11.05	A 4.50AM	2.13	DN MINIDOKA YL RT	272.4	s 2.30	7.49	s 3.55	s 7.35	10.00PM
							3.8						
125	P	11.34	6.55	11.09		2.20[12]	MAX	276.2	2.20[25]	7.44	3.45	7.20	
							8.1						
125	P	11.41	7.02	11.16		2.28	ADELAIDE	284.3	2.13	7.37	3.38	7.12	
							4.7						
125	PW	11.45	7.06[26]	11.20		2.32	KIMAMA	289.0	2.09	7.33	3.34	f 7.06[105]	
							6.7						
125	P	11.51	7.12	11.26		2.38	SENTER	295.7	2.03	7.27	3.28	6.51	
							7.8						
125	P	11.58PM	7.18	11.33		2.45	OWINZA	303.5	1.56	7.21	3.21	6.44	
							5.8						
125	P	12.03AM		11.38		2.50	BESSLEN	309.3	1.51		3.16	6.39	
							4.6						
121	P	12.07	7.26	11.42		s 2.57	D DIETRICH HD (DOUBLE TRACK)	313.9	1.46	7.13	3.11	s 6.33	
							7.6						
420	COPWY	s12.20	s 7.35	s11.55AM		s 3.15	DN X SHOSHONE YL (DOUBLE TRACK)	321.5	s 1.35	s 7.05	s 3.00	s 6.20	
							9.3						
125	P	12.31	7.44	12.06PM		3.26	TUNUPA	330.8	1.19	6.53	2.45	5.59	
							6.7						
186	PW	s12.40	7.50	s12.16		s 3.36	DN GOODING GD	337.5	s 1.11	6.47	s 2.37	s 5.52	
							6.7						
125	P	12.47	7.56	12.23		3.43	FULLER	344.2	1.01	6.41	2.28	5.42	
							6.3						
250	PWY	12.53[12]	8.01	s12.33		s 3.52	DN BLISS IS	350.5	12.53[11]	6.36	2.22	s 5.35	
							6.8						
230	PY	1.00	8.07	12.40		3.59	TICESKA (DOUBLE TRACK)	357.3	12.40	6.30	2.15	5.25	
							9.5						
125	PWX	1.17	8.16	12.56		s 4.16	KING HILL (DOUBLE TRACK)	366.8	12.24	6.19	1.59	f 5.10	
							7.0						
	COPTWY	A 1.30AM	As8.25PM	A 1.15PM		A 4.35AM	DN-R GF GLENNS FERRY YL (DOUBLE TRACK)	373.8	12.15AM	6.10AM	1.50PM	5.00PM	
							(159.9)		Daily	Daily	Daily	Daily	Daily
		(3.05) 51.9	(2.30) 64.0	(3.25) 46.8	(1.20) 43.9	(3.25) 46.8	.....Thru Time..... ....Average speed per hour.....		(3.25) 46.8	(2.35) 61.9	(3.15) 49.2	(4.15) 37.6	(1.45) 33.4

CENTRALIZED TRAFFIC CONTROL

WESTWARD — KUNA LINE — EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		SECOND CLASS 257 Time Freight Daily	Time-Table No. 9 June 17, 1951 STATIONS	Mile Post	SECOND CLASS 262 Time Freight
195	CIPWY	5.05AM	DN ORCHARD YL OD	423.0	A10.15PM
			7.8		
84	P	5.17	ELY	430.8	10.00
			3.9		
105	P	5.22	OWYHEE	434.7	9.50
			7.9		
77	P	5.32	MORA	442.6	9.31
			4.1		
116	P	5.37	D KUNA KA	446.7	9.20
			5.1		
84	P	5.44	COLLOPY	451.8	9.05
			4.8		
	COPTWYZ	A 6.00AM	DN-R NAMPA YL AU-Q-D	456.6	8.50PM
			(33.6)		Daily
		(0.55) 36.6	.....Thru Time..... ....Average speed per hour.....		(1.25) 23.7

BLOCK SIGNALS

On Kuna Line, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
Between Orchard and Nampa, all extra trains will run via Kuna Line unless otherwise instructed.
For conditional stops to discharge or pick up revenue passengers, see page 2.
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 257 Time Freight Daily	FIRST CLASS 105 Streamliner Passenger Daily	17 Passenger Daily	25 Mail and Express Daily	11 Passenger Daily	Time-Table No. 9 June 17, 1951 STATIONS	Mile Post	FIRST CLASS 106 Streamliner Passenger	18 Passenger	26 Mail and Express	12 Passenger	SECOND CLASS 262 Time Freight
	COPTWY	3.30AM	8.25PM	1.25PM	4.45AM	1.40AM	DN-R GF GLENNS FERRY YL (DOUBLE TRACK)	373.8	As6.10AM	A 1.40PM	A 4.45PM	A12.05AM	A11.45PM
							8.9						
CS115	PW	3.50	8.35	1.37	s 4.59	1.52	HAMMETT (DOUBLE TRACK)	382.7	5.59	1.27	s 4.20	11.48PM	11.21
							10.8						
CS127	PY	4.20	8.49	1.55	5.18	2.10	DN REVERSE YL RV (DOUBLE TRACK)	393.5	5.48	1.12	4.01	11.33	11.01
							8.1						
256	PWY	4.35	8.56	s 2.07	s 5.41[106]	s 2.23	DN MOUNTAIN HOME MZ	401.6	5.41[25]	s 1.02	s 3.50	s11.23	10.46
							5.9						
154	P	4.43	9.01	2.14	5.50	2.29	SEBREE	407.5	5.36	12.55	3.38	11.15	10.37
							5.2						
141	P	4.50	9.06	2.19	5.56	2.34	CLEFT	412.7	5.32	12.50	3.32	11.10	10.30
							10.3						
195	CIPWY	A 5.05AM	9.13	2.28	s 6.10	2.43	DN ORCHARD YL OD	423.0	5.24	12.40	s 3.20	11.00	10.15PM
							7.3						
78	P		9.20	2.37	6.19	2.51	LEONE	B-430.3	5.17	12.31	3.08	10.52	
							5.6						
79	P		9.25	2.43	6.26	2.57	BLACK'S CREEK	B-435.9	5.12	12.25	3.00	10.45	
							5.8						
62	P		9.31	2.50[26]	6.32	3.03	SHAFER	B-441.7	5.06	12.18	2.50[17]	10.37	
							6.7						
109	PWY	VIA KUNA LINE	s 9.40	3.00 3.10	6.45 7.05	3.15 3.25	DN BOISE YL BG	B-448.4	s 5.00	12.10 12.05PM	2.40 2.30	10.25 10.15	VIA KUNA LINE
							2.3						
	P		9.43	3.13	7.15	3.28	BOISE JCT.	B-450.7	4.54	11.59AM	2.24	10.07	
							0.7						
35	P		9.44	3.14	7.16	3.29	PERKINS	B-451.4	4.53	11.58	2.23	10.06	
							3.2						
31	P		9.47	3.17	7.19	3.32	BEATTY	B-454.6	4.50	11.55	2.20	10.02	
							2.7						
77	P		9.50	f 3.21	s 7.24	s 3.35	D MERIDIAN MD	B-457.3	4.47	11.52	s 2.17	9.58	
							3.4						
25	P		9.53[12]	3.25	7.28	3.39	SONNA	B-460.7	4.44	11.49	2.10	9.53[105]	
							7.2						
	OPTWYZ	6.00AM	s10.08	3.40 3.50	7.40 7.50	3.50 4.00	DN-R D NAMPA YL AU-Q	456.6	s 4.36	11.40 11.30	2.00 1.50	9.35 9.25	A 8.50PM
							4.2						
57	P	6.06	10.12	3.55	7.55	4.05	MOSS	460.8	4.24	11.22	1.43	9.12	8.40
							4.8						
204	PW	6.14	10.17	s 4.05	s 8.06	s 4.20[106]	DN CALDWELL YL CW	465.6	4.20[11]	s11.17	s 1.37	s 9.06	8.32
							3.6						
122	P	6.19	10.20	4.09	8.10	4.26	ENROSE	469.2	4.16	11.08	1.27	8.58	8.27
							3.3						
139	P	6.23	10.23	s 4.14	f 8.14	4.29	D NOTUS U	472.5	4.13	11.05	s 1.24	8.55	8.23
							8.3						
161	P	6.34	10.30	s 4.25	s 8.25	4.36	DN PARMA MA	480.8	4.06	f10.57	s 1.14	8.48	8.12
							7.6						
155	PWY	6.44	10.37	s 4.35	s 8.36	s 4.45	DN NYSSA YL SY	488.4	3.59	s10.49	s 1.01	s 8.40	8.02
							8.4						
	PY	6.56		4.44	8.44	4.54	MALHEUR JCT. YL	496.8		10.38	12.48	8.28	7.50
							1.9						
444	COPY	7.01	10.48	s 4.53	s 8.53	s 5.01	DN ONTARIO YL ON	498.7	3.49	s10.35	s12.45	s 8.25	7.45
							3.8						
190	PW	7.08	10.54	s 5.01	s 9.03	s 5.12	DN PAYETTE YL AY	502.5	3.43	s10.25	s12.30	s 8.15	7.31
							6.8						
84	P	7.18	11.00	5.08	9.10	5.19	CRYSTAL	509.3	3.37	10.17	12.20	8.07	7.21
							6.6						
233	PWY	7.28	11.08	s 5.20	s 9.22	s 5.30	DN WEISER YL SR	515.9	3.31	s10.10	s12.13	s 8.00	7.11
							6.1						
77	P	7.37	11.14	5.27	9.29	5.36	EATON	522.0	3.24	10.02	12.02PM	7.52	7.02
							3.7						
115	P	7.42	11.18	5.31	9.34	5.41	COBB	525.7	3.21	9.58	11.58AM	7.48	6.57
							8.3						
116	P	7.56	11.28	5.41	9.49[18]	5.50	ROCK ISLAND	534.0	3.12	9.49[25]	11.49	7.39	6.43
							3.1						
	P						BLAKES JCT.	537.1					
							1.7						
	OPTWYZ	A 8.20AM	s A11.40PM	A 5.55PM	A10.15AM	A 6.05AM	DN-R YL HU HUNTINGTON	538.8	3.05AM	9.40AM	11.40AM	7.30PM	6.30PM
							(176.3)		Daily	Daily	Daily	Daily	Daily
			(4.50) 34.1	(3.15) 54.3	(4.30) 39.2	(5.30) 32.1	(4.25) 39.9	.....Thru Time..... .....Average speed per hour.....	(3.05) 57.2	(4.00) 44.1	(5.05) 34.7	(4.35) 38.5	(5.15) 31.4

BLOCK SIGNALS

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.

For conditional stops to discharge or pick up revenue passengers, see page 2.

For stations not shown on schedule pages, see page 17.

Between the end of Centralized Traffic Control territory at Glenns Ferry and the end of double track at Reverse, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.

FOURTH SUBDIVISION

WESTWARD — **EASTWARD**

Time-Table No. 9, June 17, 1951

(Distances between stations are shown in parentheses before the station name. Block Signals: Pocatello to Idaho Falls, and Spencer to Humphrey.)

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS 251 Time Freight Daily	SECOND CLASS 277 Time Freight Daily	FIRST CLASS 33 Passenger Daily	FIRST CLASS 35 Passenger Daily	FIRST CLASS 29 Passenger Daily	STATIONS	Mile Post	FIRST CLASS 36 Passenger	FIRST CLASS 30 Passenger	FIRST CLASS 34 Passenger	SECOND CLASS 252 Time Freight	SECOND CLASS 278 Stock Special
COPTWYZ	3.15PM	3.30AM	5.15AM	1.45AM	1.35AM [36]	DN-R **POCATELLO YL** H CA PO	133.9	A 1.35AM [29]	A 2.45AM	A 4.45PM	A 9.00PM	A 11.00AM
P	3.30	3.45	5.25	1.57	1.45	(2.8) **MONTANA JCT.**	136.7	1.16	2.30	4.28	8.03	10.33
129 P	3.36	3.51	f 5.29	2.02	1.49	(3.7) TYHEE	140.4	1.12	2.20	f 4.24	7.56	10.26
73 PW	3.44	3.59	s 5.37	**2.10** [30]	f 1.55	(5.3) D **FORT HALL** FH	145.7	1.05	**2.10** [35]	s 4.17	7.48	10.18
74 P	**4.08** [34]	4.08	f 5.43	2.17	**2.02** [30]	(5.3) GIBSON	151.0	12.58	**2.02** [29]	f **4.08** [251]	7.40	10.10
ES 95 WS 82 CPWY	4.20	4.20	s 6.08	s 2.30	s 2.20	(7.1) DN **BLACKFOOT YL** BF	158.1	s 12.50	s 1.53	s 4.00	7.25	9.55
74 P	4.30	4.30	f 6.16	2.37	2.27	(5.9) WAPELLO	164.0	12.34	1.40	f 3.46	7.10	9.40
74 PW	4.38	4.38	s 6.24	2.44	f 2.34	(5.4) D FIRTH FR	169.4	12.27	1.35	s 3.39	7.00	9.30
PY						(0.4) **GOSHEN JCT.**	169.8					
105 P	4.48	4.48	s 6.34	f 2.52	f 2.42	(5.7) DN SHELLEY SY	175.5	f 12.19	s 1.28	s 3.30	6.50	9.20
73 P	4.54	4.54	f 6.39	2.57	2.47	(3.8) COTTON	179.3	12.13	1.22	f 3.23	6.43	9.13
99 P	5.00	5.00	6.43	3.01	2.51	(3.8) BACH **YL**	183.1	12.09	1.18	3.19	6.35	9.05
COPTWYZ	5.25	6.10	A 7.00AM	A 3.15AM	s 3.10	(1.4) DN-R **IDAHO FALLS YL** AK	184.5	12.05AM	s 1.15	3.15PM	6.30	9.00
53 P	**5.45** [252]	6.30			f 3.23	(6.7) PAYNE	191.2		f 12.56		**5.45** [251]	7.50
53 P	5.53	6.40			f 3.29	(5.3) BASSETT	196.5		f 12.50		5.30	7.40
57 PW	6.02	6.50			s 3.38	(5.5) D ROBERTS AR	202.0		s 12.43		5.20	7.30
55 P	6.11	7.00			3.45	(5.0) TENNO	207.0		12.35		5.10	7.20
51 P	6.20	**7.10** [278]			3.51	(5.1) HAWGOOD	212.1		12.29		5.00	**7.10** [277]
53 P	6.29	7.20			s 3.58	(5.4) HAMER	217.5		s 12.23		4.50	6.55
52 PY	6.39	7.32			s 4.06	(5.6) CAMAS	223.1		s 12.15		4.40	6.45
50 P	6.48	7.45			4.13	(5.1) JONES	228.2		12.09		4.28	6.33
51 63 CPWY	7.15	8.20			s 4.32	(6.7) DN DUBOIS **YL** BO	234.9		s 12.01AM		4.15	6.20
52 P	7.33	8.38			4.43	(8.0) HIGHBRIDGE	242.9		11.45PM		3.50	5.55
54 PW	7.45	8.50			s 4.53	(5.6) D SPENCER RC	248.5		s 11.37		3.35	5.40
55 58 PW	8.11	9.16			f **5.12** [278]	(9.5) HUMPHREY	258.0		f 11.18		3.10	**5.12** [29]
65 PY	8.30	9.35			s 5.25	(6.7) D MONIDA MO	264.7		s 11.08		2.50	4.45
54 PW	8.47	9.52			f 5.37	(8.1) SNOWLINE	272.8		f 10.55		2.30	4.25
COPTWY	**9.15** [30] **10.35**	10.15AM 12.15PM			5.55 6.05	(7.1) DN-R **LIMA YL** RD	279.9		**10.45** [251] **10.35**		2.00 1.00	4.00 3.00
52 P	10.55	**12.35** [252]			s 6.17	(8.1) D DELL DE	288.0		s 10.20		**12.35** [277]	2.15
53 P	11.07	12.50			f 6.25	(6.0) KIDD	294.0		f 10.11		12.20PM	2.00
80 P	11.29	1.12			s 6.47	(13.0) D ARMSTEAD AD	307.0		s 9.55		11.50AM	1.30
51 P	11.43	1.27			f 6.56	(5.9) GRAYLING	312.9		f 9.40		11.35	1.15
68 P	11.58PM	1.42			f 7.06	(7.5) BARRATTS	320.4		f 9.29		11.20	1.00
69 CPW	**12.40AM** [278]	3.00			s 7.16	(7.6) DN DILLON **YL** DN	328.0		s 9.18		11.00	**12.40** [251]
39 P	12.55	3.13			f 7.31	(6.4) BOND	334.4		f 9.01		10.16	12.15
48 P	1.11	3.30			f 7.39	(5.9) APEX	340.3		f 8.53		10.05	12.05AM
51 PY	1.40	3.55			f 7.55	(8.4) NAVY	348.7		f 8.37		9.47	11.47PM
65 CPW	2.10	4.25			s 8.10	(10.2) D MELROSE VI	358.9		s 8.22		9.25	11.25
41 P	2.30	4.45			f 8.20	(6.0) QUINN	364.9		f 8.05		9.05	11.06
42 P	2.45	5.00			s 8.29	(5.2) D DIVIDE J	370.1		s 7.55		8.52	10.53
69 P	2.55	5.10			f **8.38** [252]	(4.2) WOODIN	374.3		f 7.47		**8.38** [29]	10.42
23 P	3.15	5.30			f 8.50	(6.4) FEELY	380.7		f 7.37		7.57	10.27
52 P	3.26	5.42			f 8.58	(3.9) BUXTON	384.6		f 7.29		7.45	10.15
PWY	A 4.00AM	A 6.00PM			As 9.10AM	(5.4) DN-R **SILVER BOW YL** SB	390.0		s 7.20PM		7.30AM	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 9.30 AM	(7.0) DN **BUTTE YL** BY	397.0		7.00 PM		7.00 AM	9.30 PM
						(263.1)		Daily	Daily	Daily	Daily	Daily
	(13.45) 19.1	(17.30) 15.0	(1.45) 28.9	(1.30) 33.7	(7.55) 33.2	..........Thru Time.......... .....Average speed per hour.....		(1.30) 33.7	(7.45) 33.9	(1.30) 33.7	(14.00) 18.8	(13.30) 19.4

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.
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

Time-Table No. 9, June 17, 1951

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	STATIONS	Mile Post
CPTWZ	DN-R **KEMMERER YL** Z	0.0
	(1.0) NO. KEMMERER JCT. **YL**	1.0
	(1.4) NO. KEMMERER **YL**	2.4
	(2.7) PHOSPHATE **YL**	5.1
22	(4.1) **QUEALY YL**	9.2
	(9.2)	

WESTWARD CUMBERLAND BRANCH EASTWARD

Time-Table No. 9, June 17, 1951

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	STATIONS	Mile Post
WS 71 ES 70 PY	**MOYER JCT. YL**	0.0
53	(4.8) **GLENCOE JCT. YL**	4.8
	(4.5) **BLAZON JCT.**	9.3
16	(3.7) **MINE NO. 8 YL**	13.0
	(13.0)	

WESTWARD ELKOL BRANCH EASTWARD

Time-Table No. 9, June 17, 1951

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	STATIONS	Mile Post
53	**GLENCOE JCT. YL**	0.0
	(3.9) **ELKOL**	3.9
	(3.9)	

WESTWARD GLENCOE BRANCH EASTWARD

Time-Table No. 9, June 17, 1951

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	STATIONS	Mile Post
53	**GLENCOE JCT.**	0.0
59	(1.9) **GLENCOE**	1.9
	(1.9)	

WESTWARD BLAZON BRANCH EASTWARD

Time-Table No. 9, June 17, 1951

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	STATIONS	Mile Post
	BLAZON JCT.	0.0
	(1.4) **RADIANT**	1.4
	(1.4)	

WESTWARD CONDA BRANCH EASTWARD

Time-Table No. 9, June 17, 1951

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	STATIONS	Mile Post
186 PWY	DN **SODA SPRINGS** SD	0.0
6	(2.8) FORMATION (Spur)	2.8
6	(2.8) PANTING	5.6
19 Y	(1.4) **CONDA**	7.0
	(7.0)	

WESTWARD GRACE BRANCH EASTWARD

Time-Table No. 9, June 17, 1951

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	STATIONS	Mile Post
113 PW	**ALEXANDER YL**	0.0
16	(6.0) D **GRACE** GA	6.0
	(6.0)	

WESTWARD GAY BRANCH EASTWARD

Time-Table No. 9, June 17, 1951

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	STATIONS	Mile Post
73 PW	D **FORT HALL** FH	0.0
42	(9.1) M.P. 9.1	9.1
132 YZ	(11.7) **GAY**	20.8
	(20.8)	

WESTWARD GOSHEN BRANCH EASTWARD

Time-Table No. 9, June 17, 1951

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	STATIONS	Mile Post
PY	**GOSHEN JCT.**	0.0
19	(4.8) GOSHEN	4.8
22	(5.8) GERRARD	10.6
11	(1.8) INDIAN	12.4
14	(2.8) HACKMAN	15.2
P	(6.4) **LINCOLN JCT.**	21.6
	(21.6)	

WESTWARD ANNIS BRANCH EASTWARD

Time-Table No. 9, June 17, 1951

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	STATIONS	Mile Post
	ANNIS JCT.	0.0
4	(0.5) GRAYS (Spur)	0.5
7	(2.1) **ANNIS** (Spur)	2.6
	(2.6)	

WESTWARD GARDNER BRANCH EASTWARD

Time-Table No. 9, June 17, 1951

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	STATIONS	Mile Post
	GARDNER JCT.	0.0
23	(3.2) PETERSON	3.2
	(0.2) **END OF TRACK**	3.4
	(3.4)	

WESTWARD THOMAS BRANCH EASTWARD

Time-Table No. 9, June 17, 1951

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	STATIONS	Mile Post
	THOMAS JCT.	0.0
12	(4.4) THOMAS (Spur)	4.4
	(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 S-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 477 Local Freight Daily Except Sunday	SECOND CLASS 491 Mixed Daily Except Sunday	FIRST CLASS 33 Passenger Daily	FIRST CLASS 35 Passenger Daily	Time-Table No. 9 June 17, 1951 STATIONS	Mile Post	FIRST CLASS 34 Passenger Daily	FIRST CLASS 36 Passenger Daily	SECOND CLASS 492 Mixed Daily Except Sunday	SECOND CLASS 478 Local Freight Daily Except Sunday
	COPTWYZ	9.15AM	7.55AM	7.20AM	3.30AM	DN-R **IDAHO FALLS YL** AK	0.0	A 2.50PM	A11.45PM	A 2.00PM	A 7.00PM
						3.0					
17	PY	9.25	Af8.05AM	7.26	3.36	**ORVIN YL**	3.0	2.33	11.35	f 1.50	5.45
						4.6					
60	PW	9.40		s 7.34	3.42	D **UCON** UN	7.6	s 2.25	11.28	1.40PM	5.35
						6.2					
54	P	10.05		s 7.45	s 3.53	D RIGBY RG	13.8	s 2.15	s11.18		5.20
						4.3					
36	W	10.20		f 7.51	3.59	LORENZO	18.1	s 2.08	11.08		4.40
						2.6					
27	P	10.40		s 7.56	4.03	THORNTON	20.7	s 2.03	11.04		4.30
						5.3					
67	P	11.10		s 8.06	s 4.13	D REXBURG RX	26.0	s 1.55	s10.56		4.10
						3.8					
51	P	11.25		s 8.13	4.18	D SUGAR CITY SC	29.8	s 1.48	10.45		3.10
						1.1					
36	PY					HART	30.9				
						5.9					
118	PWY	11.40AM		s 8.25	s 4.30	D **ST. ANTHONY YL** SH	36.8	s 1.38	s10.34	A10.50AM	2.40
						1.5					
	P					**BELT YL**	38.3			10.40AM	
						4.5					
43	P	12.05PM		f 8.35	4.38	CHESTER	42.8	s 1.27	10.22		1.45
						8.2					
46	COPWY	A12.30PM		A 8.55AM	s 5.10	DN-R **ASHTON YL** HN	51.0	1.15PM	s10.10		1.30PM
						1.5					
						INGLING	52.5		9.55		
						5.7					
28	P				f 5.27	WARM RIVER	58.2		f 9.35		
						8.7					
15	P				f 5.53	GERRIT	66.9		f 9.07		
						8.8					
22					f 6.09	ECCLES	75.7		f 8.52		
						4.9					
15	P				f 6.19	ISLAND PARK	80.6		f 8.43		
						4.8					
29	P				s 6.30	TRUDE	85.4		s 8.34		
						5.3					
26	PWY				s 6.44	BIG SPRINGS	90.7		s 8.20		
						6.5					
22	PY				7.01	REAS PASS	97.2		f 7.55		
						9.9					
29	COPWY				A 7.30AM	D-R **WEST YELLOWSTONE YL** WS	107.1		7.30PM		
						(107.1)		Daily	Daily	Daily Except Sunday	Daily Except Sunday
		(3.15) 15.7	(0.10) 18.0	(1.35) 32.2	(4.00) 26.8	.....Thru Time..... ....Average speed per hour....		(1.35) 32.2	(4.15) 25.2	(3.20) 14.3	(5.30) 9.3

WESTWARD — TETON VALLEY BRANCH — EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		SECOND CLASS 481 Local Freight Monday Wednesday Thursday Saturday	FIRST CLASS 47 Passenger Daily	Time-Table No. 9 June 17, 1951 STATIONS	Mile Post	FIRST CLASS 48 Passenger	SECOND CLASS 482 Local Freight
46	COPWY	7.00AM	5.20AM	DN-R **ASHTON YL** HN	0.0	A 9.55PM	A12.50PM
				1.8			
19		7.10	f 5.24	MARYSVILLE **YL**	1.8	f 9.45	12.35
				4.2			
33		7.25	f 5.32	GRAINVILLE	6.0	f 9.37	12.20
				2.6			
19	PW	7.40	s 5.38	D DRUMMOND MD	8.6	s 9.32	12.10PM
				4.2			
11		7.55	f 5.46	FRANCE	12.8	f 9.24	11.53AM
				3.0			
33	P	8.05	s 5.53	LAMONT	15.8	s 9.18	11.43
				10.5			
20		8.38	s 6.17	FELT	26.3	s 8.55	11.10
				4.0			
22	PWY	8.53	s 6.27	D TETONIA NA	30.3	s 8.47	10.55
				2.4			
			f 6.32	DWIGHT	32.7	f 8.41	
				4.5			
31		9.12	s 6.42	D DRIGGS DI	37.2	s 8.33	10.20
				8.4			
19	PWY	A 9.35AM	A 7.00AM	D-R **VICTOR YL** VR	45.6	8.15PM	9.50AM
				(45.6)		Daily	Monday Wednesday Thursday Saturday
		(2.35) 17.6	(1.40) 27.3	.....Thru Time..... .....Average speed per hour.....		(1.40) 27.3	(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. 33 stop daily, except Sunday and holidays, to dispatch mail at Lorenzo and Chester.
For stations not shown on schedule pages.—See page 17.

WESTWARD — MACKAY BRANCH — EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		SECOND CLASS 421 Mixed Daily Except Sunday	SECOND CLASS 409 Mixed Tuesday Thursday Saturday	SECOND CLASS 407 Mixed Monday Wednesday Friday	Time-Table No. 9 June 17, 1951 STATIONS	Mile Post	SECOND CLASS 410 Mixed Tuesday Thursday Saturday	SECOND CLASS 422 Mixed Daily Except Sunday	SECOND CLASS 408 Mixed Monday Wednesday Friday
	CPWY	8.15AM	7.30AM	7.30AM	DN-R **BLACKFOOT YL** BF	0.0	A 1.05PM	A 2.20PM	A 3.55PM
					2.6				
					GARDNER JCT.	2.6			
					1.7				
9		f 8.25	f 7.42	f 7.42	CLARKSON	4.3	f12.52	f 2.00	f 3.42
					1.4				
30		f 8.30	f 7.47	f 7.47	MORELAND	5.7	f12.47	f 1.55	f 3.37
					0.2				
					THOMAS JCT.	5.9			
					1.2				
	P	A 8.35AM	f 7.51	f 7.51	**ABERDEEN JCT. YL**	7.1	f12.43	1.45PM	f 3.33
					13.0				
32	PW		f 8.24	f 8.24	TABER	20.1	f12.10PM		f 3.00
					19.6				
20	PY		f 9.15	f 9.15	**SCOVILLE**	39.7	f11.20AM		f 2.10
					19.4				
37	PWY		A10.05AM	s10.05	D ARCO **YL** RO	59.1	10.30AM		s 1.20
					7.6				
21	P			s10.27	MOORE	66.7			s12.48
					5.9				
10				s10.45	DARLINGTON	72.6			s12.30
					4.7				
5				s11.00	LESLIE	77.3			s12.15PM
					8.0				
68	PWY			A11.25AM	D-R **MACKAY YL** MY	85.3			11.50AM
					(85.3)		Tuesday Thursday Saturday	Daily Except Sunday	Monday Wednesday Friday
		(0.20) 21.3	(2.35) 22.9	(3.55) 21.7	.....Thru Time..... ....Average speed per hour....		(2.35) 22.9	(0.35) 12.2	(4.05) 20.9

WESTWARD EAST BELT BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		SECOND CLASS 491 Mixed Daily Except Sunday	Time-Table No. 9 June 17, 1951 STATIONS	Mile Post
17	PY	8.05AM	**ORVIN**	0.0
			2.3	
21		f 8.15	LINCOLN	2.3
			0.8	
	P		**LINCOLN JCT.**	3.1
			2.6	
46	P	s 8.27	IONA	5.7
			10.7	
21	PW	s 9.05	D RIRIE RK	16.4
			5.0	
13	P	f 9.18	BYRNE	21.4
			4.2	
11	P	f 9.30	JENSON	25.6
			2.6	
23	P	f 9.40	WALKER	28.2
			4.2	
40	P	f 9.52	PARKINSON	32.4
			1.9	
10	P	f 9.58	MOODY	34.3
			3.8	
12	P	s10.20	D NEWDALE NE	38.1
			6.3	
	P	A10.40AM	**BELT YL**	44.4
			(44.4)	
			(2.35) 17.2	.....Thru Time..... Average speed per hour

WESTWARD — ABERDEEN BRANCH — EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		SECOND CLASS 421 Mixed Daily Except Sunday	Time-Table No. 9 June 17, 1951 STATIONS	Mile Post	SECOND CLASS 422 Mixed
	P	8.35AM	**ABERDEEN JCT. YL**	0.0	A 1.45PM
			4.3		
32		f 8.48	ROCKFORD	4.3	f 1.30
			1.6		
17		f 8.53	LIBERTY	5.9	f 1.20
			4.3		
29	P	s 9.13	D PINGREE PG	10.2	f12.58
			6.3		
31	P	f 9.33	SPRINGFIELD	16.5	f12.40
			3.2		
17	P	s 9.50	STERLING	19.7	s12.25PM
			3.9		
6		f	STRANG	23.6	f
			2.4		
9			FINGAL	26.0	
			2.2		
32	PWY	A10.25AM	D-R **ABERDEEN YL** BN	28.2	11.50AM
			(28.2)		Daily Except Sunday
		(1.50) 15.4	.....Thru Time..... ....Average speed per hour....		(1.55) 14.7

WESTWARD — WEST BELT BRANCH — EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.			Time-Table No. 9 June 17, 1951 STATIONS	Mile Post	SECOND CLASS 492 Mixed
60	PW		D-R **UCON** UN	0.0	A 1.40PM
			8.8		
21	P		LEWISVILLE	8.8	f 1.10
			1.7		
50	P		D MENAN MN	10.5	s 1.00
			1.0		
			ANNIS JCT.	11.5	
			13.5		
52	PW		PLANO	25.0	f12.12
			1.7		
18			EDMONDS	26.7	f12.05PM
			2.6		
11	P		EGIN	29.3	f11.56AM
			2.3		
30			HEMAN	31.6	f11.46
			1.9		
14	P		PARKER	33.5	f11.40
			5.2		
118	PWY		D-R **ST. ANTHONY YL** SH	38.7	11.15AM
			(38.7)		Daily Except Sunday
			.....Thru Time..... .....Average speed per hour.....		(2.25) 16.0

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

WESTWARD — TWIN FALLS BRANCH — EASTWARD

Time-Table No. 9
June 17, 1951

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		SECOND CLASS 439 Freight Daily Except Sunday	SECOND CLASS 475 Time Freight Daily Except Sunday	FIRST CLASS 573 Motor Passenger Daily	FIRST CLASS 49 Mixed Daily	STATIONS			Mile Post	FIRST CLASS 574 Motor Passenger Daily	FIRST CLASS 50 Mixed Daily	SECOND CLASS 440 Freight Daily Except Sunday	SECOND CLASS 476 Time Freight Daily Except Sunday
469	CPWY	12.20PM	3.00AM	4.10PM	5.10AM	DN-R	MINIDOKA YL	RT	0.0	A 3.10PM	A 9.45PM	A11.00AM	A 1.30AM
							8.2						
75	P	12.35	3.17	f 4.25	f 5.23		ACEQUIA		8.2	f 2.45	f 9.24	10.35	11.10PM
							5.3						
206	PWY	12.50	3.40	s 4.40	s 5.45	DN-R	RUPERT YL	MS	13.5	s 2.35	s 9.15	10.20	10.55
							6.1						
32	P	1.01	3.52	s 4.48	s 5.53		HEYBURN		19.6	s 2.20	f 9.00	10.05	10.40
							2.1						
94	OPWY	1.15	4.10	s 5.00	s 6.13	DN	BURLEY YL	BU	21.7	s 2.15	s 8.55	10.00	10.35
							4.1						
76	P	1.25	4.20	f 5.08	f 6.21		STARRH'S FERRY		25.8	f 2.02	f 8.37	9.45	10.15
							7.7						
58	P	574 1.50	4.35	f 5.19	f 6.31		MILNER		33.5	f 439 1.50	f 8.25	9.30	10.00
							2.0						
18	P			f 5.23	f 6.34		PARSONS		35.5	f 1.45	f 8.21		
							5.9						
73	PW	2.05	4.50	s 5.33	s 6.44	D	MURTAUGH	MU	41.4	s 1.35	s 8.12	9.15	9.45
							3.7						
53	P	2.15	4.59	5.39	6.50		BICKEL		45.1	1.27	8.04	9.05	9.35
							3.9						
30							BILLS		49.0				
							0.7						
41	P	2.30	5.10	s 5.48	s 6.58	D	HANSEN	NS	49.7	s 1.19	s 7.57	8.55	9.25
							3.6						
60	P	2.43	5.18	s 5.57	s 7.06	D	KIMBERLY	KY	53.3	s 1.08	s 7.47	8.45	9.15
							3.1						
29	P			6.02	7.11		McMILLAN YL		56.4				
							2.5						
	COPWYZ	A 4.00PM	A 7.00AM	6.10 6.15	7.20 7.40	DN-R	TWIN FALLS YL	NA	58.9	12.55 12.50	7.35 7.20	8.30AM	9.00PM
							4.4						
42				f 6.23	f 7.47		CURRY		63.3	f12.40	f 7.11		
							2.6						
60	P			s 6.28	s 7.52	D	FILER	FR	65.9	s12.35	s 7.06		
							2.6						
45				f 6.33	f 7.56		PEAVEY		68.5	f12.28	f 7.00		
							2.8						
41				f 6.38	f 8.00		CEDAR		71.3	f12.24	f 6.55		
							2.5						
	OPWY			A 50 6.50PM	A 8.10AM	DN-R	BUHL YL	BO	73.8	12.20PM	573 6.50PM		
							(73.8)			Daily	Daily	Daily Except Sunday	Daily Except Sunday
		(3.40) 16.1	(4.00) 14.7	(2.40) 27.7	(3.00) 24.6		Thru Time Average speed per hour			(2.50) 26.0	(2.55) 25.3	(2.30) 23.6	(4.30) 13.1

WESTWARD — OAKLEY BRANCH — EASTWARD

Time-Table No. 9
June 17, 1951

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.			STATIONS			Mile Post	
94	OPWY		DN-R	BURLEY YL	BU	0.0	
				4.3			
30				BEETVILLE		4.3	
				0.9			
25				PELLA		5.2	
				11.1			
25				TROUT		16.3	
				1.5			
60				MARION		17.8	
				1.6			
12				WARR		19.4	
				2.4			
20	Y		D-R	OAKLEY	OA	21.8	
				(21.8)			

WESTWARD — RAFT RIVER BRANCH — EASTWARD

Time-Table No. 9
June 17, 1951

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.			STATIONS			Mile Post	
94	OPWY		DN-R	BURLEY YL	BU	0.0	
				3.1			
58				UNITY		3.1	
				2.9			
22				SPRINGDALE		6.0	
				3.1			
16				DECLO		9.1	
				0.5			
				END OF TRACK		9.6	
				(9.6)			

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

Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.

For stations not shown on schedule pages, see page 17.

WESTWARD — NORTH SIDE BRANCH — EASTWARD

Time-Table No. 9
June 17, 1951

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		SECOND CLASS 471 Local Freight Daily Except Sunday	SECOND CLASS 465 Mixed Daily Except Sunday	STATIONS			Mile Post	SECOND CLASS 466 Mixed Daily Except Sunday	SECOND CLASS 472 Local Freight Daily Except Sunday
206	PWY	9.00PM	5.55AM	DN-R	RUPERT YL	MS	0.0	A 1.55PM	A 8.00PM
					4.4				
34	P				MYERS YL		4.4		
					1.5				
73	P	9.35	s 6.07	D	PAUL YL	DJ	5.9	s 12.35	7.30
					2.0				
20			f 6.11		BUDGE		7.9	f 12.26	
					8.0				
54		10.05	f 6.27		SCHODDE		15.9	f 12.10	6.40
					3.9				
21			f 6.36		McHENRY		19.8	f 12.02PM	
					4.2				
22		11.01	s 6.46	D	HAZELTON	AZ	24.0	s 11.55AM	6.10
					4.1				
63	W	11.45PM	s 6.56	D	EDEN	DX	28.1	s 11.45	5.40
					6.7				
54		12.10AM	f 7.11		PERRINE		34.8	f 11.28	5.00
					5.8				
27			f 7.24		FALLS CITY		40.6	f 11.17	
					7.3				
54	CWY	A 1.00AM	s 7.50	DN	JEROME YL	JO	47.9	s 11.01	4.00PM
					8.8				
54			s 8.10	D	WENDELL	ND	56.7	s 10.36	
					9.5				
54			s 8.30		TUTTLE		66.2	s 10.15	
					7.4				
250	PWY		A 8.45AM	DN-R	BLISS YL	IS	73.6	10.00AM	
					(73.6)			Daily Except Sunday	Daily Except Sunday
		(4.00) 12.0	(2.50) 26.0		Thru Time Average speed per hour			(3.55) 18.8	(4.00) 12.0

WESTWARD — WELLS BRANCH — EASTWARD

Time-Table No. 9
June 17, 1951

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.				439 Mixed Daily Except Sunday	STATIONS			Mile Post	440 Mixed
	COPWYZ			7.00PM	DN-R	TWIN FALLS YL	NA	0.0	A 8.00AM
						10.9			
31				f 7.25		BERGER		10.9	f 7.15
						8.5			
31				s 7.45		HOLLISTER		19.4	s 6.55
						9.4			
21	PWY			s 8.10	D	ROGERSON	RG	28.8	s 6.30
						9.9			
38				f 8.35		METEOR		38.7	f 6.03
						11.4			
34				f 9.05		IDAVADA		50.1	f 5.36
						6.0			
34	PW			f 9.19		DELAPLAIN		56.1	f 5.22
						4.6			
34				f 9.35		SAN JACINTO		60.7	f 5.12
						8.1			
34	P			s 9.55	D	CONTACT	CN	68.8	s 4.55
						6.3			
33	CPW			f10.10		HENRY		75.1	f 4.38
						11.6			
33				f10.40		SHORES		86.7	f 4.14
						6.9			
48	PWY			f11.00		WILKINS		93.6	f 3.59
						3.7			
37				f11.10		HERRELL		97.3	f 3.49
						5.2			
44	PY			s11.30		SUMMER CAMP		102.5	s 3.33
						6.4			
44				f11.50PM		MELANDCO		108.9	f 3.04
						7.2			
35				f12.05AM		TOWN CREEK		116.1	f 2.47
						7.3			
	PWY			A12.30AM	DN-R	WELLS YL	HU	123.4	2.30AM
						(123.4)			Daily Except Monday
				(5.30) 22.4		Thru Time Average speed per hour			(5.30) 22.4

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

WESTWARD — KETCHUM BRANCH — EASTWARD

Time-Table No. 9
June 17, 1951

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		SECOND CLASS 441 Mixed Monday Wednesday Friday		STATIONS		Mile Post	SECOND CLASS 442 Mixed
420	COPWY	6.00AM	DN-R	SHOSHONE YL	X	0.0	A12.45PM
				10.9			
3		f		MARLEY		10.9	f
				4.4			
39	PWY	s 6.35	D-R	RICHFIELD YL	FK	15.3	s12.05PM
				6.4			
29		f 6.50		PAGARI		21.7	f11.45AM
				8.0			
27		f 7.10		TIKURA		29.7	f11.25
				7.6			
59	PW	s 7.30	D	PICABO	XN	37.3	s11.05
				4.5			
6		f 7.40		HAY		41.8	f10.50
				2.5			
10		f 7.45		GANNETT		44.3	f10.45
				7.8			
30		s 8.05	D	BELLEVUE	V	52.1	s10.25
				5.1			
17	W	s 8.16	D	HAILEY	RI	57.2	s10.05
				2.8			
12		f 8.22		BARITE		60.0	f 9.52
				7.6			
16		f 8.40		TRIUMPH		67.6	f 9.35
				1.8			
33	WY	A 8.45AM	D-R	KETCHUM YL	KU	69.4	9.30AM
				(69.4)			Monday Wednesday Friday

(2.45) .....Thru Time..... (3.15)
25.2 .....Average speed per hour..... 21.4

WESTWARD — HILL CITY BRANCH — EASTWARD

Time-Table No. 9
June 17, 1951

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		STATIONS			Mile Post
39	PWY	D-R	RICHFIELD YL	FK	0.0
			4.5		
13			RAWSON		4.5
			4.9		
30			BURMAH		9.4
			12.1		
42	P		MAGIC		21.5
			9.7		
31			MACON		31.2
			2.8		
31	P		BLAINE		34.0
			2.8		
9			RANDS		36.8
			2.9		
17			SELBY		39.7
			4.1		
43	PW	D	FAIRFIELD	FD	43.8
			7.9		
32			CORRAL		51.7
			6.1		
57	WY	D-R	HILL CITY YL	HC	57.8
			(57.8)		

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

For stations not shown on schedule pages, see page 17.

WESTWARD — HOMESTEAD BRANCH — EASTWARD

Time-Table No. 9
June 17, 1951

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		STATIONS			Mile Post
	P		BLAKES JCT.		0.0
			32.9		
34	PT	D-R	ROBINETTE YL	RQ	32.9
			(32.9)		

WESTWARD — HOMEDALE BRANCH — EASTWARD

Time-Table No. 9
June 17, 1951

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		STATIONS			Mile Post
155	PWY	D-R	NYSSA YL	SY	0.0
			8.1		
19			OVERSTREET		8.1
			2.5		
20			ADRIAN		10.6
			6.3		
32			NAPTON		16.9
			7.5		
54	PWY	D-R	HOMEDALE	HR	24.4
			6.6		
19			CLAYTONIA		31.0
			2.1		
19	OPY	D-R	MARSING YL	MR	33.1
			(33.1)		

WESTWARD — PAYETTE BRANCH — EASTWARD

Time-Table No. 9
June 17, 1951

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		SECOND CLASS 483 Mixed Daily Except Sunday		STATIONS		Mile Post	SECOND CLASS 484 Mixed
190	OPW	7.00AM	DN-R	PAYETTE YL	AY	0.0	A 2.45PM
				3.9			
20		f 7.10		EIFFIE		3.9	f 2.30
				1.2			
43	P	s 7.30	D	FRUITLAND	FU	5.1	s 2.25
				1.7			
20		f 7.40		BUCKINGHAM		6.8	f 2.06
				4.3			
33	P	s 8.00	D	NEW PLYMOUTH	NP	11.1	s 1.55
				10.5			
13		f 8.27		LETHA		21.6	f 1.23
				8.1			
96	PWY	A 8.50AM	D-R	EMMETT YL	MF	29.7	1.00PM
				(29.7)			Daily Except Sunday

(1.50) .....Thru Time..... (1.45)
16.2 .....Average speed per hour..... 16.8

WESTWARD — WILDER BRANCH — EASTWARD

Time-Table No. 9
June 17, 1951

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		STATIONS			Mile Post
204	W	DN-R	CALDWELL YL	CW	0.0
			2.5		
40			SIMPLOT YL		2.5
			1.2		
21			SHELP YL		3.7
			1.4		
32			DOLES YL		5.1
			4.6		
13			ALLENDALE		9.7
			1.8		
43			WILDER YL	WR	11.5
			(11.5)		

WESTWARD — STODDARD BRANCH — EASTWARD

Time-Table No. 9
June 17, 1951

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		STATIONS			Mile Post
	OPTWYZ	DN-R	NAMPA YL	D AU-Q	0.0
			4.4		
20			DEAL		4.4
			4.5		
46			BOWMONT		8.9
			5.7		
28			MELBA		14.6
			2.5		
60			STODDARD		17.1
			2.9		
			END OF TRACK		20.0
			(20.0)		

WESTWARD — BOISE BRANCH — EASTWARD

Time-Table No. 9
June 17, 1951

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		STATIONS			Mile Post
	P		BOISE JCT.		0.0
			1.1		
22			FAIR GROUNDS	YL	1.1
			2.1		
	PTWZ	D-R	BOISE FREIGHT	YL BD	3.2
			5.2		
			BARBER		8.4
			(8.4)		

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

Westward IDAHO NORTHERN BRANCH Eastward

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS 485 Mixed Daily Except Sunday	Time-Table No. 9 June 17, 1951 STATIONS	Mile Post	SECOND CLASS 486 Mixed
OPTWYZ	8.30AM	DN-R NAMPA YL AU-Q D	0.0	A 2.35PM
		0.7 IDA. NOR. JCT. YL	0.7	
25	f 8.40	1.7 FISCHER	2.4	2.25
14	s 9.00	6.9 MIDDLETON	9.3	s 2.10
15	f 9.20	9.6 JENNESS	18.9	f 1.40
96 PWY	s10.20	8.1 D-R EMMETT YL MF	27.0	s 1.10
42	f10.40	4.8 PLAZA	31.8	f12.45
43 P	s11.20	9.3 MONTOUR	41.1	s12.20PM
32 P	486 s11.55AM	8.6 D HORSESHOE BEND HB YL	49.7	485 s11.55AM
32	f12.20PM	5.4 GARDENA	55.1	f11.35
35 OPTW	s 1.20	9.0 D BANKS YL AB	64.1	s11.10
25 PW	f 2.10	11.3 BIG EDDY	75.4	f10.25
31 PWY	s 3.00	7.6 SMITHS FERRY YL	83.0	s 9.55
15 P	f 3.35	9.7 CABARTON	92.7	f 9.20
32 W	f 3.45	2.8 BELVIDERE	95.5	f 9.11
32 PY	s 4.30	3.7 D CASCADE YL CD	99.2	s 9.00
31	f 5.00	11.8 ARLING	111.0	f 8.00
33 W	s 5.30	8.4 D DONNELLY FY	119.4	s 7.35
14	f 5.45	5.3 NORWOOD	124.7	f 7.22
53 OPWY	A 6.15PM	8.1 D-R McCALL YL NE	132.8	7.00AM
		(132.8)		Daily Except Sunday
	(9.45) 13.6	.....Thru Time..... ....Average speed per hour.....		(7.35) 17.5

Westward NEW MEADOWS BRANCH Eastward

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 9 June 17, 1951 STATIONS	Mile Post	
233 OP TWY		DN-R WEISER YL SR	0.0	
12		6.0 REBECCA	6.0	
48		13.1 CONCRETE	19.1	
26 P		12.7 D MIDVALE MI	31.8	
35 P		8.7 D CAMBRIDGE RA	40.5	
3 W		9.3 GOODRICH	49.8	
18		6.8 MESA	56.6	
42 OPWY		3.6 D-R COUNCIL YL CN	60.2	
7		1.4 HOOVER YL	61.6	
6		10.4 GLENDALE	72.0	
15		8.0 WOODLAND	80.0	
43		4.1 RUBICON YL	84.1	
146 PWY		5.6 D-R NEW MEADOWS YL DS	89.7	
		(89.7)		

WESTWARD OREGON EASTERN BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS 459 Mixed Daily Except Sunday	SECOND CLASS 493 Mixed Tuesday Thursday Saturday	Time-Table No. 9 June 17, 1951 STATIONS	Mile Post	SECOND CLASS 460 Mixed	SECOND CLASS 494 Mixed
414 COP WY	1.00PM	11.15AM	DN-R ONTARIO YL ON	0.0	A 4.00PM	A 4.15PM
PY	f 1.10	11.25	1.9 MALHEUR JCT. YL	1.9	3.40	4.00
14	f 1.15	f11.30	1.8 CAIRO	3.7	f 3.35	f 3.55
38	f 1.25	f11.40	3.2 LUSE	6.9	f 3.25	f 3.47
24	f 1.35	f11.50AM	3.1 MALLETT	10.0	f 3.15	f 3.39
134 PWY	s 1.55	A12.05PM	5.5 D-R VALE YL VA	15.5	s 3.00	3.25PM
46	460 f 2.20		8.0 HOPE	23.5	459 f 2.20	
52	f 2.50		11.3 LITTLE VALLEY	34.8	f 1.50	
53 P	s 3.15		7.2 HARPER	42.0	s 1.25	
50	f 3.40		9.2 NAMORF	51.2	f12.55	
27	f 4.07		11.0 JONESBORO	62.2	f12.28PM	
53 PWY	s 4.40		11.4 D JUNTURA JN	73.6	s11.50AM	
50	f 5.25		13.0 LONG	86.6	f11.10	
49 PW	s 5.50		6.1 RIVERSIDE	92.7	s10.50	
31	f 6.15		10.1 DUNNEAN	102.8	f10.25	
32 PW	f 6.40		7.4 VENATOR	110.2	f10.05	
32	f 7.00		7.7 CIRCLE BAR	117.9	f 9.45	
31 PW	s 7.30		8.7 CRANE	126.6	s 9.15	
31	f 8.20		16.9 REDESS	143.5	f 8.32	
23 OP WYZ	A 9.00PM		13.3 D-R BURNS YL BR	156.6	8.00AM	
			(156.8)		Daily Except Sunday	Tuesday Thursday Saturday
	(8.00) 19.6	(0.50) 18.6	.....Thru Time..... ....Average speed per hour.....		(8.00) 19.6	(0.50) 18.6

WESTWARD BROGAN BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS 493 Mixed Tuesday Thursday Saturday	Time-Table No. 9 June 17, 1951 STATIONS	Mile Post	SECOND CLASS 494 Mixed
134 PWY	12.30PM	D-R VALE YL VA	0.0	A 3.15PM
29	f 1.22	17.3 JAMIESON	17.3	f 2.20
31 PWY	A 1.45PM	6.0 BROGAN YL	23.3	2.00PM
		(23.3)		Tuesday Thursday Saturday
	(1.15) 18.6	.....Thru Time..... ....Average speed per hour.....		(1.15) 18.6

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.

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 23	Switch Connection
First Subdivision			
Leefe	64.8	Spur 2.4 Mi. Y	Both
Onyx	197.5	14 P	West
Inkom Ballast Quarry	202.9	140 P	East
Second Subdivision			
Don	219.6	43 PX	Both
Schiller	226.5	11	Both
Coates	369.5	8 P	West
Sand Bank	370.9	42 PX	Both
Third Subdivision			
Hillcrest	B-445.1	14 P	Both
Apple Valley	485.9	26	Both
Arcadia	491.7	45 P	Both
Washoe Spur	500.9	32	West
Wood	506.2	10	Both
Feltham	512.7	23	Both
Fourth Subdivision			
Chubbuck	138.2	40	Both
Kimball	166.6	20	Both
Jason Spur	175.4	60	West
Mitchell	176.9	22	Both
Red Rock.....(1)	302.8	28 W	Both
Dalys.....(1)	316.4	19 P	Both
Glen.....(1)	347.8	8	West
Lavon.....(1)	351.7	None	None
Maiden Rock...(1)	366.0	18 19	Both Both
Goshen Branch			
Cox	9.2	11	West
Ammon	18.1	34	West
Wilkinson	21.0	3	West
Yellowstone Branch			
St. Leon	3.7	16	East
Mark	22.2	24	Both
Jolley	27.6	10	Both
Wilford	32.9	7	East
Pineview	72.5	5 P	Both
Teton Valley Branch			
Judkins.....(2)	22.3	6 6	East Both
Fox Creek.....(2)	42.3	12	Both
Mackay Branch			
Collins.....(3)	2.1	10	West
Aiken.....(3)	3.8	10 10	Both East
West Belt Branch			
Coltman.....(4)	2.8	19 P	East
Grant.....(4)	4.8	18 P	East
Barlow	7.0	17	East
Midway	9.4	31 19	Both West
Pyke.....(4)	35.3	5	West
East Belt Branch			
Gale Spur	27.5	10	East

Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 23	Switch Connection
Twin Falls Branch			
Amalga	17.3	12	West
Stowe	52.1	12	West
North Side Branch			
Travers.....(5)	3.5	18	Both
Black	26.9	30	Both
Hunt.....(5)	31.5	8	Both
Sugar Loaf	38.3	12	Both
Barrymore.....(5)	42.6	13	Both
Haytown	44.7	7	Both
Hydra	45.8	7	Both
Appleton.....(5)	52.9	12	Both
King	58.1	17	Both
Wells Branch			
Knull.....(6)	5.6	7	Both
Godwin.....(6)	7.0	8	Both
Amsterdam....(6)	23.2	9	West
Ketchum Branch			
Priest.....(7)	33.9	6 6	East West
Gimlet.....(7)	63.2	30	East
Homestead Branch			
Home	14.9	4 P	East
Mineral	15.3	10 W	East
Still	16.2	2	East
Sturgill	27.1	15	East
Payette Branch			
Ingard	3.3	8	Both
Falks.....(8)	17.2	5	East
Little Rock	18.9	10	Both
Wilder Branch			
Greenleaf	7.0	9	West
Stoddard Branch			
Westma	11.6	5	East
Boise Branch			
Penitentiary Spur	5.0	10	East
Vernon	6.3	10	West
Idaho Northern Branch			
Maddens.....(9)	6.1	5	East
Bramwell.....(9)	22.2	5	East
Black Canyon..(9)	33.0	5	East
Archabal.....(9)	127.4	9	Both
Oregon Eastern Branch			
Lawen.....(10)	138.4	3	East
New Meadows Branch			
Presley	11.7	9	Both
Diamond	26.7	4 W	West
Fruitvale	66.5	3	Both
Starkey	69.3	5	West
Tamarack	81.9	29	Both
Brogan Branch			
Lancaster	11.4	4	East

(1) Flag stop for Nos. 29–30.
(2) Flag stop for Nos. 33–34.
(3) Flag stop for Nos. 409–410.
(4) Flag stop for No. 492.
(5) Flag stop for Nos. 465–466.
(6) Flag stop for Nos. 439–440.
(7) Flag stop for Nos. 441–442.
(8) Flag stop for Nos. 483–484.
(9) Flag stop for Nos. 485–486.
(10) Flag stop for Nos. 459–460.

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

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

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

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

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

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

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

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

GENERAL

Location	Miles Per Hour		
	Str.	Psgr.	Frt.
Maximum speed.	79	75	50
Inspection bus cars.		40	40
Battery motor car 01886.		50	
When caboose is handled in train consisting of passenger train equipment.		55	
Within yard limits—			
Protected by continuous block signal system.	60	50	25
Not protected by continuous block signal system.	50	40	25
On branch lines.	30	30	15
Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35
Diesel-electric locomotives in road or helper service:			
Backing up shoving a train. (Speed of train being helped will govern).			
Backing up pulling train.	40	40	40
Backing up light.			40
Diesel switch engines in road service.	35	35	35
Diesel-electric helper locomotive.	60	60	
Steam engines running backward.	20	20	20
7000–7800 class engines.		70	50
MacArthur type engines with 63-inch drivers.		55	50
MacArthur type engines with 57-inch drivers.		35	35
3900 class engines.		65	50
3800 class engines.		60	50
4000, 9000 and 2-10-2 type engines.		50	50
Ten Wheeler type engines 1573, 1575, 1577 to 1580.		55	40
Other Ten Wheeler and Consolidation type engines.		35	35
Mallet type engines, 3500 to 3599, incl., and 3670 to 3674, incl.		35	35
0-6-0 and 0-8-0 type yard engines.		20	20
Trains handling wrecking derricks:			
Derricks with 6-wheel trucks.			40
Derricks with 4-wheel trucks.			35
(All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			

Location	Miles Per Hour		
	Str.	Psgr.	Frt.
Trains handling company roadway machines on their own wheels, except wrecking derricks—			
On main line and Twin Falls Branch:			
On straight track.			30
On curves.			25
Between Idaho Falls and Ashton.			20
On other branch lines.			15
Jordan spreaders and other machines of spreader type, when in operation.			15
Trains handling scale test cars—			
On main line, Twin Falls Branch and between Idaho Falls and Ashton.			30
On other branch lines.			20
Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules:			
Maximum speed.			20
Through truss bridges.			6
Passing fueling stations—			
On main lines.	50	40	25
On branch lines.		30	15
When using cross-overs and turn-outs:			
9000 class engines;			
Forward movement.		10	10
Back-up movement.		6	6
All other class engines;			
Forward movement.	15	15	15
Back-up movement.	10	10	10
Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement.	20	20	20
Over spring switches, where movement is over facing point switch, except at Reverse.	20	20	20
When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
Tracks other than main tracks.	15	15	15
On wye tracks.	6	6	6
Through tunnels, branch lines.		10	10
Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power:			
On main line.			25
On branch lines.			15
(Slower speed must be observed where conditions require.)			

FIRST SUBDIVISION

Location	Miles Per Hour		
	Str.	Psgr.	Frt.
Maximum speed.	75	75	50
Granger			
Between M.P. 3.4 and 3.7.	70	60	50
Moxa			
Between M.P. 12.2 and 12.3.	70	60	50
Hassett			
Between M.P. 14.4 and 14.6.	70	60	50
Nutria			
Between M.P. 16.1 and 16.5.	70	60	50
Between M.P. 18.2 and 18.3.	60	50	40
Cosgriff			
Between M.P. 21.2 and 21.5.	70	60	50
Between M.P. 23.6 and 23.8.	70	60	50
Opal			
Between M.P. 28.7 and 29.6.	70	60	50
Between M.P. 31.3 and 32.3.	50	40	30
Between M.P. 33.0 and 33.1.	70	60	50
Waterfall			
Between M.P. 34.6 and 34.8.	60	50	40
Between M.P. 35.5 and 38.8.	50	40	25
Kemmerer			
7000 and heavier type engines, turntable lead.			5
Passing coal chute.	30	30	25
Between M.P. 43.2 and 44.0, watch for rocks.	25	20	20
Between M.P. 44.0 and 49.2.	50	40	30
Between M.P. 49.2 and 49.4.	40	35	25
Fossil			
Between M.P. 54.5 and 58.0.	40	35	25
Nugget			
Between M.P. 58.0 and 59.6.	70	60	50
Orr			
Between M.P. 60.8 and 61.2.	70	60	50
Sage			
Between M.P. 63.6 and 65.4.	60	50	40
Between M.P. 66.5 and 68.2.	70	60	50

Location	Miles Per Hour		
	Str.	Psgr.	Frt.
Cokeville			
Over streets and alleys.	30	30	30
Between M.P. 87.4 and 87.7.	60	50	40
Border			
Between M.P. 92.9 and 93.1.	60	50	40
Between M.P. 96.5 and 96.9.	70	60	50
Pegram			
Between M.P. 98.3 and 99.2.	60	50	40
Between M.P. 99.5 and 99.7.	70	60	50
Between M.P. 102.6 and 104.9.	60	50	40
Harer			
Between M.P. 105.2 and 105.4.	70	60	50
Montpelier			
Between M.P. 120.6 and 123.4.	60	50	40
Between M.P. 125.0 and 125.3.	70	60	50
Between M.P. 125.8 and 126.8.	60	50	40
Georgetown			
Between M.P. 127.6 and 127.9.	70	60	50
Between M.P. 128.2 and 128.6.	60	50	40
Between M.P. 129.5 and 130.0.	60	50	40
Between M.P. 131.6 and 132.2.	70	60	50
Cavanaugh			
Between M.P. 135.5 and 135.7.	70	60	50
Manson			
Between M.P. 138.6 and 139.2.	60	50	40
Rose			
Between M.P. 141.0 and 141.9.	60	50	40
Between M.P. 142.4 and 143.4.	70	60	50
Between M.P. 143.7 and 143.9.	60	50	40
Between M.P. 144.5 and 145.3.	60	50	40
Soda Springs			
Over streets and alleys.	30	30	30

Location	Miles Per Hour		
	Str.	Psgr.	Frt.
Between M.P. 148.0 and 148.3.	70	60	50
Alexander			
Between M.P. 152.1 and 152.4.	60	50	40
Bancroft			
Over streets and alleys.	25	25	25
Between M.P. 164.2 and 164.6.	70	60	50
Kinport			
Between M.P. 167.5 and 168.1.	70	60	50
Between M.P. 168.9 and 169.3.	60	50	40
Pebble			
Between M.P. 171.2 and 171.7.	60	50	40
Between M.P. 171.9 and 174.8.	70	60	50
Broxon			
Between M.P. 176.4 and 176.7.	70	60	50
Blaser			
Between M.P. 177.4 and 178.5.	60	50	40
M.P. 179.0 to 180.0 (Westward).	45	35	20
M.P. 180.0 to 179.0 (Eastward).	50	40	25
Lava Hot Springs			
Between M.P. 180.1 and 181.6.	70	60	50
Between M.P. 181.8 and 183.1.	60	50	40
Between M.P. 183.2 and 184.8.	70	60	50
Topaz			
Between M.P. 185.5 and 185.7.	70	60	50
Between M.P. 186.0 and 187.3.	50	40	30
Between M.P. 187.5 and 187.9.	60	50	40
Between M.P. 188.2 and 190.2.	70	60	50
McCammon			
Between M.P. 192.4 and 192.6.	60	50	40
Between M.P. 195.0 and 195.4.	60	50	40
Onyx			
Between M.P. 197.7 and 200.3.	70	60	50
Between M.P. 200.3 and 201.1.	60	50	40
Inkom			
Between M.P. 202.3 and 202.6.	60	50	40
Between M.P. 207.1 and 208.4.	70	60	50
Pocatello			
Within platform limits of passenger depot.	6	6	6
Between passenger depot and M.P. 216.9.	20	20	20

SECOND SUBDIVISION

Location	Miles Per Hour Str.	Psgr.	Frt.
Pocatello Within platform limits of passenger depot.	6	6	6
Between passenger depot and M.P. 216.9.	20	20	20
On enginehouse lead and tracks.			6
American Falls Between M.P. 238.0 and 239.4.	70	60	50
Bridge 239.75.	40	25	25
Between M.P. 240.0 and 240.3.	40	40	25
Between M.P. 240.4 and 241.3.	70	60	50
Borah Between M.P. 244.5 and 244.8.	70	60	50
Wapi Between M.P. 258.8 and 259.2.	70	60	50
Minidoka Between M.P. 272.4 and 273.0.	20	20	20
Adelaide Between M.P. 285.8 and 286.2.	70	60	50
Dietrich M.P. 316.3 to 315.7 (Eastward).	70	60	50
Shoshone Over Greenwood Street.	15	15	15
Between M.P. 320.7 and 322.2.	20	20	20
Between M.P. 323.2 and 323.8.	70	60	50
Between M.P. 325.0 and 326.5.	70	60	50
Gooding Over streets and alleys.	30	30	30
Between M.P. 340.7 and 341.1.	60	50	40
Between M.P. 342.2 and 343.3.	60	50	40
Ticeska Between M.P. 357.3 and 360.2.	70	60	50
Between M.P. 360.2 and 360.8.	60	50	40
Between M.P. 360.8 and 365.8.	70	60	50
King Hill Between M.P. 367.5 and 368.2.	70	60	50
Between M.P. 369.0 and 370.9.	60	50	40
Sand Bank Engines using west switch to Sand Bank set-out track.			5
Between M.P. 371.1 and 373.3.	45	40	25
Between M.P. 373.3 and 373.8.	20	20	20
Glenns Ferry			

THIRD SUBDIVISION

Location	Str.	Psgr.	Frt.
Glenns Ferry Eastward, over Commercial Street Crossing.	20	20	20
Between M.P. 376.5 and 377.6.	60	50	40
Between M.P. 378.7 and 379.3.	45	40	25
Hammett Between Hammett and Reverse.	65	60	40
Between M.P. 385.6 and 387.0.	60	50	40
Between M.P. 389.8 and 390.8.	60	50	40
Mountain Home Over street crossings.	25	25	25
Orchard Between M.P. B-429.1 and B-430.0.	60	50	40
Leone Between M.P. B-431.0 and B-433.8.	70	60	50
Between M.P. B-433.9 and B-434.2.	60	50	40
Black's Creek Between M.P. B-435.8 and B-436.2.	70	60	50
Between M.P. B-438.5 and B-438.8.	70	60	50
Between M.P. B-439.5 and B-440.3.	50	40	25
Between M.P. B-440.4 and B-446.2.	60	50	40
Boise Between M.P. B-448.4 and B-449.2.	50	40	25
Between M.P. B-450.4 and B-450.9.	70	60	50
Meridian No. 17, to exchange mail.		20	
No. 18, to dispatch mail.		40	
Sonna Between M.P. B-467.0 and B-467.7.	40	25	25
Nampa Between passenger depot and M.P. 456.3.	15	15	15
Caldwell Over streets and alleys.	25	25	25
Parma Over streets and alleys.	30	30	30
Between M.P. 482.8 and 483.0.	70	60	50
Between M.P. 484.6 and 485.2.	70	60	50
Washoe Spur With 5000 class engines.			5
Ontario No. 106, to exchange mail.	10		
Between Payette and Weiser, trains handling logs.			30
Eaton Between M.P. 523.0 and 526.0.	70	60	50
Between M.P. 526.4 and 535.8.	60	50	40
Between M.P. 536.0 and 538.9.	40	25	25
Huntington			
Kuna Line. Orchard Between M.P. 428.4 and 428.9.	60	50	40
Kuna Between M.P. 447.3 and 450.8.	60	50	40
Between M.P. 456.3 and passenger depot, Nampa.	15	15	15

FOURTH SUBDIVISION

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

BRANCHES

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

BRANCHES (Continued)

Location	Miles Per Hour Psgr.	Miles Per Hour Frt.
Mackay Branch Between Blackfoot and M.P. 60.0.		25
Between M.P. 60.0 and Mackay.		20
Mackay On curve on low line smelter.		6
Gardner Branch.		15
Thomas Branch.		15
Aberdeen Branch		25
Goshen Branch Maximum speed.		25
Light MacArthur type engines.		20
Yellowstone Branch Between Idaho Falls and Ashton.	50	35
Between Idaho Falls and Ashton with MacArthur type engines.	40	30
Between Ashton and Gerrit, watch for rocks.	35	25
Between Gerrit and Big Springs.	50	35
Between Big Springs and West Yellowstone, watch for rocks.	35	25
Rexburg, Sugar City and St. Anthony, over streets and alleys.	20	20
St. Anthony, over highway crossing just west of depot.	8	8
Between M.P. 55.4 and 55.6.	20	15
Between M.P. 59.4 and 66.0.	20	15
Between M.P. 72.9 and 73.3.	35	25
Between M.P. 74.0 and 74.3.	30	25
Between M.P. 85.2 and 85.5.	35	25
Between M.P. 86.4 and 87.0.	20	15
Between M.P. 92.0 and 95.0.	20	15
Between M.P. 100.0 and 101.0.	20	15
East Belt Branch Maximum speed.		25
Light MacArthur type engines between Lincoln Jct. and Orvin.		20
Truss bridges.		15

Location	Miles Per Hour Psgr.	Miles Per Hour Frt.
West Belt Branch Maximum speed.		25
Truss bridges.		15
Annis Branch		15
Teton Valley Branch Maximum speed.	35	25
Engines 1575 to 1579, incl.	25	25
Bridges 4.48, 6.96 and 19.97.	12	12
Between M.P. 19.1 and 19.4.	15	15
Between M.P. 25.0 and 25.4.	15	15
Twin Falls Branch Maximum speed.	50	40
3500 and 3800 class engines.	30	30
Bridge 20.10.	25	25
Rupert, on west leg of wye.	10	10
Rupert, over streets and alleys.	12	12
McMillan, on tracks leading to sugar factory, with 3500 and 3800 class engines.	10	10
Buhl, on mill and elevator track with MacArthur type engines.		5
North Side Branch Maximum speed.		30
Heavy MacArthur type engines.		15
Between M.P. 30.0 and 30.5.		20
Raft River Branch		20
Oakley Branch		25
Light MacArthur type engines.		20
Wells Branch Maximum speed.		30
Between M.P. 31.0 and 36.2.		25
Between M.P. 45.8 and 53.3.		25
Between M.P. 69.6 and 71.6.		25
Between M.P. 91.2 and 91.5.		25
Between Herrell and Melandco.		20
Wells yard.		15
Ketchum Branch Maximum speed.	40	30
Bridge 16.04 with MacArthur type engines.	15	15
Between Hailey and Ketchum, over truss bridges.	15	15

Location	Miles Per Hour Psgr.	Miles Per Hour Frt.
Bellevue, over streets and alleys.	12	12
Between M.P. 63.1 and 64.6.	30	20
Hill City Branch Maximum speed.		25
Over trestles 21.6 and 23.40 with snow plows.		15
Boise Branch Between Boise Jct. and Boise Freight.		25
Between Boise Freight and Barber.		15
Stoddard Branch		15
Idaho Northern Branch Maximum speed.		30
Between Jenness and Bramwell.		20
Trains handling high cars between Jenness and Bramwell.		12
Between Plaza and Banks. Watch for rocks between Black Canyon and Banks.		25
Banks, westward around curve east of cast passing track switch, to east switch.		5
Between Banks and Smiths Ferry, watch for rocks.		15
Trains handling logs or high cars between Banks and M.P. 81.0.		12
Between Smiths Ferry and Cabarton, watch for rocks.		20
M.P. 31.4.		20
Between M.P. 33.0 and 35.4.		10
Bridge 36.61.		20
Between M.P. 99.6 and 113.6 on curves.		20
Between M.P. 128.2 and 128.5.		15
McCall, over street crossings.		10
Wilder Branch		15
Homedale Branch		25
Oregon Eastern Branch Maximum speed.		25
Hope Between M.P. 29.5 and 33.5, watch for rocks.		20
Little Valley Between M.P. 36.5 and 37.6, watch for rocks.		20

BRANCHES (Continued)

Location	Miles Per Hour Psgr.	Miles Per Hour Frt.
Little Valley (Continued) Between M.P. 37.6 and 37.7, soft spot.		10
Between M.P. 37.7 and 38.2, watch for rocks.		20
Juntura Between M.P. 78.6 and 80.7, watch for rocks.		20
Between M.P. 80.7 and 81.0, watch for rocks.		10
Between M.P. 81.0 and 86.6, watch for rocks.		20
Long Between M.P. 86.6 and 89.0, watch for rocks.		20
Dunnean Between M.P. 103.5 and 106.5.		20
Bridge 106.14.		15

Location	Miles Per Hour Psgr.	Miles Per Hour Frt.
Circle Bar Between M.P. 119.0 and 124.0, watch for rocks.		20
Brogan Branch		20
Payette Branch Maximum speed.		25
Payette Jct., on curve.		10
Trains handling logs between Payette and Emmett on curves.		20
New Meadows Branch Maximum speed.		25
Engines running backwards.		10
Between Weiser and Concrete. Straight track. On curves.		25 20

Location	Miles Per Hour Psgr.	Miles Per Hour Frt.
Between Concrete and M.P. 30.0. Straight track. On curves.		15 10
Between M.P. 30.0 and 55.0. Straight track. On curves.		25 15
Between M.P. 55.0 and 55.5.		10
Between M.P. 55.5 and 66.5. Straight track. On curves.		25 15
Between M.P. 66.5 and New Meadows. Straight track. On curves.		15 10
Homestead Branch Maximum speed, watch for rocks.		20
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 columns provided in time-table indicate:

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

Standard clocks are located as shown below:

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

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